

# Autumn Performance Report 2003



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# Department for Transport

## Autumn Performance Report 2003

Presented to Parliament by the  
Secretary of State for Transport  
by command of Her Majesty  
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# Chapter 1

## Introduction

This is the Autumn Performance Report for the Department for Transport (DfT). It provides Parliament with performance information on the Department's Public Service Agreement (PSA) targets from data available up to November 2003.

The Department's agenda is encapsulated in its aim, objectives and performance targets which were agreed in the Spending Review 2002, and replaced previous PSA targets in April 2003.

The overall objective of the DfT is to provide reliable, safe and integrated transport for everyone which respects the environment.

### What the report covers

The report sets out:

- The DfT's PSA targets.
- The performance indicators used to measure progress.
- Performance against targets based on the most recently available data.

This information is provided to supplement the performance reports given in the DfT Annual Report published in May 2003.<sup>1</sup>

### What the report shows

- We are currently on course to achieve the PSA targets on increasing bus and light rail usage, and reducing the number of people killed or seriously injured in Great Britain in road accidents.
- We are also on course to meet the majority of individual indicators contained within the London Underground and air quality targets.
- There has been a slow but steady improvement in overall rail performance. More people are using the train, but there is still some way to go to meeting the target of a 50% increase in patronage.
- The target for congestion will not be met. We are in the process of agreeing a better and more useful measure of congestion.

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<sup>1</sup> Available online at [http://www.dft.gov.uk/stellent/groups/dft\\_about/documents/downloadable/dft\\_about\\_508301.pdf](http://www.dft.gov.uk/stellent/groups/dft_about/documents/downloadable/dft_about_508301.pdf)

- On the efficiency target, a number of measures and key corporate projects have been delivered. Progress against the target will be reported at the end of the current financial year.

### Related documents

10 Year Plan: Delivering Better Transport: Progress Report.

[http://www.dft.gov.uk/stellent/groups/dft\\_transstrat/documents/page/dft\\_transstrat\\_023008.hcsp](http://www.dft.gov.uk/stellent/groups/dft_transstrat/documents/page/dft_transstrat_023008.hcsp)

The Autumn Performance Report complements the operating and financial review (OFR) section of the DfT's 2002-03 Resource Accounts. The Resource Accounts will be published in early 2004 and will be available on the DfT's website.

The OFR will set out:

- A brief summary of progress against all DfT objectives.
- The funding of the DfT.
- An explanation of variations between estimates and out-turn.
- DfT's investment strategy.
- Provisions, contingencies and investments generally.

## PSA TARGETS

### Departmental objectives and PSA targets set for 2001-2006

In the 2000 Spending Review (SR2000) the Government set new plans for public spending for 2001-04 which prioritised its most important goals. These targets were set out in the White Paper Spending Review 2000: Public Service Agreements 2001-04 (Cm 4808), published in July 2000. The DfT website also contains information about the service delivery agreement – [www.dft.gov.uk/sr2000/index.htm](http://www.dft.gov.uk/sr2000/index.htm) – which set out how the PSA targets set during SR 2000 would be delivered.

These targets were amended following the Spending Review 2002. The amendments were primarily concerned with putting a focus on priorities and ensuring clarity. These included the amalgamation of the separate bus and light rail targets into a single target for local public transport. This allows local flexibility so that decisions can be based on local circumstances. The combined target of more than 12% increase in bus and light rail patronage is

equivalent to the previous separate targets. Also, a focus on tackling the significantly higher incidence of accidents in disadvantaged areas was added to the road safety PSA target. The revised PSA targets came into effect in April 2003 and carry forward progress on the SR2000 targets.

The following sections list each of our PSA targets following the Spending Review 2000, and the amendments made as part of the Spending Review 2002.

## Chapter 2

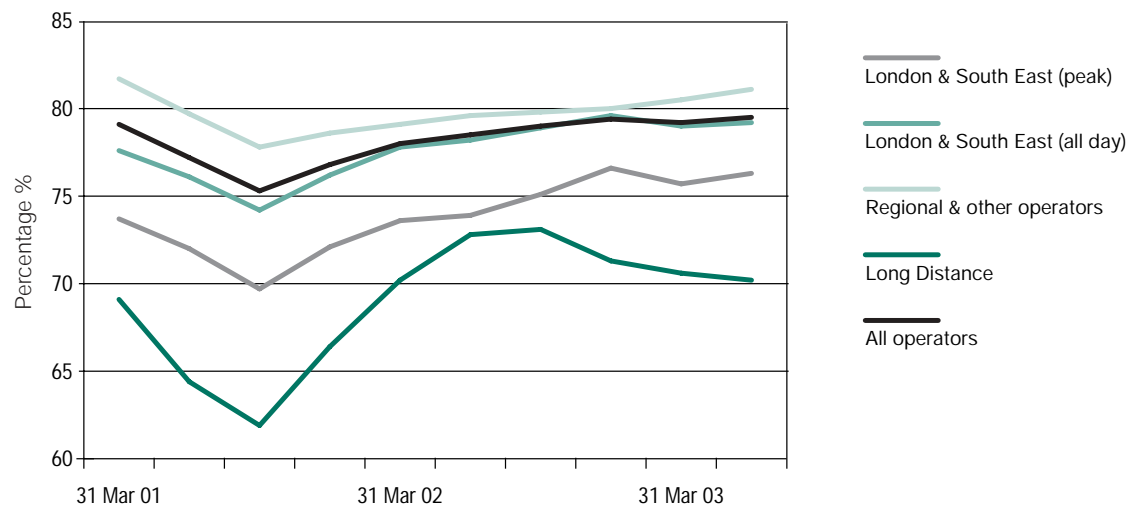
SR2000 PSA target	Reduce congestion on the inter-urban trunk road network and in large urban areas in England below current levels by 2010, by promoting integrated transport solutions and investing in public transport and the road network.
SR2002 PSA target	Reduce congestion on the inter-urban trunk road network and in large urban areas in England below 2000 levels by 2010.
Performance indicator	<p>We are examining how to improve our indicators in this area, to make them more meaningful to the road user.</p> <p>At present, congestion is monitored using surveys of car journey times on the inter-urban network and in large urban areas, in alternate years. These surveys provide reliable overall measures of the average time lost per vehicle kilometre compared with uncongested conditions, but do not provide the more detailed information needed to examine other indicators, such as variability of journey time, which may be more meaningful to the road user. The Department is therefore developing other sources and indicators to supplement the survey results. Results will be available in 2004.</p>
Progress	<p><b>Status: As reported in the last Annual Report, new indicators and further targets are being developed as part of the 10 Year Plan Review, building on improved data now becoming available.</b></p> <p>On the inter-urban network, the Highways Agency is working to increase capacity through a targeted major road programme. The Agency is also developing a major programme of measures to improve the flow of traffic on the network, through:</p> <ul style="list-style-type: none"> <li>• Better traffic management. Traffic Officers will take over many traffic management responsibilities from the police, starting in summer 2004 in the West Midlands and rolling out in other parts of England during 2005. On the M42 in summer 2004, a pilot will commence which brings together a number of traffic management technology tools.</li> <li>• Better information for road users with the Traffic Control Centre project going live in summer 2004.</li> <li>• Better planning and design.</li> </ul> <p>On urban congestion we are working with the Local Government Association and individual local authorities (including London, which has already implemented congestion charging in the central area) to improve the effectiveness of policies to tackle congestion.</p> <p>The Department is also developing the data sources needed to monitor both inter-urban and urban congestion at a detailed level. This will provide an improved evidence base and a better basis for producing trajectories for future congestion in relation to the target.</p>

## Chapter 3

SR2000 PSA target	Increase rail use in Great Britain (measured in passenger kilometres) from levels in 2000 by 50 per cent by 2010, with investment in infrastructure and capacity, while at the same time securing improvements in punctuality and reliability.
SR2002 PSA target	Secure improvements in rail punctuality and reliability with a 50 per cent increase in rail use in Great Britain from 2000 levels by 2010.
Performance indicator	<p><i>Public Performance Measure (PPM)</i> combines figures for punctuality and reliability into a single performance measure. It measures the performance of every individual passenger train against the daily timetable, and is always measured at the final destination.</p> <p><i>Number of passenger kilometres travelled on national railways</i>  Rail use is measured using passenger kilometre<sup>2</sup> data from the rail industry's central ticketing system. This covers some 90%+ of all ticket sales. For those ticket sales which the system does not record correctly, notably some operator-specific tickets and multi-modal tickets, the Strategic Rail Authority (SRA), 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>Coverage: Great Britain</p>
Progress	<p><b>Status: Further progress needs to be made.</b></p> <p>The latest available rail data covers the period up to June 2003. Data covering the period up to September 2003 will be published by the SRA in <i>National Rail Trends</i> in December 2003.</p> <p>Rail <i>performance</i> was seriously affected by the Hatfield crash in October 2000. Since then there has been a slow but steady recovery in performance. The graph on the next page shows the PPM moving annual average from 31 March 2001 to 30 June 2003. Overall PPM performance, on a moving annual average basis, was 79.5% at the end of June 2003, up 1% on the previous year, June 2002. This compares to PPM of 78.0% in the baseline year 2000/01. However, performance in the long distance sector fell, where it was 70.2% over the year to June 2003 against 72.8% at June 2002.</p> <p>Rail <i>usage</i> is increasing – in terms of the distance travelled, people are using the railways more than at any other time since 1947. Passenger kilometres were 4.3% higher in the year to the end of June 2003 compared to the 2000/01 baseline year.</p> <p>Data source: <a href="http://www.sra.gov.uk/news/20030919_national_rail_trends.tt2">http://www.sra.gov.uk/news/20030919_national_rail_trends.tt2</a></p>
Quality of data	Statistics on passenger kilometres, punctuality and reliability are collected by the Strategic Rail Authority. These are well-established measures, used across the rail industry and published quarterly by the SRA.

<sup>2</sup> The number of passengers multiplied by the distance each passenger travels in kilometres.

**Public Performance Measure (PPM) moving annual average percentage of trains arriving on time 31 March 2001 to 30 June 2003**



## Chapter 4

SR2000 PSA target	Increase bus use in England (measured by the number of passenger journeys) from levels in 2000 by 10 per cent by 2010, while at the same time securing improvements in punctuality and reliability.
SR2000 PSA target	Double light rail use in England (measured by the number of passenger journeys) by 2010 from levels in 2000.
SR2002 PSA target	Secure improvements to the accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in use of more than 12 per cent by 2010 compared with 2000 levels.
Performance indicator	<p><i>Number of passenger journeys undertaken each year (bus and light rail).</i>  ‘Light rail’ is a broad term referring to any public passenger-carrying railway system using rolling stock which 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 DfT’s annual surveys of bus and light rail operators.</p> <p><i>Percentage of vehicles with low floor wheelchair access</i>  Annual data are available from DfT’s survey of bus and coach operators on the percentage of local buses of low floor construction. Figures show that 21% of local buses were low floor vehicles in the baseline year 2000/01 (although some were not wheelchair accessible).</p> <p><i>Bus reliability (%)</i>  The Confederation for Passenger Transport (CPT) has agreed with DfT a target of 99.5% reliability, defined as percentage of scheduled service actually run, excluding losses outside the operator’s control. Performance during the baseline period 2000/01 was 98.2%. Reliability is not currently considered to be an area of concern with regard to light rail.</p> <p>Work is underway on the development of punctuality indicators, and more general indicators for access to services.</p> <p>Coverage: England</p>
Progress	<p><b>Status: On course to achieve target.</b></p> <p>A 12% 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. Although patronage outside of London shows a decline overall, some areas are delivering an increase in patronage, including, for example, Brighton, Portsmouth, Oxford, York, Leeds, Nottingham and Cambridge.</p> <p>This year’s figures show 3,897 million <b>bus</b> passenger journeys were made in 2002/03, a 2.6% annual increase, following a 1.1% increase in the previous year. Bus patronage is 3.8% above baseline after two years.</p> <p><b>Light rail</b> patronage has increased 6.5% in 2002-03 to 141 million passenger journeys, on top of a 6.5% increase during 2001-02. So combined bus and light rail patronage has increased by 4.0% over the first 2 years of the period to which the 12% target relates.</p> <p>Regarding <b>accessibility to vehicles</b>, 29% of full size buses were low floor wheelchair accessible vehicles in 2001/02. This fell back to 28% in 2002/03. However, the number of accessible vehicles has risen in this</p>

period. All new light rail vehicles and systems are required to be accessible to disabled people, including wheelchair users.

**Bus reliability**, improved from the baseline of 98.2% in 2000/1 to reach 98.6% in the period October 2001 to June 2002. Since then it has slipped back and was 98.4% in the last available quarter – April to June 2003 (note this uses seasonally adjusted figures). This slight decrease was largely due to staffing problems outside of London. Bus reliability in London has improved, but it is still lower than in the rest of the country as traffic congestion and other factors such as mechanical failure have more of an effect in London.

Related information:

[http://www.dft.gov.uk/stellent/groups/dft\\_transstats/documents/downloadable/dft\\_transstats\\_024130.pdf](http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_024130.pdf)

#### Quality of data

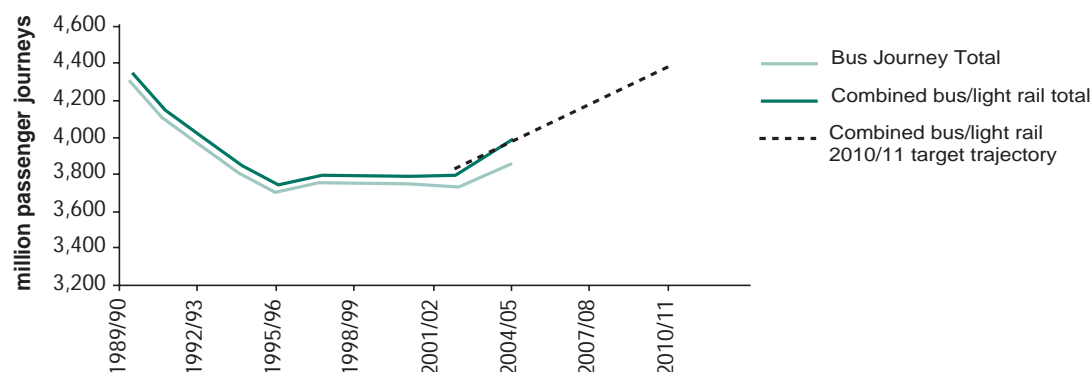
The data system for the bus area of the target comprises three separate measures covering bus passenger journeys, punctuality and reliability. Passenger journey and reliability data are obtained from two sources. For areas outside London, the Department conducts its own sample surveys of bus operators; for the London area, the Department uses data provided by Transport for London. The resulting estimates of journey numbers and reliability are both National Statistics.

For the light rail part of the target, figures are based on an annual return provided by each of the six companies operating light rail systems in England. The operators are required to provide information on light rail patronage including ticket sales, number of passenger journeys and sales revenue. Outturn figures are National Statistics.

Accessibility of buses is measured by annual data on the percentage of vehicles with low floor wheelchair access. Data are obtained from DfT's annual sample survey of bus operators. The DfT survey is designed to obtain good coverage and more detail from those 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.

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.

## Bus Patronage and Combined Trajectory to 2010/11 Target

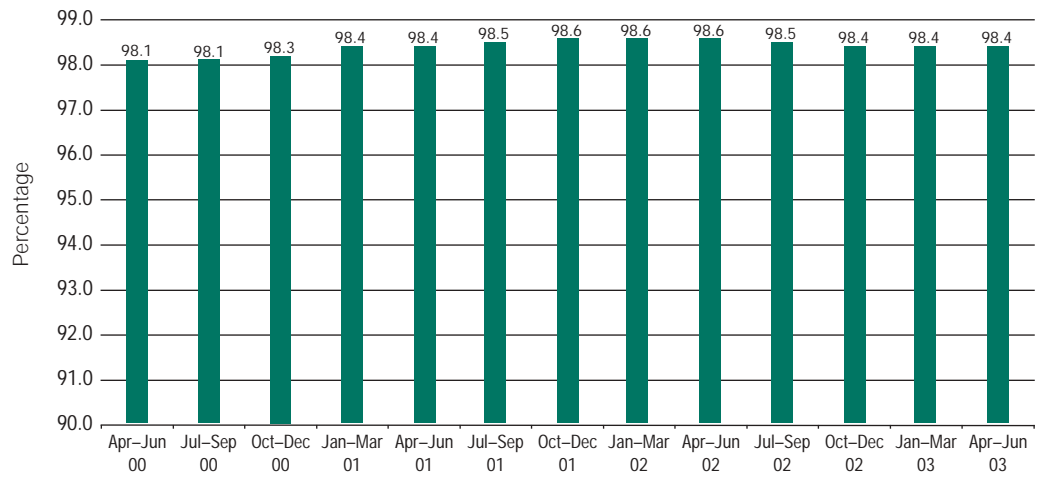


## Bus and Light Rail Patronage 1989/90-2002/03

	Bus (Million)	Light Rail (Million)	Total (Million) <sup>3</sup>
1989-90	4,304	62	4,366
1990-91	4,115	59	4,173
1991-92	3,956	54	4,009
1992-93	3,814	59	3,873
1993-94	3,722	64	3,786
1994-95	3,769	69	3,838
1995-96	3,757	73	3,830
1996-97	3,748	78	3,826
1997-98	3,768	84	3,852
1998-99	3,715	89	3,804
1999-00	3,728	98	3,826
2000-01	3,756	124	3,880
2001-02	3,798	132	3,930
2002-03	3,897	141	4,037

<sup>3</sup> Due to rounding, figures may not be the exact sum of constituent parts.

**Percentage of local bus schedule run:  
England: April-June 2000 to April-June 2003 (seasonally adjusted data)**



## Chapter 5

<p>SR2000-02 PSA target</p>	<p><b>Cut journey times on London Underground services by increasing capacity and reducing delays.</b></p>
<p>Performance indicator</p>	<p>Following the transfer of responsibility for London Underground (LU) to Transport for London (TfL), specific targets for improving reliability and performance have been agreed with the Mayor up to the year 2010.</p> <p>The Government has set six key performance indicators for LU:</p> <p><b>Reliability</b></p> <ul style="list-style-type: none"> <li>• Maximum Overall Excess Journey Time.</li> <li>• Maximum Train Excess Journey Time.</li> </ul> <p>Overall Excess Journey Time is a measure of the amount of wasted time per customer journey. It adds time wasted in stations (e.g. due to congestion and queuing for tickets) to delays to services (Train Excess Journey Time).</p> <p><b>Capacity</b></p> <ul style="list-style-type: none"> <li>• Operated Train Kilometres.</li> <li>• Percentage of Schedule <i>Not</i> Operated.</li> </ul> <p><b>Other measures</b></p> <ul style="list-style-type: none"> <li>• Overall Customer Satisfaction.</li> <li>• Percentage of Peak Trains Cancelled Due To Driver Non-Availability.</li> </ul>
<p>Progress</p>	<p><b>Status: broadly on course to date in 2003-04.</b></p> <p>Transfer of LU to TfL was completed to schedule on 15 July. The Government has provided TfL with unprecedented long-term stable funding for London Underground, which averages £1 billion a year to 2010-11.</p> <p>Latest figures available (the 28 weeks from 1 April to 11 October) show that five of the six key indicators are performing better than Government targets.</p> <p>No data is yet available for the period covering October's derailments on the Piccadilly and Northern Lines. The Piccadilly Line incident was a short disruption and is not expected to have a lasting impact on performance.</p> <p><b>Reliability</b></p> <ul style="list-style-type: none"> <li>• Both reliability measures are performing better than Government targets.</li> </ul> <p><b>Capacity</b></p> <ul style="list-style-type: none"> <li>• Based on its good performance to date, LU's full year forecast for Operated Train Kilometres is better than the Government target.</li> <li>• The Percentage of Schedule <i>Not</i> Operated is slightly off target, largely due to continuing problems with Central Line rolling stock. These long-recognised problems are being addressed with an intense programme of refurbishment, but cancellations are expected to continue into the New Year.</li> </ul>

*Customer satisfaction and train cancellations*

- Overall Customer Satisfaction continues to be better than the Government target.
- The Percentage of Peak Trains Cancelled Due To Driver Non-Availability is within the Government target.

*Deliverables*

For the next few years, LU and the Infrastructure Companies have agreed a programme of over 600 'deliverables' - improvements that will directly impact on passengers' experience of the Tube. Investment from the Public Private Partnership is now bringing tangible results:

- The Oyster Card (Prestige PFI) was introduced on schedule and sales have grown fast since launch.
- 22 out of a planned 30 stations now have 'Queuebuster' machines.
- 50% of Circle and Hammersmith & City Line 'C' stock now have upgraded announcement capability.
- In September a new timetable was introduced on the Metropolitan Line to improve reliability and regularity, with beneficial effects on the District and Circle Lines.

Quality of data

Figures used by the Department are derived from data regularly collected by LU as part of their established performance monitoring and management processes.

LU operates 13 four-week periods each financial year and collects performance information on that basis. The latest available data is from the end of LU's period 7 (the 4 weeks to 11 October 2003).

LU's quarterly Customer Satisfaction Surveys rely on well-developed methods for surveying customer opinions and are conducted by an independent company on its behalf.

London Underground performance targets: outturn to 11 October 2003										
					2002-03 adjustments for effects of:					
Government target	2000-01 actual	2001-02 actual	2002-03 target	2002-03 actual	2002-03 <sup>1</sup> LUL strikes	2002-03 <sup>2</sup> FBU strikes	2002-03 <sup>3</sup> Chancery Lane	2002-03 underlying	2003-04 target	2003-04 year to date
<b>Reliability</b>										
Overall excess journey time (unweighted minutes)	3.69	3.44	3.42	4.22	(0.17)	(0.04)	(0.72)	3.29	3.36	3.15
Train excess journey time (unweighted minutes)	2.39	2.20	2.15	2.11	-	-	(0.02)	2.09	2.05	1.96
<b>Capacity</b>										
Operated train kms/ year (millions)	63.8	65.4	67.2	65.4	0.7	0.1	1.6	67.9	67.7 <sup>4</sup>	36.1 <sup>5</sup>
% schedule not operated	8.4	7.1	6.6	8.9	(1.0)	(0.1)	(2.3)	5.5	6.2	6.5
<b>Other measures</b>										
Overall customer satisfaction	-	74	75	75	-	-	-	-	75	76
% peak trains cancelled due to driver non-availability	-	0.7	0.6	0.5	-	(0.2)	-	-	0.6	0.4

<sup>1</sup> Adjustment to exclude the impact of the three one-day strikes by LU staff.

<sup>2</sup> Adjustment to exclude the impact of cancellations and additional safety measures on FBU strike days.

<sup>3</sup> Adjustment to exclude the direct impact of the closure of the Central and Waterloo & City Lines after the Chancery Lane derailment.

<sup>4</sup> Reduced from 68.2 to reflect the non-introduction of TT61 on the Central Line, due to Chancery Lane.

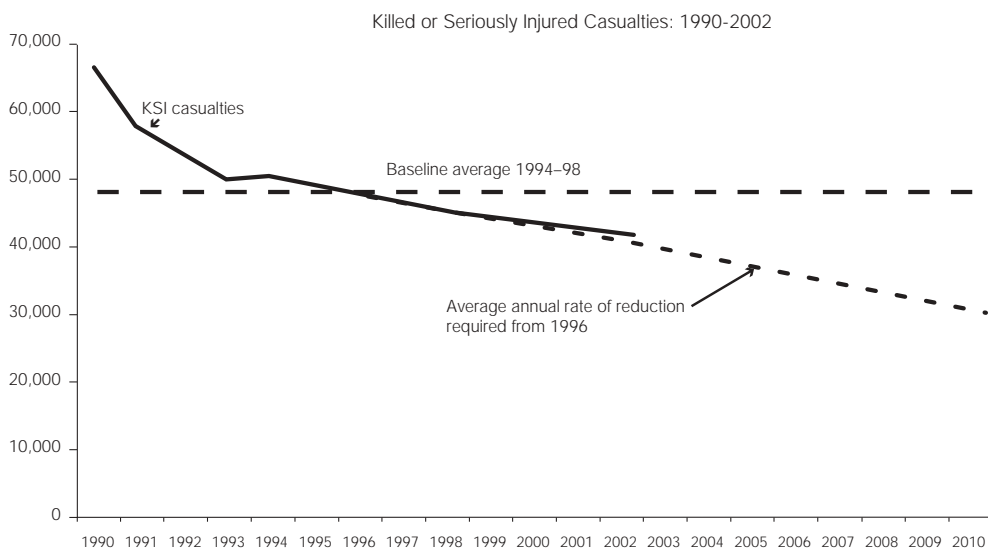
<sup>5</sup> Taking seasonal factors into account, LU's forecast for the year is 67,779 million kilometres.

## Chapter 6

<p>PSA target</p> <p>SR2002 Revised PSA target</p>	<p>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.</p> <p>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.</p>
<p>Performance indicator</p>	<p><i>Total number of people killed or seriously injured in road accidents 1994-98 baseline: all killed or seriously injured – 47,656.</i></p> <p><i>Total number of children killed or seriously injured in road accidents 1994-98 baseline: child (under 16) killed or seriously injured – 6,860.</i></p> <p><i>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 England as a whole</i> Baseline: average for 1999-2001.</p> <p>Coverage: The 40% and 50% targets apply to Great Britain, but the focus on disadvantaged communities applies to England only.</p>
<p>Progress</p>	<p><b>Status: On course to meet 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. Good progress is being made on nearly all fronts - details can be found on DfT's website at:</p> <p><a href="http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=6261&amp;l=2">http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=6261&amp;l=2</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 will be completed in Spring 2004.</p> <p>The number of people killed or seriously injured in 2002 was 17 per cent below the 1994-98 average. This number fell to 39,407 in 2002, compared with 40,560 in 2001 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 2002 was 33 per cent below the 1994-98 average. This number fell to 4,596 in 2002, compared with 4,988 in 2001 and an average of 6,860 per year in the baseline period 1994-98.</p> <p>The percentage drop in total casualties in districts in the 88 NRF areas between 2002 and the annual average for 1999-2001 was greater than the percentage drop in England. Further information available from: <a href="http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_024274.pdf">http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_024274.pdf</a></p>
<p>Quality of data</p>	<p>Data for all reported road accidents which involve human injury are collected by the police. Responsibilities and quality assurance procedures are well-established. The Department applies considerable effort to ensure</p>

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. However, not all road accidents are reported to the police. Moreover, while the definitions of severity of injury used in the survey are broad and designed to enable police officers to make a judgement, evidence suggests that there is a tendency to underestimate rather than over-estimate severity of injury. If the proportion reported were to change over time this would affect the measures. The Department is conducting further work both to establish levels of under-recording of casualties and to improve the accuracy of police reporting

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



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



## Chapter 7

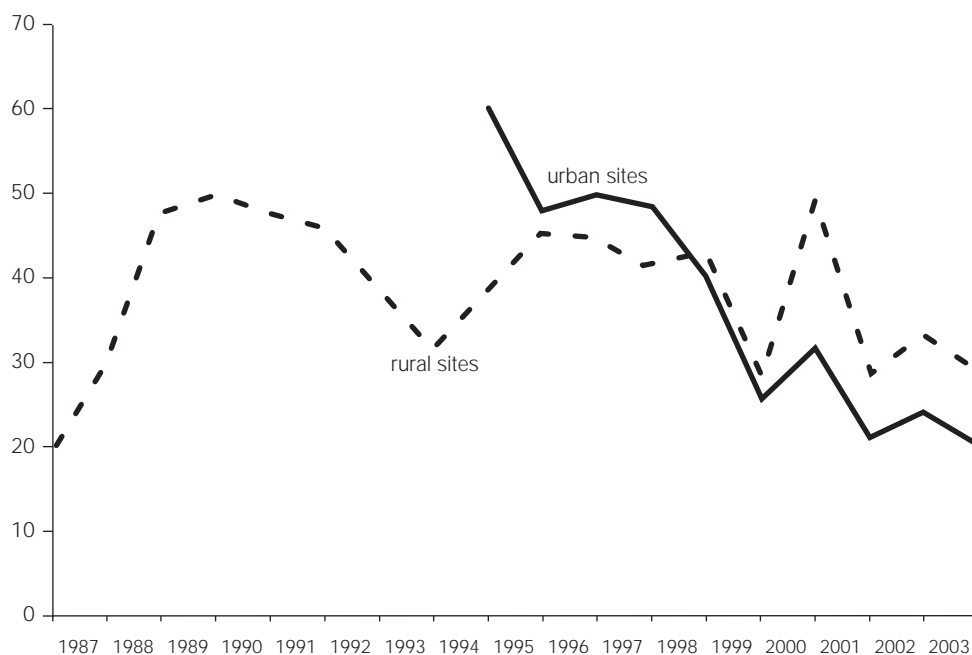
<p>SR2000-02 PSA target</p>	<p><b>Improve air quality by meeting our National Air Quality strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3- butadiene (joint target with the Department for Environment, Food and Rural Affairs - DEFRA).</b></p>
<p>Performance indicator</p>	<p><i>Desired concentrations of individual pollutants in air to be achieved by a fixed date.</i></p> <p>The strategy sets out different dates for achieving targets for each of the air pollutants between 2003 and 2010. Details of the targets 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/index.php">http://www.airquality.co.uk/archive/index.php</a></p> <p>A general assessment of progress in improving air quality is published each year against the air quality headline indicator for sustainable development. Details can be found at : <a href="http://www.sustainable-development.gov.uk/indicators/headline/h10.htm">http://www.sustainable-development.gov.uk/indicators/headline/h10.htm</a></p> <p>Coverage: England</p>
<p>Progress</p>	<p><b>Status: five of seven indicators are on course</b></p> <p>Air quality continues to improve. Latest results of the headline air quality indicator show that the number of days of poor air quality in urban areas fell from 59 days in 1993, to 20 in 2002 and in rural areas from 48 days in 1990, to 30 in 2002.</p> <p>The UK is on course to meet five out of seven of the air quality targets as a result of measures by central Government and local authorities. However, although nitrogen dioxide (NO<sub>2</sub>) and particles (PM<sub>10</sub>) are on a downward trend, further action would be needed if we are to meet the objectives in some urban areas by the relevant deadlines.</p> <p>The immediate focus for further action is close working with local authorities. Over 120 authorities have designated Air Quality Management Areas and are preparing remedial action plans to tackle air quality problems. Where transport is the predominant contributor to the air quality problem, these Action Plans will be integrated into the second round of Local Transport Plans in 2005.</p> <p>Other DfT actions include work on:</p> <ul style="list-style-type: none"> <li>• Setting vehicle emission standards for new vehicles - including involvement in European negotiations on new Euro V/VI standards.</li> <li>• Promoting local transport measures - including congestion charging, low emissions zones, use of low or zero emission vehicles.</li> <li>• Cleaning up existing vehicles - including a programme to clean up 5000 London black taxis in the first phase, with support through the DfT 'CleanUp' programme.</li> <li>• Promoting clean and alternative fuels - Low Carbon Bus Challenge launched; road fuel gases consultation completed; Low Carbon Vehicle Partnership secretariat set up.</li> </ul>

Good progress has also been made in improving DfT and DEFRA joint working, focusing on the identification of cost effective measures that will help reduce PM<sub>10</sub> and NO<sub>2</sub> emissions further.

Quality of data

Air quality data used for comparison against the PSA target is produced by the UK Automatic Urban and Rural Monitoring Network (AURN). Data is sent to the Quality Assurance and Quality Control (QAQC) unit at Netcen on a quarterly basis for ratification. The QAQC unit ensures the data is quality assured to the standards required by the EU within the air quality Daughter Directives through a number of standard procedures. The monitoring procedures required under the Directives, including quality assurance and control, are currently being standardised by CEN (European Committee for Standardisation).

Days when air pollution was moderate or higher: 1987-2002



Source: NETCEN, DEFRA

## Chapter 8

<p><b>SR2002 PSA target</b></p>	<p><b>Achieve annual 2.5 per cent efficiency improvements across the Department.</b></p>
<p>Performance indicator</p>	<p><i>Efficiencies and savings relating to administration costs and set out as:</i></p> <ul style="list-style-type: none"> <li>• Increased outputs/outcomes for the same inputs.</li> <li>• Constant outputs/outcomes for reduced inputs.</li> <li>• Reduced inputs from sun-setting unnecessary activities.</li> </ul> <p><i>Financial efficiency saving of each individual project.</i> There are currently over 30 separate efficiency projects and programmes running across DfT, Highways Agency, Driver and Vehicle Licensing Agency and Maritime and Coastguard Agency. These initiatives involve a range of corporate improvement projects as well as business improvement activity in the executive agencies.</p>
<p>Progress</p>	<p><b>Status: A number of the key corporate projects have already delivered. Other measures will be subject to formal review between now and February.</b></p> <p>Policy divisions and some key corporate projects, including the implementation of the Departmental e-bulletin and a new media-buying framework, have already delivered efficiencies. Most of the other projects and programmes are at the implementation stage. Progress against key milestones will be assessed through a series of formal reviews over the next three months.</p> <p>A full report, including the economic saving, will be made at the end of each financial year, starting at the end of 2003-04.</p>



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