

METADATA FOR DATA FIELDS

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metdata).

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA

GROUP	SUB-GROUP	FIELD NAME	TECHNICAL DEFINITION (REQUESTED)	PERIOD OF DATA REPORTED IN QDS (REQUESTED)	PERIOD FOR DATA IN JULY QDS (REQUESTED)	DEPARTMENTAL COVERAGE OF DATA (REQUESTED)	DATA SOURCE	TYPE OF DATA (eg MI, Official Stats or National Stats)	TECHNICAL DEFINITION (ACTUAL)	DEPARTMENTAL COVERAGE OF DATA (ACTUAL)	FURTHER NOTES, CAVEATS AND LIMITATIONS	EXPLANATIONS RELATING TO CHANGES IN DATA FROM PREVIOUS QDS PUBLICATIONS
Spending	Budget	Total Departmental Expenditure Limit (DEL)	(Resource DEL excluding depreciation) + (Capital DEL)	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Full	COINS	Management information			Figures taken from Departmental COINS interface detailing forecast outturn (F/O). The version used for Q4 2010-11 is F/O May 2011 as this is the final version of the monthly data submitted and therefore should have the most accurate profile of monthly spending in 2010-11. For Q4 2011-12 F/O May 2012 has been used as this is the most recent version available during the compilation of this QDS.  Although expenditure is £0m or negative for some of the top five contributory elements for both Capital DEL and Total AME these elements have been included because they were chosen in Q1 2011-12 when their expenditure was significantly high. In accordance with Cabinet Office guidance, DfT has kept the same top five elements in order to show the trends in expenditure as opposed to reflecting the latest top five elements. The top five contributory elements for both DEL and AME will be refreshed to reflect the new financial year in the October QDS return.	
		of which Resource DEL (excl. Depreciation)	(Resource DEL excluding depreciation)	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Full	COINS	Management information				
		Top 5 contributory elements	5 largest areas of spending, as defined by the department, to cover a substantial proportion of DEL.	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Determined by top 5 programmes chosen	COINS	Management information				
		A Transport for London Grant			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		B Bus Service Operator Grant			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		C Highways Agency - Making Better Use of the Network	This includes Service Payments for managing the Agency's PFI schemes, Technology and Smaller Improvements including Research & Development which includes Small schemes (Local Network Management Schemes) that deliver significant benefits across a number of areas including improving safety, providing congestion relief, improving accessibility to the strategic network, enhancing the environment and improving integration with different modes of transport. It also includes Research & Development. All of the above are Resource Spend only.		Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		D Highways Agency Maintenance - Maintenance of the road network	This includes the management and operation of the strategic road network as an asset including Renewals of Roads and Structures to maintain the network to a safe and serviceable condition. It includes delivery of routine and winter maintenance and improvement schemes.		Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		E Highways Agency Traffic Management	This includes the traffic officer service, 7 Regional Control Centres, Traffic Learning centres and outstations providing a 24/7 service. Traffic Officer Service has taken over responsibility for managing traffic on the motorway network in England allowing police to deal with crime related incidents. In addition regional control centres keep motorists informed with aim to improve reliability, congestion and safety. This grouping also includes the non traffic officer element, network management, which covers interventions on the reliability delivery plan including Traffic Incident Management (e.g. interventions to ease congestion) and Network Resilience.		Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		Purchase of goods & services within Resource DEL	RDEL, Purchase of Goods and services. Procurement spending should be recorded as a gross rather than net expenditure. This should be current procurement which falls within resource DEL, therefore excluding all Capital procurement. Should include entries against NAC Codes: "B3501" + "E20"; Expenditure should be recorded in £m.	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Full	COINS	Management information				
		Payroll within Resource DEL	Pay includes salaries, employers' National Insurance Contributions, and accruing pension costs in RDEL. NAC Codes – all codes under 'A15'. Expenditure should be recorded in £million and in real terms, with no normalisation applied.	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Full	COINS	Management information				
		Grants within Resource DEL	Grant payments or subsidies to individuals or bodies inside or outside the public sector within Resource DEL. The figure should not include any "capital" grants or subsidies. The NAC Code definition is:  - Current grants to local government spending NAC= "M10", "M15", "M20", "M30", "M40" - Current grants to persons and not for profit bodies NAC= "D10" - Current grants abroad NAC= "D20" - Subsidies to private sector companies NAC= "C10, C50" - Subsidies to public corporations NAC="C20, C35"	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Full	COINS	Management information				
		of which Capital DEL	(Capital DEL), taken from COINS.	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Full	COINS	Management information				
		Top 5 contributory elements	5 largest areas of spending, as defined by the department, to cover a substantial proportion of Capital DEL.	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Determined by top 5 programmes chosen	COINS	Management information				
		A Network Rail			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							13 payments are made annually to Network Rail. This means that typically 3 payments fall in each quarter, although one quarter of the year will have 4 payments. It varies annually where the additional payment falls. In the case of 2010-11 the 13th payment was made in quarter 4, however in 2011-12 it was in quarter 1, which accounts for the apparent decrease.
		B Highways Agency Capital Programmes	This is the total investment that the Agency undertakes and is made up of; Major Schemes which includes delivering a programme of improvements agreed with the SoS for additions/enhancements to the strategic road network. This includes developing new ways to add capacity to the strategic road network. Aimed at tackling congestion, improving reliability and safety in a sustainable fashion. It also includes investment in capital maintenance and small schemes and technology improvements		Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		C Local Authority Road Maintenance			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		D Crossrail			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							Although expenditure for quarter 4 was £0, the 2011-12 Crossrail budget is £517 million. The Crossrail agreement stipulates the value and timing of all grant payments and therefore the quarterly data movement is dependent on this agreement. The final 2011-12 payment of £129 million was paid at the end of December and was recorded in the quarter 3 2011-12 published figure of £259 million.
		E Metronet Grant			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		Total Annually Managed Expenditure (AME)	(Resource AME excluding depreciation) + (Capital AME), taken from COINS	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Full	COINS	Management information				
		Top 5 contributory elements	5 largest areas of spending, as defined by the department, to cover a substantial proportion of Total AME.	Quarterly COINS data	Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)	Determined by top 5 programmes chosen	COINS	Management information				
		A Highways Agency Associated Costs of Investment/ Depreciation & Impairments	This includes mostly non cash accounting items such as provisions and the associated costs of investment in the Agency's Assets such as depreciation and impairments.		Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							
		B Human Resources Programme Expenditure			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							

Organisations in-scope	Department for Transport (DfT), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.
Organisations out-of-scope	Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation

Actual Department metadata - where differs from requested

METADATA FOR DATA FIELDS

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metdata).

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA									Organisations in-scope	Department for Transport (DfTc), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.			
									Organisations out-of-scope	Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation			
									Actual Department metadata - where differs from requested				
GROUP	SUB-GROUP	FIELD NAME	TECHNICAL DEFINITION (REQUESTED)	PERIOD OF DATA REPORTED IN QDS (REQUESTED)	PERIOD FOR DATA IN JULY QDS (REQUESTED)	DEPARTMENTAL COVERAGE OF DATA (REQUESTED)	DATA SOURCE	TYPE OF DATA (eg MI, Official Stats or National Stats)	TECHNICAL DEFINITION (ACTUAL)	DEPARTMENTAL COVERAGE OF DATA (ACTUAL)	FURTHER NOTES, CAVEATS AND LIMITATIONS	EXPLANATIONS RELATING TO CHANGES IN DATA FROM PREVIOUS QDS PUBLICATIONS	
	Common Areas of Spend	C London & Continental Railways			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)								
		D Rail Pensions			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)								
		E Channel Tunnel Rail Link			Current = Q4 2011-12 (Jan-Mar) Previous = Q4 2010-11 (Jan-Mar)							These figures relate to interest payments made to reduce the Department's liability to the bondholders. The figures are not directly comparable due to different accounting measures used for each of the years. However, 2011-12 CTRL Section 1 Finance plc accrued interest of £86m on its obligations to bondholders; the comparable figure for 2010-11 was £82m. The increase relates to the fact that some of the notes are linked to RPI.	
		Office Estate Area	The sum of Building Net Internal Area (NIA) for the buildings occupied by departments. NIA should only cover those buildings used as office space and for buildings over 500m <sup>2</sup> . As defined in the Common Areas of Spend Estates Standards: <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a>	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	ePIMS	Management information		Annual	This metric has been noted as 'Not applicable' as DfT uses the annual Property Benchmarking exercise to monitor estate size and costs. This data cannot be used for quarterly metrics. Current (2010-11) = 139,142 Previous (2009-10) = 148,773		
		Office Estate Costs	This should cover the cost for the NIA reported, for office buildings over 500m2. As defined in the Common Areas of Spend Estates Standards: <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a> .	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Office Accomodation over 500m2 for entire family	ePIMS	Management information		Annual	This metric has been noted as 'Not applicable' as DfT uses the annual Property Benchmarking exercise to monitor estate size and costs. This data cannot be used for quarterly metrics. Current (2010-11) = 61 Previous (2009-10) = 64.5		
		Cost of the Office Estate per M <sup>2</sup>	As defined in the Common Areas of Spend Estates Standards: <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a>	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Office Accomodation over 500m2 for entire family	ePIMS	Management information		Annual	This metric has been noted as 'Not applicable' as DfT uses the annual Property Benchmarking exercise to monitor estate size and costs. This data cannot be used for quarterly metrics. Current (2010-11) = 438 Previous = (2009-10) = 434		
		Cost of the Office Estate per full-time equivalent (FTE)	As defined in the Common Areas of Spend Estates Standards: <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a>	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Office Accomodation over 500m2 for entire family	ePIMS	Management information		Annual	This metric has been noted as 'Not applicable' as DfT uses the annual Property Benchmarking exercise to monitor estate size and costs. This data cannot be used for quarterly metrics. Current (2010-11) = 5418 Previous (2009-10) = 5103		
		Procurement spend	The total value of payments made to third party suppliers, excluding VAT. This excludes payroll, non-cash expenditure (e.g. depreciation), grants and benefit payments, but should include capital, resource and programme spend on goods and services. For further guidance see the Common Areas of Spend Procurement Standards - <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a>	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	Commercial Function	Management information					
		Price of standard commodity items	Price of a box of standard A4 white copier plain paper (typically 80 gsm) in £ units per 2,500 sheets of paper.  Average price paid per KWH of energy in £ units.	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	Commercial Function	Management information			The vast amount of DfT's electricity consumption is due to the high electricity usage required by the Highways Agency for road lighting and sign writing. The Highways Agency is currently implementing a number of initiatives to try and reduce electricity consumption levels. For example, "Midnight Switch Off" switches off lights between midnight and 5am on roads where the traffic flow is considered low enough that it is safe to do so; it is expected to make an electricity saving of around £4000 per km per year. Future initiatives include reducing unnecessary sign lighting and the use of better technology, i.e. reduced energy light bulbs.		
		Total 3 <sup>rd</sup> party ICT cost	As defined in the Common Areas of Spend ICT Standards - <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a>	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	Commercial Function	Management information					
		Desktop Cost per full-time equivalent	As defined in the Common Areas of Spend ICT Standards - <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a>	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	Commercial Function	Management information				The Q3 figure has been amended because MCA had previously included the cost of software support that was not related to desktop provision. This cost has now been removed and the updated figure reflects this.	
		Corporate Service cost, broken out by functional area into HR, Finance, Procurement, Legal and Communications	As defined in the Common Areas of Spend Corporate Service Standards - <a href="http://www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions">www.cabinetoffice.gov.uk/resource-library/common-areas-spend-data-definitions</a>	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	Finance Function	Management information				Q3 figures have been updated for HR, Finance and Communications. Specifically for HR, learning and development (L&D) costs are now included to create consistency with Civil Service HR (CSHR) reporting. Due to a recent change in definition communications costs for Q3 now include statutory advertising costs, which under earlier publications were specifically excluded. Finance costs have been revised based on end of year accounting.	



METADATA FOR DATA FIELDS

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metdata).

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metadata).									Organisations in-scope		Department for Transport (DfTc), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.	
									Organisations out-of-scope		Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation	
ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA									Actual Department metadata - where differs from requested			
GROUP	SUB-GROUP	FIELD NAME	TECHNICAL DEFINITION (REQUESTED)	PERIOD OF DATA REPORTED IN QDS (REQUESTED)	PERIOD FOR DATA IN JULY QDS (REQUESTED)	DEPARTMENTAL COVERAGE OF DATA (REQUESTED)	DATA SOURCE	TYPE OF DATA (eg MI, Official Stats or National Stats)	TECHNICAL DEFINITION (ACTUAL)	DEPARTMENTAL COVERAGE OF DATA (ACTUAL)	FURTHER NOTES, CAVEATS AND LIMITATIONS	EXPLANATIONS RELATING TO CHANGES IN DATA FROM PREVIOUS QDS PUBLICATIONS
	Financial Indicators	Accuracy of Cash Forecasting	Cashflow Management Scheme: Departments with a gross cashflow of over £3bn p.a. provide daily and monthly forecasts of their gross cash payments and receipts up to six weeks ahead. Smaller departments provide monthly forecasts only.The scheme monitors the difference between the forecast and outturn and expresses the difference as a percentage variance on forecast.. Target is for the outturn to be within 5% of the forecast.	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	All departments	Departmental Cashflow Management outturns	Management information			The accuracy of cash forecasting was marginally outside the 5% target due to issues such as the difficulty in forecasting accurately the timing of payments associated with new expenditure announced in the Autumn Statement.	
		Working Capital Forecast [% variance of Actual v Forecast]	The percentage variance of forecast to actual working capital.  Working capital is calculated as : Total current assets less total current liabilities  o Current Assets - Inventories - Current trade and other receivables - Cash and cash equivalents - Other current financial assets - Assets classified as held for sale o Current Liabilities - Current trade and other payables - Gilt edged stock - Other current liabilities	Quarterly	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	Management Information and Annual Accounts	Management information			Working capital forecast was requested across the Departmental Group for the first time in April 2012. The Departmental Group has not formally monitored this information in the past. To aid the implementation of the new financial indicator process, an emphasis has been placed on capturing true forecast data for quarter 1 2012-13. Therefore, the quarter 4 2011-12 working capital forecast figures are effectively a snapshot of the actual position at quarter 4 and does not represent a complete forecast position for the Departmental Group. This is an evolving process and will continuously improve going forward.	
		Net Book Value (%) [% variance of Actual v Forecast]	The percentage variance of forecast to actual Net Book Value(NBV) of Fixed Assets.  NBV of fixed assets is calculated as the historic cost or valuation (of the assets included) less accumulated depreciation (i.e. depreciation to date) of the assets.  Note that in WGA, Fixed Assets are referred to as "Non-current assets" and include the following: - property, plant and equipment - investment property - intangible assets - non-current trade and other receivables - Other non-current financial assets	Quarterly	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)	Full	Management Information and Annual Accounts	Management information	N/A		This is not currently reported quarterly as it is dominated (92%) by the HA's valuation of the strategic road network, which is reassessed on an annual basis as part of the year end accounting process. Officials have started working with the Departmental group to report information quarterly from QDS 2 2012-13.	
	Major Projects (Top 5)	Project A: High Speed 2	Whole life department cost as defined in the Major Projects Authority (MPA) guidelines.	Full life	Most recent forecast	Full	Departmental internal reporting systems	Management information	As per definition requested		HS2: This figure is the undiscounted capital construction cost of the full Y network (i.e. the lines from London to Birmingham, Manchester and Leeds) which was announced on 10 January.	
		Project B: Crossrail							As per definition requested		Crossrail: Estimated (nominal cash forecast prices) total infrastructure construction cost. Crossrail is jointly sponsored by DfT and Transport for London, with Crossrail Ltd being responsible for delivery of the Crossrail Programme.	
		Project C: Intercity Express Programme							As per definition requested		Intercity Express Programme: Estimated programme NPV of cost of rolling stock being procured through a private finance mechanism. Funded through franchise mechanism.	
		Project D: Thameslink							As per definition requested		Thameslink: Estimated nominal cash capital cost of the infrastructure works being delivered by Network Rail. DfT funds the infrastructure work through Regulated Asset Base payments.	
		Project E: Managed Motorways							As per definition requested		Managed Motorways: Cost is quoted in estimated nominal cash values. Made up of eleven Managed Motorway road schemes announced in April 2011 by the Secretary of State. Managed motorways use innovative technology and new operating procedures to control traffic flow.	
		£m whole life cost of ALL major projects							As per definition requested		This field is the whole life cost of all of DfT's major projects. This figure is subject to ongoing evaluation and adjustment and may vary from one QDS to the next.	
Results	Input Indicators	1. rail subsidy per passenger mile	As per Business Plan and Business Plan Measurement Annex	annual	Current = 2010-11 Previous 2009-10	na	ORR, Network Rail	management information & official statistics			Two components are included for this indicator: a) subsidy paid directly to TOCs by Government, b) an allocation of the network grant (that is, payments made directly to Network Rail) Though not strictly additive, a total figure is included.	Figure revised since initial publication to reflect a rebate of £100m received from Network Rail  The fall in per passenger subsidy is largely driven by extant franchise agreements, and the change in the premium / subsidy balance in those agreements from 2009-10 to 2010-11.
		2. Bus subsidy per passenger journey	As per Business Plan and Business Plan Measurement Annex	annual	current = 2010-11 previous 2009-10		Bus operators, DfT Public Service Vehicle Operator Survey				These figures are in 2010-11 prices	One factor contributing to the bus subsidy decrease is the current link between the Bus Service Operators Grant (BSOG) and fuel consumption. Total bus mileage remained relatively unchanged from 2009–10 to 2010–11 and therefore the decrease in subsidy can be attributed to an improvement in bus fuel efficiency.

METADATA FOR DATA FIELDS

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metadata).

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA

GROUP	SUB-GROUP	FIELD NAME	TECHNICAL DEFINITION (REQUESTED)	PERIOD OF DATA REPORTED IN QDS (REQUESTED)	PERIOD FOR DATA IN JULY QDS (REQUESTED)	DEPARTMENTAL COVERAGE OF DATA (REQUESTED)	DATA SOURCE	TYPE OF DATA (eg MI, Official Stats or National Stats)	TECHNICAL DEFINITION (ACTUAL)	DEPARTMENTAL COVERAGE OF DATA (ACTUAL)	FURTHER NOTES, CAVEATS AND LIMITATIONS	EXPLANATIONS RELATING TO CHANGES IN DATA FROM PREVIOUS QDS PUBLICATIONS
		3. Cost of maintaining the Highways Agency's motorway and A road network per lane mile	As per Business Plan and Business Plan Measurement Annex	annual	Current = 2011-12 Previous = 2010-11		Oracle, HAPMS asset database				2011-12 data for maintenance of the network are full year outturn figures, audited by HA Internal Audit.	In 2011–12 the cost of maintaining the Highways Agency's motorway and A road network per lane mile increased by an additional 5% compared with 2010–11. This additional activity and associated costs had been planned and budgeted for in the 2010 Spending Review. The main elements of the increase were the step increase in the M25 PFI Service Payments and increased capital renewals. Expenditure on maintenance, particularly in relation to capital renewals, reflects the varying demands of maintenance activity which is not necessarily comparable year-on-year.
		4. Cost of operating the Highways Agency's motorway and A road network per vehicle mile	As per Business Plan and Business Plan Measurement Annex	annual	Current = 2011-12 Previous = 2010-11		Oracle and HATRIS				2011-12 data for operating the network are full year outturn figures, audited by HA Internal Audit.	
		5. Cost of running the rail network	The aggregated annual cost of running the rail network has been taken from the McNulty study published May 2011	annual	Current = 2010-11 Previous 2009-10		McNulty report				For franchise level data see here: <a href="http://www.dft.gov.uk/publications/dft-business-plan-indicators-input-07/">http://www.dft.gov.uk/publications/dft-business-plan-indicators-input-07/</a>	In January 2012, ORR published for the first time an estimate of total industry expenditure of £11.0bn for 2010-11. The previous estimate, for 2009-10, was taken from the McNulty review, and amounted to £11.4bn. However, there are differences in their respective approaches and it is these differences that explain the apparent decrease. DfT officials estimate that the cost of running the rail network remains broadly flat after taking these methodological differences into account.
		6. % of DfT's approved project spending that is assessed as high or very high value for money	As per Business Plan and Business Plan Measurement Annex	Biannual	Current = 1Jul 2011 to 31 December 2011 Previous = 1 January to 30 June 2011						The periodicity of this indicator has been changed from Dec-May/ Jun-Nov to Jan-Jun/ Jul-Dec. This was done in order to align these indicators with the annual figure, which will be published shortly in the Annual Report. This indicator will still be published bi-annually.	
	Impact Indicators	1. Reliability of journeys on the Highway Agency's motorway and A road network	As per Business Plan and Business Plan Measurement Annex	Monthly (Rolling Years)	Current = May 2011 - April 2012 Previous = April 2011 - March 2012		Highways Agency Traffic Information System (HATRIS)	National Statistics				
		2. Proportion of trains running on time	As per Business Plan and Business Plan Measurement Annex	4-weekly	Current = 29 April 2012 - 26 May 2012 Previous =1 May 2011 - 28 May 2011.	na	ORR	management information			The Public Performance Measure (PPM) is the percentage of trains which are "punctual" compared to the total number of trains planned. A train is defined as punctual if it arrives at its destination within five minutes of the scheduled destination arrival time for London and South East and regional operators; or within ten minutes for long-distance operators.	External events – including adverse weather, cable theft and fatalities – are having a worse impact on monthly in year performance than expected, despite greater efforts by the industry to tackle the problems. In addition, partly because the railway is now more intensively used, it is taking longer for services to recover from disruption so the average delay per incident has increased. The industry is continually working intensively to find ways to reverse this trend.
		3. Proportion of bus services running on time	As per Business Plan and Business Plan Measurement Annex	annual	Current = 2010-11 Previous 2009-10		Local Authorities					
		4. Proportion of urban trips under 5 miles taken by (i) walking or cycling (ii) public transport	As per Business Plan and Business Plan Measurement Annex	annual	Current = 2010 Previous = 2009		National Travel Survey	National Statistics				The proportion of urban trips taken by walking has decreased slightly from 2009 to 2010; however the long-term trend remains steady. This is a survey-based indicator: small year-to-year fluctuations are quite common and do not necessarily mean that long-term trends have altered. Figures for 2011 are due for publication in November 2012.
		5. Total greenhouse gas emissions from transport	As per Business Plan and Business Plan Measurement Annex	annual	Current = 2010 Previous = 2009		AEA Energy & Environment/ DECC for National Atmospheric Emissions Inventory					Total greenhouse gas emissions from transport include those from domestic transport as well as international shipping and aviation. From 2009 to 2010 transport emissions decreased by 2% from 165.6 to 162.5 million tonnes of carbon dioxide equivalents and formed about a quarter of total UK greenhouse gas emissions.
		6. Annual road fatalities	As per Business Plan and Business Plan Measurement Annex		Current = 2011 Previous = 2010							2011 saw the first annual increase in road fatalities since 2003, but this year's figure remains below the 2009 figure of 2,222. Adverse weather (heavy snow falls) experienced in the first and last quarters of 2010, but not in 2011, is likely to be a factor in the increase in fatalities between 2010 and 2011 because extreme winter weather tends to reduce the number of serious road casualties as less traffic is on the roads and those motorists who do venture out tend to drive much more slowly and carefully than usual.

Organisations in-scope	Department for Transport (DfT), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.
Organisations out-of-scope	Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation

Actual Department metadata - where differs from requested



METADATA FOR DATA FIELDS

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metdata).

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metadata).									Organisations in-scope		Department for Transport (DfTc), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.	
ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA									Organisations out-of-scope		Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation	
									Actual Department metadata - where differs from requested			
GROUP	SUB-GROUP	FIELD NAME	TECHNICAL DEFINITION (REQUESTED)	PERIOD OF DATA REPORTED IN QDS (REQUESTED)	PERIOD FOR DATA IN JULY QDS (REQUESTED)	DEPARTMENTAL COVERAGE OF DATA (REQUESTED)	DATA SOURCE	TYPE OF DATA (eg MI, Official Stats or National Stats)	TECHNICAL DEFINITION (ACTUAL)	DEPARTMENTAL COVERAGE OF DATA (ACTUAL)	FURTHER NOTES, CAVEATS AND LIMITATIONS	EXPLANATIONS RELATING TO CHANGES IN DATA FROM PREVIOUS QDS PUBLICATIONS
	Other Data Sets	7. Households with good transport access to key services or work	As per Business Plan and Business Plan Measurement Annex	Annual	Current = 2010 Previous = 2009		Accessibility Statistics	Official Statistics			Values greater than 100 represent areas with lower travel time or greater car ownership levels than the national average in 2010. An index with a value less than 100 represents an area with greater travel time or lower car ownership levels than the national average in 2010.	Although the figures suggest that accessibility is getting worse, changes from pre-2010 data may not fully reflect changes in accessibility, due to recent alterations in the collection and processing of data. The decrease between 2009 and 2010 should therefore be treated with caution as it may just be as a result of the collection/processing. This is why 2010 has been made the base year (i.e. the year that is given a value of 100) and proper comparisons will be able to be drawn accurately between 2010 and subsequent years.
		8. Number of newly registered Ultra Low Emission Vehicles	As per Business Plan and Business Plan Measurement Annex	Quarter	Current = Q4 (Jan-Mar) 2011/12 Previous = Q4 (Jan-Mar) 2010/11		DVLA database / Vehicle Licensing Statistics	National Statistics				The total number of ULEVs registered in Q4 2011-12 was slightly lower than in Q4 2010-1. Most of this decrease was due to a fall in the number of motorcycles, scooters, mopeds and tricycles registered.  The number of ULEV cars registered increased between the two quarters, probably as a result of the Plug-in Car Grant and an increase in the number of grant eligible models available on the market.
		1. Average new car CO2 emissions	The average amount of CO2 emissions in g/km for new cars registered on the DVLA database.	Quarter	Current = Q4 (Jan-Mar) 2011/12 Previous = Q3 (Oct-Dec) 2011/12		DVLA database / Vehicle Licensing Statistics	National Statistics	The average amount of CO2 emissions in g/km for new cars registered on the DVLA database.			The average new car CO2 emissions are gradually decreasing over time due to a combination of: - an increase in the numbers of low CO2 emitting cars being registered; - EU targets encouraging manufacturers to lower the average emissions from new cars; and - people choosing to buy low emission cars due to lower road tax and cost per mile driven
		2. Rail passenger miles	Total franchised passenger miles travelled on the GB rail network	Quarter	Current = Q4 (Jan-Mar) 2011-12 Previous = Q4 (Jan-Mar) 2010-11	na	ORR	Official statistics				
		3. Bus passenger journeys	The total number of boardings of each vehicle, so a trip which requires a change from one bus to another would be counted as two journeys in these figures. Figures do not include children under 5 years of age.	quarterly	Current = Q4 2011-12 Previous = Q3 2011-12			National Statistics				
	Structural Reform Plan Actions	Total number of actions completed over the quarter	The number of actions completed as agreed alongside the Number 10 Business Plan monitoring process.	Quarter	Current = Q1 2012-13 (Apr-Jun) Previous = Q4 2011-12 (Jan-Mar)	Full	Departmental internal reporting systems	Management information			DfT's Business Plan was refreshed in May 2012. The total number of actions completed over the quarter are tracked against the May 2011 plan for April and May actions and the May 2012 plan for June actions.	
		Total number of actions overdue at the end of the quarter	The number of actions overdue over the period as agreed alongside the Number 10 Business Plan monitoring process.	Quarter	Current = Q1 2012-13 (Apr-Jun) Previous = Q4 2011-12 (Jan-Mar)	Full	Departmental internal reporting systems	Management information			DfT had no overdue actions at the end of June as some of these commitments were retimed or taken out of the SRP section of the May 2012 Business Plan. For a full list of changes between the May 2011 and the May 2012 plan and please see: <a href="http://assets.dft.gov.uk/publications/business-plan-2011-2015/dft-written-ministerial-statement-table.pdf">http://assets.dft.gov.uk/publications/business-plan-2011-2015/dft-written-ministerial-statement-table.pdf</a>	
		Number of overdue actions that are attributable to external factors	The number of actions overdue over the period as agreed alongside the Number 10 Business Plan monitoring process that are due to external factors.	Quarter	Current = Q1 2012-13 (Apr-Jun) Previous = Q4 2011-12 (Jan-Mar)	Full	Departmental internal reporting systems	Management information				
		Total number of actions ongoing	The number of actions ongoing over the period as agreed alongside the Number 10 Business Plan monitoring process.	Quarter	Current = Q1 2012-13 (Apr-Jun) Previous = Q4 2011-12 (Jan-Mar)	Full	Departmental internal reporting systems	Management information				
		Total number of actions in the business plan that have yet to start	The number of actions yet to start over the period as agreed alongside the Number 10 Business Plan monitoring process.	Quarter	Current = Q1 2012-13 (Apr-Jun) Previous = Q4 2011-12 (Jan-Mar)	Full	Departmental internal reporting systems	Management information			For more information on DfT's SRP actions up to May 2012 please see our monthly reports at: <a href="http://www.dft.gov.uk/publications/dft-business-plan-2011-2015/">http://www.dft.gov.uk/publications/dft-business-plan-2011-2015/</a>	

METADATA FOR DATA FIELDS

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metdata).

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metadata).									Organisations in-scope		Department for Transport (DfTc), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.		
									Organisations out-of-scope		Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation		
ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA									Actual Department metadata - where differs from requested				
GROUP	SUB-GROUP	FIELD NAME	TECHNICAL DEFINITION (REQUESTED)	PERIOD OF DATA REPORTED IN QDS (REQUESTED)	PERIOD FOR DATA IN JULY QDS (REQUESTED)	DEPARTMENTAL COVERAGE OF DATA (REQUESTED)	DATA SOURCE	TYPE OF DATA (eg MI, Official Stats or National Stats)	TECHNICAL DEFINITION (ACTUAL)	DEPARTMENTAL COVERAGE OF DATA (ACTUAL)	FURTHER NOTES, CAVEATS AND LIMITATIONS	EXPLANATIONS RELATING TO CHANGES IN DATA FROM PREVIOUS QDS PUBLICATIONS	
People	Whole Department Family; Workforce Size	Payroll Staff	The number of payroll FTE staff in post in the organisations in scope as at the specified reference date.	Quarter	Current = position as at 31st March 2012 Previous = position as at 31st December 2011	All departmental Civil Service organisations	Organisations HR Systems	Management information			Payroll staff numbers in the QDS do not align with the QPSES because the Office of Rail Regulation is not included in the QDS return.		
		Department and Agencies	Methodology as per ONS QPSES/CO monthly MI collection.  The figures reported should align with those that organisations have reported to ONS QPSES and CO monthly workforce MI collection as appropriate. Any differences should be noted. Civil Service organisations includes the three crown NDPBs: HSE, ACAS and CMEC where appropriate.										
		Non-departmental public bodies	The number of payroll FTE staff in post in the organisations in scope as at the specified reference date.  Methodology as per ONS QPSES/CO monthly MI collection.  To ensure consistency with the future planned publication of CO monthly workforce MI returns, departments should report FTE employment in eNDPBs consistent with the organisations in scope for the CO monthly exercise. Any differences between the organisations included for the QDS and those included by the department in their monthly workforce returns should be noted as appropriate. NB: Due to a minimum employment requirement applying to ONS QPSES, total executive NDPB employment numbers may not align with summary departmental eNDPB employment levels published in QPSES								NDPB figures will not match with the Monthly Workforce Management returns, which DfT provides to the Cabinet Office, because the Lighthouse Associations and the Railway Heritage Committee do not form part of the QDS return.		
		Department Family (Total)	Total of the two rows above			All organisations within ministerial responsibility							
		Average Staff Cost	Please supply paybill per head – as defined in HMT's Civil Service Pay Guidance. This is the total payroll cost divided by staff in post (FTE).  The paybill costs should include: o Staff salaries; o Allowances; o Overtime payments; o Non-consolidated pot; o ERNIC; o Employers' pensions contributions.  Figure presented should be a rolling annual average i.e. Current period will show total paybill costs for the year ending the reference period, divided by the average FTE staff in post over the year (where the average staff in post should be a simple average i.e. (the FTE staff in post at start of period plus FTE staff in post at end of period) divided by 2. The previous period will present a figure for the year ending the previous quarter.  Departments should present a figure as defined, but given that organisations are supplying paybill costs each month to CO for the monthly workforce MI collection, they should look to ensure that, where appropriate, information is consistent across both the monthly MI returns and their QDS.	Quarter	Current = year ending 31st March 2012 Previous = year ending 31st December 2011	Main department, executive agencies, crown NDPBs (where applicable) and executive NDPBs	HR and Payroll/Finance systems.	Management information			The Lighthouse Associations and Railway Heritage Committee do not form part of this QDS return. Their exclusion will affect the average salary costs.		
		Contingent Labour		Quarter	Current = position as at 31st March 2012 Previous = position as at 31st December 2011	Main department and its agencies, and where applicable, crown NDPBs i.e. CMEC, HSE and ACAS. In effect all the department's Civil Service organisations		Management information					
	Department and Agencies	The number of agency staff, specialist contractors, interim managers or consultants engaged – these non-payroll staff being commonly referred to as 'contingent labour'.											
		Non-departmental public bodies	Organisations should ensure consistency with the information supplied for the Cabinet Office monthly workforce MI collection.			Executive NDPBs as reported for CO monthly workforce MI collection					The Lighthouse associations do not form part of this QDS return. Their exclusion will affect the non-contingent headcount.	The increase reflects the increase in HS2 staff for 2011-12 following the Secretary of State's decision in January 2012 to proceed with the High Speed Rail programme. The growth reflects the need for HS2 Ltd to increase resources to deliver its revised remit.	
		Department & Agencies only;	Workforce Shape	The proportion of staff mapped across to the standard Civil Service grades. SCS staff should be those at SCS level.	Quarter	Current = position as at 31st March 2012 Previous = position as at 31st December 2011		Organisations HR Systems	Management information			The Part Time figures are not included in the other percentage totals for the workforce shape.	
	- Administrative Assistants and		All Civil Service organisations should be able to map to the standard Civil Service grades - this is the same as the process that occur each year as part of the annual civil service employment survey. Where organisations do not operate the standard Civil Service grades, they should supply										
	Executive Officers Higher and Senior Executive Officers Grade 7/6 Senior Civil Servants Part Time		The number of staff working less than standard hours divided by all staff (headcount basis - expressed as a percentage).  Organisations should ensure that figures align with those supplied to ONS for their quarterly public sector employment statistics (QPSES)										
	Workforce Dynamics		The number of recruitment exceptions that have been approved during the quarter.	Quarter	Current = Q4 2011-12 (Jan-Mar) Previous = Q3 2011-12 (Oct-Dec)		Organisations internal monitoring	Management information				Quarter 4 saw an increase compared to the previous quarter due to a lack of recruitment campaigns running over the Christmas period.	
		Recruitment Exceptions	Where appropriate, organisations should ensure that figures align with those supplied to Cabinet Office for their quarterly exceptions reporting collection in 2010/11. For 2011/12, organisations need only report their exceptions on their QDS - at this stage they do not need to also report separately each quarter to the Cabinet Office.  Organisations should report the number of exceptions for each discrete quarter rather than a cumulative annual position.										
		Annual Turnover Rate	Annual turnover rate (Headcount basis): The number of staff exiting the organisation during the year ending the reference period, divided by the average staff in post over the year ending the reference period (where the average staff in post is calculated as the number of staff in post at the start and end of the relevant period divided by 2, and leavers are ALL leavers exiting the organisation during the period). Each quarter's figure will show an annual turnover rate for the year ending that quarter.  The definition used here is one of many interpretations of 'turnover'. Whilst we appreciate that organisations may use different measures for their own internal monitoring, we have opted for the described measure to ensure consistency across departments. Where organisations wish to make other measures available, they are free to do so in accompanying commentary or their meta-data sheet as appropriate.  Figures used in the calculation of the denominator should be consistent with those used elsewhere.	Quarter	Current = year ending 31st March 2012 Previous = year ending 31st December 2011			Management information					

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metdata).

**ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA**

<b>Organisations in-scope</b>	Department for Transport (DfT), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.
<b>Organisations out-of-scope</b>	Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation



METADATA FOR DATA FIELDS

This worksheet lists the fields of the "Quarterly Data Summary" sheet and provides explanation of the metrics (metadata).

ALL INFORMATION SHOULD RELATE TO THE LATEST AVAILABLE DATA

GROUP	SUB-GROUP	FIELD NAME	TECHNICAL DEFINITION (REQUESTED)	PERIOD OF DATA REPORTED IN QDS (REQUESTED)	PERIOD FOR DATA IN JULY QDS (REQUESTED)	DEPARTMENTAL COVERAGE OF DATA (REQUESTED)	DATA SOURCE	TYPE OF DATA (eg MI, Official Stats or National Stats)	TECHNICAL DEFINITION (ACTUAL)	DEPARTMENTAL COVERAGE OF DATA (ACTUAL)	FURTHER NOTES, CAVEATS AND LIMITATIONS	EXPLANATIONS RELATING TO CHANGES IN DATA FROM PREVIOUS QDS PUBLICATIONS
	People Survey Metrics	Theme Scores	The organisation's theme score for the leadership and manging change* theme from the most recent annual Civil Service People Survey .	Annual	Current = 2011 survey Previous = 2010 survey	Scope limited to main department only	Civil Service People Survey	Census survey				
		Leadership & Managing Change	Figure as published in survey reports									
		My Work	The organisation's theme score for the "my work" theme from the most recent annual Civil Service People Survey									
		My Line Manager	The organisation's theme score for the "my line manager" theme from the most recent annual Civil Service People Survey									
		Organisational Objectives & Purpose	The organisation's theme score for the "organisational objectives and purpose" theme from the most recent annual Civil Service People Survey									

Organisations in-scope	Department for Transport (DfT), Highways Agency (HA), Driver and Vehicle Licensing Agency (DVLA), Driving 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) covered are British Transport Police Authority (BTPA), Directly Operated Railways Ltd (DOR), High Speed 2 Ltd (HS2 Ltd) and Passenger Focus.
Organisations out-of-scope	Northern Lighthouse Board, Trinity House, Railway Heritage Committee, Office of Rail Regulation

Actual Department metadata - where differs from requested