

Sustainable Development Action Plan – Progress Report Summary 2009

Organisation: **Driving Standards Agency**

Department
 Non-Ministerial Department
 Executive Agency
 NDPB
 Other

Report of progress against: Sustainable Development Action Plan (July 2008 - March 2009)

Progress Against Actions

Percentage of actions complete or on target: 68.8%
 Average impact rating* of all the actions which are complete or on target: 2.18

*The Impact rating (1-4) is a self-assessment of the contribution to SD priority areas, and is not an indication of performance.

Embedding Sustainability

Self assessment ratings against four themes: To what extent is sustainable development embedded?

Policies	People	Operations	Governance, Monitoring and Reporting
Some Progress	On Course	On Course	On Course

Sustainable Procurement

Self assessment ratings against five themes of the Flexible Framework: What level has the organisation already reached? (Where an alternative sustainable procurement tool has been used, please provide an appropriate summary.)

People	Policy, Strategy & Communications	Procurement Process	Engaging Suppliers	Measurements and Results
Level 3 - Practice	Level 4 - Enhance	Level 3 - Practice	Level 3 - Practice	Level 3 - Practice

Taking Stock

What have been the **highlights** of your organisation's sustainable development progress over the past year?

- The introduction of Eco Safe Driving into all licence acquisition driving tests leading to a new generation of drivers who are empowered to mitigate the environmental effects of driving.
- For the first time DSA has achieved ISO14001 certification for the Environmental Management System.
- Our procurement approach is successfully underpinning our work in Sustainable Development as we have been shown to be at the forefront of the Department.
- The SDAP process is now aligned with business planning allowing for greater integration.

What are the key **challenges** for the future?

- DSA's influence over the learning to drive process must be used to ensure that the associated impacts are adequately managed. The early stages of the Learning to Drive programme have shown that a balanced approach is being taken but we are aware that this needs to be maintained and realised.
- Localised targets greatly assist in tackling areas where no single group holds influence but this has proved difficult in some areas.

What are the key things which have **helped and hindered** progress towards sustainable development?

Helps:

- Enhancing the central resource for Sustainable Development was key to the successful delivery of many of the actions as it allowed more effective partnering with teams around the Agency.
- SOGE being set as a priority for the civil service aided buyin.

Hinders:

- The economic downturn meant that budgets had to be revisited and some ambitions have been delayed as a result.
- System changes including the move to Purchase Orders meant that available resource to develop and implement sustainability initiatives was less available than expected.

What **lessons have been learnt** from the progress report? How will these be taken forward in the next SDAP?

- Now that we are aligned with the business planning cycle we need to maximise this impact by spreading awareness and ownership of the risks associated with sustainability and by developing the next SDAP during 2009-10 in a way which is complementary to the local planning system.
- As the Sustainable Development grows in prominence and complexity we need to develop the governance which we will be driving forwards in 2009-10.

Please summarise how the SDAP is aligned with and has helped your organisation to deliver its high level strategic objectives, including any Public Service Agreements (PSAs) and Departmental Strategic Objectives (DSOs).

Many of the actions support the DfT objective of 'Improve the environmental performance of transport' either through influencing the transport industry or through reduced impacts from the delivery infrastructure. The actions concerned with waste and utility management contribute to the Safety, Service Delivery and Logistics group end state of 'Reduce our internal environmental footprint'. Other actions help to improve effectiveness and efficiency thereby contributing to multiple objectives and end states.

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