



Northern Ireland  
Assembly

# Research and Information Service Briefing Paper

Paper 62/13

13<sup>th</sup> February 2013

NIAR 890-12

**Des McKibbin**

## Government Support for Public Transport in Great Britain and Northern Ireland

### 1 Overview

This paper compares the types and levels of transport subsidy paid in Northern Ireland and Great Britain.

### 2 Transport Subsidies in Northern Ireland

Broadly speaking a transport subsidy refers to the public funding provided to meet transport costs which are not recouped from fare paying passengers. Subsidies help transport providers keep their costs down, supporting lower fares and thereby making public transport more attractive to passengers.

The Department for Regional Development provides both revenue and capital funding for public transport (buses and trains) and publically funded transport (such as, door-to-door and community transport) services through the payment of various grants and subsidies.

#### 2.1 Subsidy/Grants paid to Translink

The vast majority of public transport services in Northern Ireland are provided by the Northern Ireland Transport Holding Company (NITHC) through its subsidiaries: NI

Railways, Ulsterbus and Metro (Translink). NITHC/Translink is therefore in receipt of most of the available public funding.

In contrast to the deregulated UK market where unprofitable routes are subsidised by transport authorities to ensure services are maintained, Translink's monopolistic control of the local transport market enables it to cross-subsidise its uneconomical routes with the revenue generated by its profitable routes.<sup>1</sup> The effect of this arrangement is that Translink is not allocated additional route subsidy. However, Translink is in receipt of a number of other grants/subsidies including capital support which is not provided to operating companies in GB.<sup>1 2</sup>

### **2.1.1 Bus (Capital) Grant**

According to the DRD, it provided Translink with funding of almost £155m between 2004/05 and 2011/12 to assist in the purchase of new buses and the upgrade of bus stations, workshops and garages. This funding enabled Translink to purchase over 960 buses from 2004/05-2011/12, with a further 66 buses being delivered in 2012/13.<sup>2</sup>

The bulk of this funding (£95.8m) was provided between 2005/06 and 2007/08 when bus services in the Greater Belfast area were rebranded from Citybus to Metro. This money was used to make significant improvements to Belfast's bus network including new rolling stock, improved halts, passenger information systems and bus priority schemes (Quality Bus Corridors). The impact of this investment was immediate with passenger numbers increasing by 30% between 2004/05 and 2007/08 (see annex 3).<sup>3</sup>

### **2.1.2 Fuel Duty Rebate**

Fuel Duty Rebate (FDR) in Northern Ireland is paid by the DRD to operators of bus services towards defraying customs or excise duty charged on eligible fuel used in operating a bus service. The present rate of rebate is 43.21p per litre.<sup>4</sup>

### **2.1.3 Concessionary Fares**

The Northern Ireland Concessionary Fares Scheme provides free and half fare travel on public transport for several groups of people, including children, senior citizens and some people with disabilities. The Scheme is funded and administered by the Department for Regional Development (DRD).<sup>5</sup>

### **2.1.4 Accessible Transport**

The accessible transport grant referred to in table one is for the provision of transport services for those who would otherwise be isolated due to either a personal mobility issue caused by old age, disability or where they live. There are two funding streams

---

<sup>1</sup> The UK Government does operate Ad Hoc programmes which provide capital funding to support particular policy objectives, a current example is the Green Bus Fund, see: <http://nia1.me/1bn>

<sup>2</sup> Full details of the Financial support paid to transport operators in NI by DRD is contained in Annex one.

which support this: the Transport Programme for People with Disabilities (TPPD) and the Rural Transport Fund (RTF).

The TPPD supports urban based Door-to-Door services which aim to target social exclusion, particularly among the elderly and disabled people who find it difficult to use mainstream public transport. In 2011-12, over 148,000 passenger trips were undertaken by members of this service.<sup>6</sup>

The RTF offers support through two primary means of assistance:

- Subsidy for new rural services provided by Translink which are economically unviable but socially necessary; and
- Revenue and capital funding for Rural Community Transport Partnerships (RCTP) that offer a range of services, including door-to-door to their members.

RCTPs do not receive concessionary fare reimbursement or Fuel Duty Rebate payments.

### 2.1.5 NILGOS

Translink/NITHC participates in the Northern Ireland Local Government Officers' Superannuation ("NILGOS") scheme. The DRD provides NITHC/Translink with revenue funding for contributions to this pension scheme.

## 2.2 Financial Support paid to NITHC/Translink

Table one provides a detailed breakdown of the revenue and capital funding provided to NITHC/Translink. Annex one provides a breakdown of all financial support for public transport

**Table 1: Annual Public Transport Financial Support paid to NITHC/Translink 08/09 – 14/15**

£m	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
BUS revenue					Budget	Indicative	Indicative
Concessionary Fares	£22.0	£24.7	£25.0	£26.7	£27.7	£25.6	£26.1
Fuel Duty Rebate	£10.5	£10.5	£10.3	£9.9	£10.3	£9.3	£10.3
NILGOS	£ 3.7	£4.4	£6.7	£4.8	£5.4	NIL	£1.5
Accessible Transport	£1.3	£1.0	£1.1	£0.9	£1.1	£1.1	£1.1
BUS capital	£ 9.0	£14.2	£8.2	£16.5	£11.4	£0.1	£1.4
<b>TOTAL BUS</b>	<b>£46.5</b>	<b>£54.8</b>	<b>£51.3</b>	<b>£58.8</b>	<b>£55.9</b>	<b>£36.1</b>	<b>£40.4</b>
RAIL revenue							
Public Service Obligation (PSO)	£22.9	£23.6	£22.3	£24.1	£25.0	£25.2	£21.3
NITHC Pensions	£ 0.6	£0.6	£0.5	£0.5	£0.5	£0.5	£0.5
Con Fares Rail	£6.1	£7.9	£9.0	£10.0	£11.1	£11.7	£11.7
RAIL capital	£36.1	£35.7	£53.4	£92.0	£40.8	£16.2	£23.6
<b>TOTAL RAIL</b>	<b>£65.7</b>	<b>£67.8</b>	<b>£75.2</b>	<b>£126.6</b>	<b>£77.4</b>	<b>£53.6</b>	<b>£57.1</b>
<b>Total Bus and Rail</b>	<b>£112.2</b>	<b>£122.6</b>	<b>£136.5</b>	<b>£185.4</b>	<b>£133.3</b>	<b>£89.7</b>	<b>£97.5</b>

## 2.2 NITHC/Translink Turnover vs. Subsidy

In 2011 and 2012, Ulsterbus and Metro had a combined turnover of £128.6m and £129.3m respectively;<sup>3</sup> over the same period bus services received grants and subsidies of £51.3m and £58.8m respectively giving them operating revenue of £177.2m and £185.5m respectively. Therefore, for both years, around 70% of NITHC/Translinks total operating revenue is derived from commercial activities including fares with around 30% coming from the public purse (table 2).

**Table 2: NITHC Turnover 2011 and 2012**

	Turnover		Profit		Govt. Support		Total Operating Revenue (TOE)		Govt. Support as % of TOE	
	2011 (£m)	2012 (£m)	2011 (£m)	2012 (£m)	2011 (m)	2012 (m)	2011 (m)	2012 (m)	2011 (%)	2012 (%)
NI Railways	53.7	55.7	-2.8	-1.6	75.2	126.6	131.7	183.9	57	69
Ulsterbus	93.1	93.7	1.5	2.1	51.3	58.8	177.2	185.5	29	32
Metro	35.5	35.6	1.2	0.5						
Total	182.3	185.0	-0.1	1	126.5	185.4	308.9	371.5	41	50

**Note:** The Formula used to calculate total Operating Revenue is Turnover + Govt. Support – Profit

**Note:** This figure represents total Operating Expenditure for Ulsterbus and Metro Combined

Source: DRD/Translink

## 2.2 Subsidy per passenger journey

In order to make comparisons with the level of support and grants paid in other regions it is useful to break payment down to a lower and more comparable unit. Therefore for the purposes of comparison later in this paper the payments made per passenger journey have been calculated: The support per passenger journey in 2010-11 was 77p (table three).

**Table 3: Support and Grants paid to Ulsterbus and Metro per passenger 2008/09 to 2010/11**

	2008-09		2009-10		2010-11	
	Million	£	Million	£	Million	£
Passenger Journeys/Subsidy per passenger journey <sup>4</sup>	70.5	0.66	68.2	0.80	66.6	0.77

Source: DRD/Translink

## 2.3 Regional Comparisons

The Outline Business Case (OBC) compiled by consulting company FGS McClure Waters provided a comparison of government subsidies paid in Scotland, Wales, England and Northern Ireland. This analysis showed the subsidies received Ulsterbus and Metro per passenger journey were higher than in Scotland and England, but lower than in Wales. Overall the consultants reported that subsidy levels are not significantly different in Great Britain and Northern Ireland.<sup>7</sup>

<sup>3</sup> In 2010/11 and 2011/12 Ulsterbus and Metro made a combined profit of £2.7m and £2.6m respectively. This should be subtracted from Turnover to give a more accurate

<sup>4</sup> Formula: Total Bus Support (Table 1) divided by total passenger journeys (Northern Ireland Transport Statistics 2010-11 available from: <http://nia1.me/1bb> )

**Table 4: Support and Grants for Local Bus Services in Scotland, Wales, England and Northern Ireland 2007/08**

Subsidy	Scotland	Wales	England (ex. London)	Northern Ireland
Subsidy Per Passenger Journey	0.59	0.90	0.56	0.63

Source: FGS McClure Waters/Translink

The remainder of this paper will look at public subsidies and grants paid in England, Scotland and Wales. Support for the rail industry will be discussed briefly in the next section. However, given the significant differences in the nature and scale of the rail systems in GB and NI are not readily comparable to the system in Northern Ireland.

### 3 Support for Rail

Prior to 2001 support for passenger rail services was channelled through the Office of Passenger Rail Franchising (OPRAF) and the Passenger Transport Executives (PTEs). In 2001 Office of Passenger Rail Franchising (OPRAF) was replaced with Strategic Rail Authority support, which in 2005 was replaced with grants made by the Department for Transport (DfT), the Welsh Assembly Government and Transport Scotland. Since its creation in 2001, Government grants have also been paid to Network Rail.

Government support to the rail industry in GB consists mainly of support grants paid to Network Rail, Train Operating Companies (TOC), and PTE Special Grants. Rail freight grants are also paid by Government to encourage the movement of freight by rail; in 2011-12 this support was in excess of £3.9 billion). Government support comprises:<sup>8</sup>

**Table 5: Government support to the rail industry 2001-02 to 2011-12 Great Britain (£ million)**

£m	Central government grants	PTE grants	Direct rail support	Other elements of government support	Total government support excluding PTE grants	Total government support including PTE grants	Freight grants
2001-02	731	306	684	105	1,520	1,826	57
2002-03	935	304	1,166	183	2,284	2,588	49
2003-04	1,359	414	1,670	179	3,208	3,622	32
2004-05	878	389	2,370	154	3,402	3,791	26
2005-06	879	332	3,366	24	4,270	4,602	23
2006-07	1,456	313	4,463	76	5,995	6,308	30
2007-08	1,123	310	3,673	187	4,983	5,293	18
2008-09	273	317	4,266	356	4,896	5,213	21
2009-10	467	316	3,798	38	4,303	4,619	20
2010-11	-51	207	3,680	125	3,753	3,960	20
2011-12	-133	214	3,744	76	3,687	3,901	17

**NOTE:** this negative figure reflects money which was received by government from the various train operating companies as part of their franchise agreement.

Source: ORR (2013)

### 3.1 Comparison with Northern Ireland

The most recent figures from (2010/11) the Office of Rail Regulation (ORR) show that in 2010/11 1.16bn rail journeys took place in Great Britain – up 8.9% from 2009-10. This indicates that in 2010/11 the governments of England, Wales and Scotland provided (collectively) a subsidy of £3.40 per passenger journey. In 2010/11 the DRD provided £7.27 in subsidy per passenger journey.<sup>5</sup>

In 2011/12 there were 10.96m journeys on NI Railways with a subsidy of £126.6m (£92m capital) which indicates a subsidy of £11.50 per passenger journey. However these figures cannot be considered typical as they record a period of significant capital investment in railway, including:

- The purchase of 20 new Class 4000 trains;
- A programme of work to extend platforms across the network;
- a new maintenance facility at Adelaide in Belfast; and
- The upgrade the Coleraine to L/Derry rail line

## 4 Support for local bus services in Great Britain

Local buses are the most available and frequently used mode of public transport in Great Britain with some 5.17bn passenger journeys in 2010-11 (2.4bn outside of London); this compares to 1.16bn rail journeys.<sup>9 10</sup>

There are multiple sources of support for the bus industry in Great Britain, administered at both Central and Local Government levels, the three main sources of revenue funding are:

- Bus Service Operators Grant (BSOG) – this is a fuel duty rebate;
- Concessionary Travel reimbursement<sup>6</sup>;
- Tendered Service Support – paid by local authorities for non-commercial routes;

### 4.1 England

In England in 2010/11, an estimated 55 per cent of operators' revenue came from passenger fare receipts (54% in 2010/11) with the remainder from public transport (tendered service) support (20%), concessionary travel (19%) and Bus Service Operators Grant (BSOG) (8%) (figure 1).

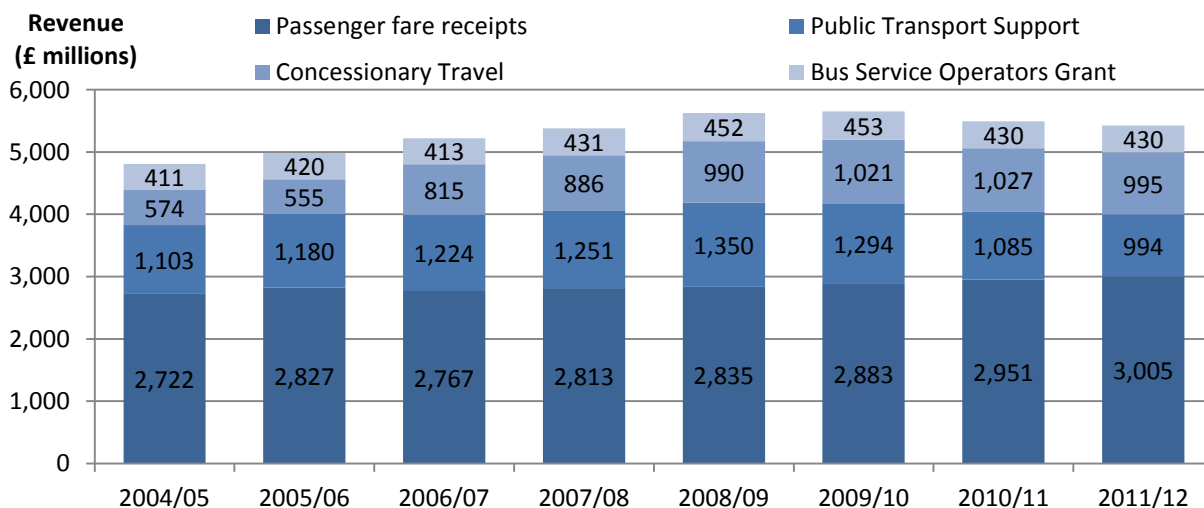
- Total net public funding revenue support for local bus services and concessionary travel in England was £2.3 billion in 2011/12;

<sup>5</sup> In 2010/11 NI Railways accommodated 10.35m passenger journeys and received £75.2 in subsidy from the DRD.

<sup>6</sup> DfT statistics branch do not consider Concessionary Fare Reimbursement as a subsidy to the bus industry as operators are reimbursed for carrying concessionary fare passengers on a no better off, no worse off basis.

- Since 2004/05, total net support has increased by 15 per cent in real terms, mainly due to a 73 per cent increase in funding for concessionary travel (following the introduction of statutory free off-peak bus travel for the elderly and disabled); and
- Between 2010/11 and 2011/12 there was a 5 per cent real terms decrease in net funding support in London, with a 3 per cent decrease in English metropolitan areas and a 7 per cent decrease in non-metropolitan areas.<sup>11</sup>

Figure 1: Breakdown of Total Operating Revenue for Local Bus Services in England, from 2004/05 to 2011/12



Source: DfT (Table BUS0501)

Support per passenger journey varies significantly, depending on the region:

- Support in London is lowest (£0.38 per passenger journey) where there has been a 30% drop in support between from 2004/5 and 2011/12;
- Support in English Metropolitan Areas has remained relatively stable over the same period (there has been a 14% increase in support);
- Support is highest in English non-metropolitan areas where there has been a 28% increase between 2004/05 and 2011/12 (figure 2).

Figure 2: Total Govt. Support for Bus Services per Passenger Journey (pence) at 2011/12 prices



Source: DfT (2012)

**Table 6: Support and Grants for Bus Services in England (by region) per passenger journey**

	2008-09		2009-10		2010-11	
	Million	£	Million	£	Million	£
Passenger Journeys/Subsidy per passenger journey						
England	4627	0.56	4604	0.57	4609	0.54
London	2228	0.46	2238	0.44	2269	0.38
English Metropolitan Areas	1080	0.50	1073	0.52	1055	0.52
English Non-Metropolitan Areas	1317	0.80	1291	0.84	1285	0.84
Northern Ireland	70.5	0.66	68.2	0.80	66.6	0.77

Source: DfT (Tables: BUS0501a; BUS0106a; BUS0106b; BUS0203a and BUS0203b)

#### 4.1.1 Comparison with Northern Ireland

The analysis above indicates that the subsidies Ulsterbus and Metro receive per passenger journey are generally somewhat higher than in England:

- Subsidy in NI is 43% higher per passenger than in (all of) England;
- It is more than double that in London;
- 48% higher than in English metropolitan areas; but
- 8% lower than in English non-metropolitan areas.

#### 4.2 Wales

The Welsh Government spends in excess of £100m a year to support bus and community transport services, of which:

- the Local Transport Services Grant (LTSG);
- the Bus Service Operators' Grant (BSOG), and
- the concessionary fares scheme.

In Wales in 2010/11, this accounted for approximately 49% of operators' revenue (£210m)<sup>12</sup>. The remainder came from passenger fare receipts.

**Table 7: Public Transport Expenditure by Local Authorities in Wales**

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
(£000s)									
Support to Operators	17,966	21,253	23,010	22,789	23,400	24,536	25,063	27,315	27,223
Concessionary fares	29,743	37,006	40,850	47,642	51,683	56,818	65,751	66,598	67,305
Co-ordination	3,256	3,461	4,007	5,386	5,602	5,623	10,294	7,125	5,618
Total	50,965	61,721	67,867	75,818	80,685	86,977	101,109	101,038	100,147

Source: Stats Wales (2013)



### 3.2.1 Comparison with Northern Ireland

When comparing bus services, Wales is the UK region which has most in common with Northern Ireland, from the point of view of population density, sparseness etc. The subsidy per passenger journey is almost 8% higher than in Northern Ireland (£0.83 in Wales, £0.77 in Northern Ireland) as shown in table 8.

**Table 8: Support and Grants for Bus Services in Wales (and Northern Ireland) per passenger journey**

	2008-09		2009-10		2010-11	
	Million	£	Million	£	Million	£
Passenger Journeys/Subsidy per passenger journey in Wales	120	0.84	120	0.84	120	0.83
Passenger Journeys/Subsidy per passenger journey in Northern Ireland	70.5	0.66	68.2	0.80	66.6	0.77

DfT (2012)<sup>13</sup>

### 4.3 Scotland

Total Government support on local buses services in Scotland was £295 million in 2010-11 – a 5% decrease from 2009/10.<sup>14</sup> This represented 47% of the total operating revenue (£622m<sup>7</sup>) of local bus services.

**Table 9: Public Transport Expenditure in Scotland**

	2006-07	2007-08	2008-09	2009-10	2010-11
	(£m)				
Public Transport Support	48	53	53	61	57
Concessionary Fares	155	163	180	187	175
B SOG	59	60	63	64	63
Total	262	276	296	312	295

Transport Scotland (2012)

**Table 10: Support and Grants for Bus Services in Scotland per passenger journey and per bus km**

	2008-09		2009-10		2010-11	
	Million	£	Million	£	Million	£
Passenger Journeys/Subsidy per passenger journey <sup>8</sup>	493	0.60	467	0.66	438	0.67

Transport Scotland (2012) and DfT (2012)<sup>15</sup>

#### 4.3.1 Comparison with Northern Ireland

This analysis indicates that the subsidies Ulsterbus and Metro receive per passenger journey are 15% higher than in Scotland.

<sup>7</sup> Total Government Support + Total Fare revenue see: Transport Scotland Bus and Coach Statistics 2011-12

<sup>8</sup> Formula: Total Bus Support (Table 1) divided by total passenger journeys (Northern Ireland Transport Statistics 2010-11 available from: <http://nia1.me/1bb> )

## 5 Summary

This paper has compared the levels of grant and subsidy provided for local bus service in England, Wales, Scotland and Northern Ireland. As a means of making comparisons the level of grant and subsidy paid by each region on a per passenger journey basis was examined. The results are shown in table 11:

**Table 11: Passenger Journeys and Subsidy per Passenger Journey in GB and NI 2008/09 – 2010-11**

	2008-09		2009-10		2010-11	
	Million	£	Million	£	Million	£
Northern Ireland	70.5	0.66	68.2	0.80	66.6	0.77
England	4627	0.56	4604	0.57	4609	0.54
London	2228	0.46	2238	0.44	2269	0.38
England – Metropolitan Areas	1080	0.50	1073	0.52	1055	0.52
England – Non-Metropolitan Areas	1317	0.80	1291	0.84	1285	0.84
Wales	120	0.84	120	0.84	120	0.83
Scotland	493	0.60	467	0.66	438	0.67

### 5.1 Main findings

- Overall, subsidy levels are 43% higher in Northern Ireland, than in England;
- However, this is skewed due to the relatively low subsidy paid in London (per passenger journey);
- Differences in overall subsidy levels (per passenger journey) in Northern Ireland and Scotland, Wales and Non-Metropolitan areas of England are less marked;
- Only English non-metropolitan areas and Wales pay more grant and subsidy (per passenger journey) than Northern Ireland; and
- Fare revenue makes less of a contribution to the total operating revenue of local bus operators in GB (47-55%) compared to Northern Ireland (69%);
- The nature and size of the rail network in GB makes any comparison with Northern Ireland's rail network questionable. However, the analysis in section 3 of this paper has shown that subsidy paid per passenger journey in Northern Ireland (£7.27) is more than double that which is paid in GB (£3.40).

*These findings provide a useful illustration of subsidy levels in Great Britain and Northern Ireland. However, caution is advised against using this information as a means of ranking the various regions as no consideration has been given to the numerous variables which will impact on transport expenditure including, inter alia, public spending priorities; topography; population density and demographics.*

## Annex 1: Annual Financial Support for Public Transport in Northern Ireland

£m	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
<b>Concessionary Fares</b>					Budget	Indicative	Indicative
Translink	£22.0m	£24.7m	£25.0m	£26.7m	£27.7m	£25.6m	£26.1m
Others	£ 0.4m	£ 0.4m	£ 0.4m	£0.5m	£0.6m	£0.4m	£0.4m
Total	£22.4m	£25.1m	£25.4m	£27.2m	£28.3m	£26.0m	£26.5m
Con Fares Rail	£6.1m	£7.9m	£9.0m	£10.0m	£11.1m	£11.7m	£11.7m
<b>Fuel Duty Rebate (FDR)</b>							
Translink	£10.5m	£10.5m	£10.3m	£9.9m	£10.3m	£9.3m	£10.3m
Others	£ 0.1m	£ 0.2m	£ 0.2m	£0.3m	£0.5m	£0.6m	£0.6m
Total	£10.6m	£10.7m	£10.5m	£10.2m	£10.8m	£9.9m	£10.9m
<b>Public Service Obligation (PSO)</b>	£22.9m	£23.6m	£22.3m	£24.1m	£25.0m	£25.2m	£21.3m
<b>NILGOSC Bus</b>	£ 3.7m	£4.4m	£6.7m	£4.8m	£5.4m	NIL	£1.5m
<b>NITHC Pensions</b>	£ 0.6m	£0.6m	£0.5m	£0.5m	£0.5m	£0.5m	£0.5m
<b>Accessible Transport</b>							
Translink	£1.3m	£1.0m	£1.1m	£0.9m	£1.1m	£1.1m	£1.1m
Others	£6.5m	£7.1m	£7.3m	£7.8m	£7.5m	£7.3m	£7.3m
Total	£7.8m	£8.1m	£8.4m	£8.7m	£8.6m	£8.4m	£8.4m
<b>Bus Route Subsidy</b>	NIL	NIL	NIL	NIL	NIL	NIL	NIL
<b>Park &amp; Ride</b>			£0.3m	£0.3m	£0.4m	£0.4m	£0.4m
<b>Annual Public Transport Financial Support: Capital</b>							
<b>Bus</b>	£ 9.0m	£14.2m	£8.2m	£16.5m	£11.4m	£0.1m	£1.4m
<b>Rail</b>	£36.1m	£35.7m	£53.4m	£92.0m	£40.8m	£16.2m	£23.6m
<b>INTERREG &amp; Match Funding</b>					£1.6m		
EU Programme & Match Funding					£11.6m		
<b>Total Resource</b>	£74.1m	£80.4m	£83.1m	£85.8m	£90.1m	£82.1m	£81.2m
<b>Total Capital</b>	£45.1m	£49.9m	£61.6m	£108.5m	£65.4m	£16.3m	£25.0m
<b>NOTE:</b> The Department has agreed with Translink an assumed level of In Year Support in 2013/2014 and 2014/2015. This is £7m and has been added into the figures. £3m to Rail Concessions and £4m to Bus Concessions. This assumption is subject to future budgets.							
The Capital figures for 2014/2015 could be impacted negatively by assumptions made about Asset Disposals by Translink. It is hoped to address this through the use of EU support but this is still on-going work.							

## Sources

---

- <sup>1</sup> (DRD) Department for Regional Development (2009) 'Public Transport Reform Consultation: Detailed policy proposals' DRD: Belfast [online] available from: <http://nia1.me/td>
- <sup>2</sup> (DRD) Department for Regional Development [online] Public Transport – Bus Transport, available from: <http://nia1.me/1bf>
- <sup>3</sup> Passenger numbers provided by Translink
- <sup>4</sup> (DRD) As endnote 10
- <sup>5</sup> DRD (2007) Policy Review of the Northern Ireland Concessionary Fares Scheme [online] available from: <http://nia1.me/13m>
- <sup>6</sup> Ministerial Statement on Door-to-Door Services. NI Assembly 12<sup>th</sup> February 2013
- <sup>7</sup> FGS McClure Waters (2010) Review of Outline Business Case for Public Transport Reform [online] available from: <http://nia1.me/1be>
- <sup>8</sup> (ORR) Office of Rail Regulation [online] Government support to the rail industry 1985-86 to 2011-12 Great Britain (£ million), available from: <http://nia1.me/1bm>
- <sup>9</sup> House of Commons Transport Select Committee (2011) Transport Committee - Eighth Report: Bus Services after the Spending Review [online] available from: <http://nia1.me/1bk>
- <sup>10</sup> DfT (2011) Rail Trends, Great Britain 2010/11 [online] available from: <http://nia1.me/1c0>
- <sup>11</sup> DfT (2012) Annual Bus Statistics: Revenue, Costs and Government Support Great Britain 2011/12 [online] available from: <http://nia1.me/1bq>
- <sup>12</sup> DfT (2012) Table BUS0401b [online] available from:
- <sup>13</sup> DfT (2012) Annual Bus Statistics: Great Britain 2011/12 [online] available from: <http://nia1.me/1bu>
- <sup>14</sup> The Scottish Government [online] High Level Summary of Statistics Trend Last update: Friday, September 23, 2011, available from: <http://nia1.me/1c1>
- <sup>15</sup> DfT (2012) Transport Statistics – Vehicle miles/km [online] available from: <http://nia1.me/1bv>