

**Public Transport Reform  
Outline Business Case (May 2009)  
Comment & Context**

**Translink  
for Regional Development  
Committee  
of NI Assembly**

Catherine Mason  
David Brown  
Ciaran Rogan

16th September 2009

[www.translink.co.uk](http://www.translink.co.uk)

**Public Transport (PT) Reform - Overview**

PT Reform proposes changing the current structure to one of two options (do nothing is not an option);

- 1. Change existing arrangements to meet EU 1370**
- 2. Establish a new agency in DRD to design, procure and regulate all public transport in NI**

[www.translink.co.uk](http://www.translink.co.uk)

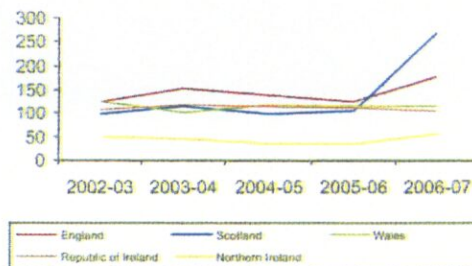
## PT Reform: stated objectives & current position

<ul style="list-style-type: none"> <li>Integration of transport modes</li> </ul>	<ul style="list-style-type: none"> <li>Bus and rail services - scheduled together ⇒ complementary.</li> <li>Passenger information - leading edge delivery, fully integrated on line and through a call centre</li> <li>Ticketing is increasingly integrated</li> <li>Facilities - including P&amp;R - are fully integrated</li> </ul>
<ul style="list-style-type: none"> <li>Wider availability / accessibility of public transport</li> </ul>	<ul style="list-style-type: none"> <li>NI has much broader spread of PT than equivalent areas of GB or ROI</li> <li>Greater availability will require greater funding than present; PT Reform provides no additional funds</li> </ul>
<ul style="list-style-type: none"> <li>More affordable public transport</li> </ul>	<ul style="list-style-type: none"> <li>DRD research benchmarking fares in NI shows fares 'generally compared favourably with other operators in similar areas'</li> </ul>
<ul style="list-style-type: none"> <li>Higher quality services at lower cost / better value for money</li> </ul>	<ul style="list-style-type: none"> <li>Translink services acknowledged as among the highest quality in the UK – winner of UK Rail Business of the year</li> <li>Customer satisfaction risen year on year and is at a record high</li> <li>Passenger numbers grown 13% in the past 5 years</li> <li>Funding of PT (per capita) in is much lower than other regions of GB (see chart below)</li> </ul>

www.translink.co.uk

## Funding of PT: NI versus GB

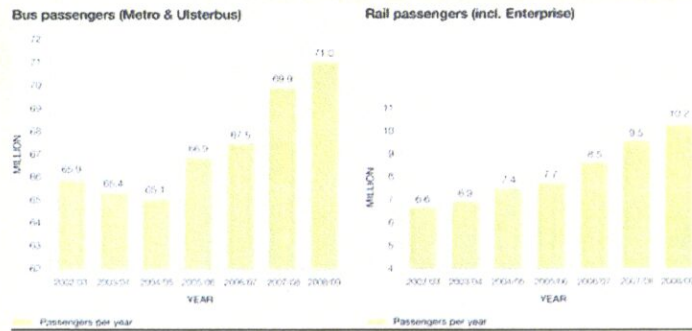
Figure 2. Total indexed expenditure on public transport on a per capita basis for UK regions and the Republic of Ireland 2001-2005



Source: HM Treasury "Public Sector Statistical Analyses 2008" (2008), National Development Plan 2007 to 2013.

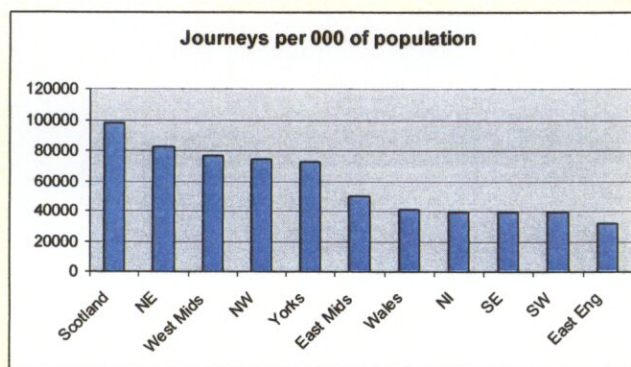
www.translink.co.uk

## Translink bus & rail passenger numbers



[www.translink.co.uk](http://www.translink.co.uk)

## Passenger numbers: NI versus GB

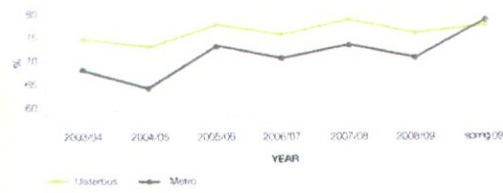


[www.translink.co.uk](http://www.translink.co.uk)



## Translink: customer satisfaction

Bus Services Customer Satisfaction



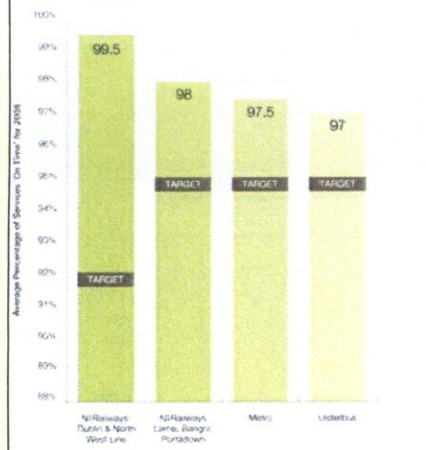
NI Railways Customer Satisfaction



[www.translink.co.uk](http://www.translink.co.uk)

## Translink: punctuality

On Time Performance



[www.translink.co.uk](http://www.translink.co.uk)

**OBC Conclusions: Commentary on proposed reformed organisational arrangements (from OBC chapter 5)**

If DRD are committed to a middle tier it is vital that any PT funding is for front line services - not increasing bureaucracy

OBC concludes agency could potentially 'save' an extra £5.4m over 5 yrs but cost of £907k pa ⇒ net saving of £173k pa (equivalent to 2 extra buses in service)

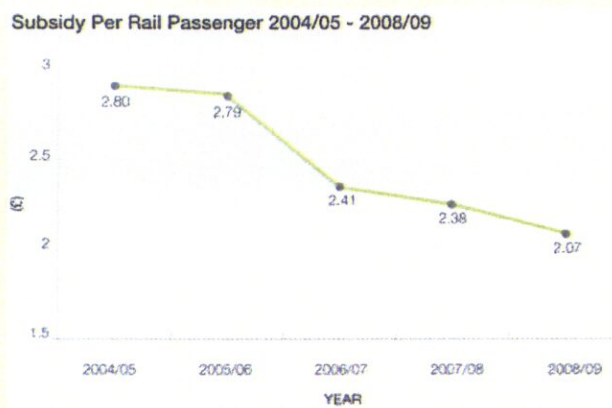
Although funding of core PT in NI has been declining, Translink has made savings and increased efficiency year on year while significantly increasing usage of PT.

Fares and usage of PT compare favourably with similar areas of GB

Translink home to school transport is cheaper than ELBs

[www.translink.co.uk](http://www.translink.co.uk)

**Public funding per rail passenger in NI**



[www.translink.co.uk](http://www.translink.co.uk)

## **Conclusions**

**Translink is clear that there is a requirement to change current structures to be compliant with EU regulation 1370 – but this can be achieved by means of a direct award contract.**

**There is a real danger that introducing a new structure may mean that available funding goes from delivering front line services to the establishment of an agency / increased bureaucracy.**

**Note: Translink is a public corporation; its shareholder is the Minister and Translink is accountable to DRD. Translink has local management operating across the whole of NI making it part of the community and responsive to the community.**

[www.translink.co.uk](http://www.translink.co.uk)



## **Rail timetable changes (27<sup>th</sup> Sept. 2009)**

Following work to improve the line between Coleraine and Ballymena running time reductions have been achieved

Planners used following parameters to allocate these savings

- Benefit the highest number of people
- Minimise the PSO (public money used to run rail)
- Maximise the return on the capital investment
- Align timetable changes with current travel & growth patterns

Minister asked us to bring train into L/Derry for 9.10am or earlier

Timetable was changed to accommodate but this will inconvenience commuters & students between Belfast and Coleraine and through travellers

[www.translink.co.uk](http://www.translink.co.uk)

Slide Title