

Measurement template

Field	Notes
Short title	Rail subsidy per passenger mile
Technical definition	<p>Total subsidy is broken down by:</p> <ol style="list-style-type: none"> 1. subsidy paid directly to train operators by Government, which in the supplementary csv file is broken down into: <ol style="list-style-type: none"> a) net franchise payment b) revenue support 2. an allocation of the Network Grant (that is, payments made directly to Network Rail) <p>Though not strictly additive, a total figure is included.</p> <p>These figures are expressed as rates per passenger mile travelled, and are shown for each DfT franchised train operator.</p>
Rationale	This indicator has been designed to give the public information about the amount of subsidy paid to Train Operating Companies, both directly by the Department for Transport and indirectly via Network Rail.
Formula	<p><u>1. TOC Subsidy</u></p> <p>Headline figures are published by the Office of Rail Regulation based on passenger kilometres, so a conversion to miles is needed.</p> <p>Franchise payments are payments to or from train operators contracted in their franchise agreements.</p> <p>Revenue support consists of payments that vary depending on the financial performance of the train operator.</p> <p><u>2. Network Grant</u></p> <p>This is calculated by taking the total Network Grant, apportioned according to each franchise's share of Fixed Track Access Charges, charged by Network Rail to run trains on the network (http://www.rail-reg.gov.uk/upload/pdf/cp4-pl-fixed_track_charges_sched_181208.pdf)</p> <p><u>Example: c2c in 2009/10</u></p> <p>total passenger km = 905m</p> <p>∴ total passenger miles = 562m</p>

	<p>Total Government subsidy = -£3.3m</p> <p>∴ subsidy per pass mile = -0.6p</p> <p>In 2009-10, c2c accounted for 1.3% of total fixed access charges paid to Network Rail (excl. First Scotrail)</p> <p>1.3% of Network Grant = £43.3m</p> <p>∴ Network Grant per pass mile = 7.7p</p> <p>Total subsidy = -0.6p + 7.7p = 7.1p</p>
Start date	May 2011
Latest data	Financial year 2011-12
Behavioural impact	NA
Comparability	Changes to franchise boundaries can make year-on-year comparisons difficult.
Collection frequency	Annual
Time lag	Financial year data (April to March) are published in August
Data source	<p>a) Source: train operator totals are available in the DfT audited Financial Accounts. The further breakdown is provided for this indicator separately by the Department.</p> <p>Subsidy data by train operator are published by the Office of Rail Regulation (ORR): http://www.rail-reg.gov.uk/</p> <p>b) Network Grant data are supplied by DfT Finance. Fixed track access charges are published by ORR.</p>
Type of data	<p>a) Subsidy data are official statistics when published by ORR. The further breakdown is DfT management information.</p> <p>b) Network Grant data are official statistics as they appear in DfT published accounts.</p>
Robustness and data limitations	<ul style="list-style-type: none"> There is no recognised rule for allocating the Network Grant across franchises. Using Fixed

	<p>Track Access Charges to allocate the grant by train operator is an appropriate rule, albeit somewhat arbitrary.</p> <ul style="list-style-type: none"> • Changes to franchise boundaries can make year-on-year comparisons difficult.
Collecting organisation	DfT
Return format	Pence per passenger mile
Geographical coverage	DfT Franchised train operators (Great Britain)
How indicator can be broken down	By train operator and type of subsidy