Research Note: Regional Variations in Transport Funding in England

Simon Blainey, January 2023

This note was prepared for House of Lords Built Environment Committee following the publication of their report on Public Transport In Towns And Cities[1].

1) Information Required To Understand Regional Variations In Transport Funding In England

In order to fully understand variations in government funding levels for transport in different English regions a range of information is required. The following datasets were identified as being particularly important:

1. Total government funding levels in each region over a given time period. This period should ideally be at least 10 years, given the delivery duration and 'lumpiness' of capital investment schemes.
2. Disaggregation of total funding into capital and revenue/operational funding.
3. Disaggregation of funding by transport mode (as a minimum road/public transport/active travel).
4. Disaggregation of funding by funding source (national/local government).
5. Total population within each region to allow calculation of funding per head.

The majority of this data is available in the spreadsheets which underpin the HM Treasury Country and Regional Analysis[2], with Appendix A listing tables which are particularly relevant to this topic. There are though some limitations in this data, which restrict the analysis that can be readily undertaken. In particular, while the data distinguishes between different mechanised transport modes, investment in active travel is not reported separately. Also, while the data distinguishes between local and national government expenditure, the specific source of funding is not always clear (an issue which is discussed further in Section 3 of this note).

2) Assessment of Regional Variations in Transport Funding

This review was in part stimulated by the publication of research by IPPR North in 2021[3] which appears to demonstrate a substantial difference in funding per head between London and other English regions. The headline claim of this analysis was that if the North had received the same per person transport spending as London between 2009/10 and 2019/20, it would have received £86 billion more than was the case in reality. The summary table from this analysis is reproduced below as Figure 1, showing transport funding per capita disaggregated by region:

[1] House of Lords - Public transport in towns and cities - Built Environment Committee (parliament.uk)
[2] Country and regional analysis - GOV.UK (www.gov.uk)
[3] IPPR North: Broken transport promises come as new evidence shows widening transport spending gap | IPPR

Figure 1: IPPR North Analysis of Regional Variations in Transport Funding

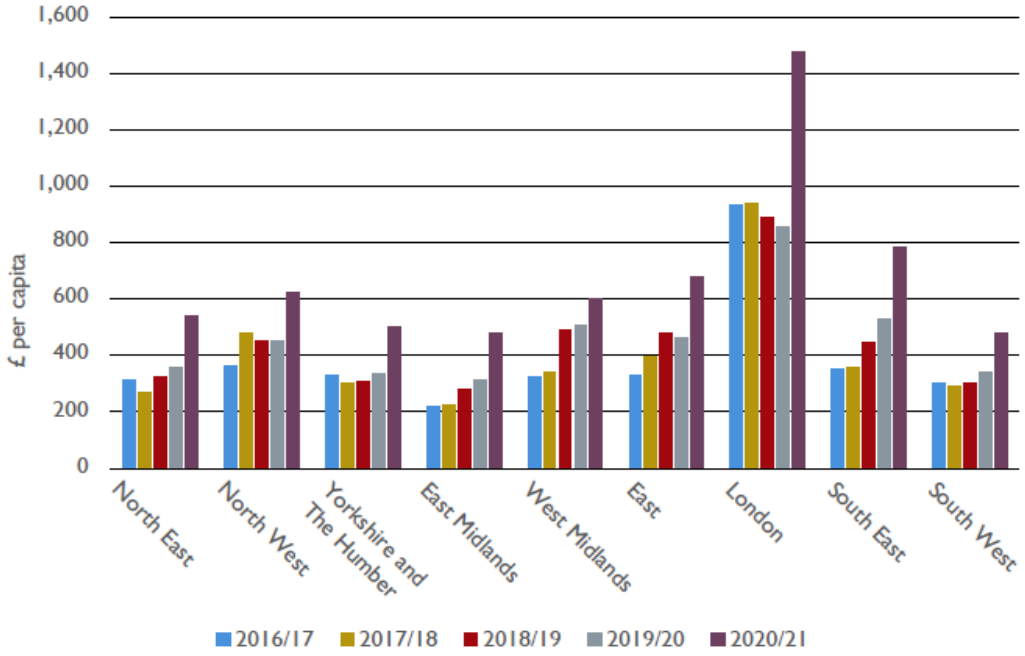
	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2009/10 to 2019/20 average
UK	410	439	401	372	359	358	372	465	466	481	504	511	430
North East	295	315	302	260	235	238	260	331	341	289	512	326	310
North West	371	401	355	321	284	280	309	411	396	510	450	451	379
Yorkshire and The Humber	340	341	315	302	305	317	327	416	355	321	291	321	328
East Midlands	292	309	268	244	200	227	246	280	238	244	281	301	258
West Midlands	347	312	262	241	247	241	284	365	350	364	491	505	333
East of England	291	358	373	333	262	269	281	372	356	422	507	484	365
London	695	896	780	754	744	730	758	976	1008	1001	949	906	864
South East	383	326	282	250	251	281	281	363	381	380	442	536	343
South West	300	268	252	220	214	202	222	293	326	313	317	342	270
England	390	418	376	348	329	334	355	457	454	470	498	504	413
Wales	385	422	429	402	401	372	357	428	407	419	412	412	406
Scotland	640	673	614	593	632	606	575	642	673	692	665	696	642
Northern Ireland	374	391	457	388	356	322	314	259	319	307	369	359	349
NORTH	347	365	331	304	283	286	307	399	372	405	404	383	349

Source: IPPR North analysis of Office for National Statistics [ONS] (2021) *Country and regional analysis: financial year ending 2020,* data

Source: https://www.ippr.org/news-and-media/ippr-north-broken-transport-promises-come-as-new-evidence-shows-widening-transport-spending-gap

A summary of (slightly more up to-date) data from the same sources was provided in the Built Environment Committee's report on Public Transport in Towns and Cities. This is reproduced here as Figure 2, and again appears to show a substantial disparity in spending between regions.

Figure 2: Regional Variations in Transport Funding 2016/16-2020/21

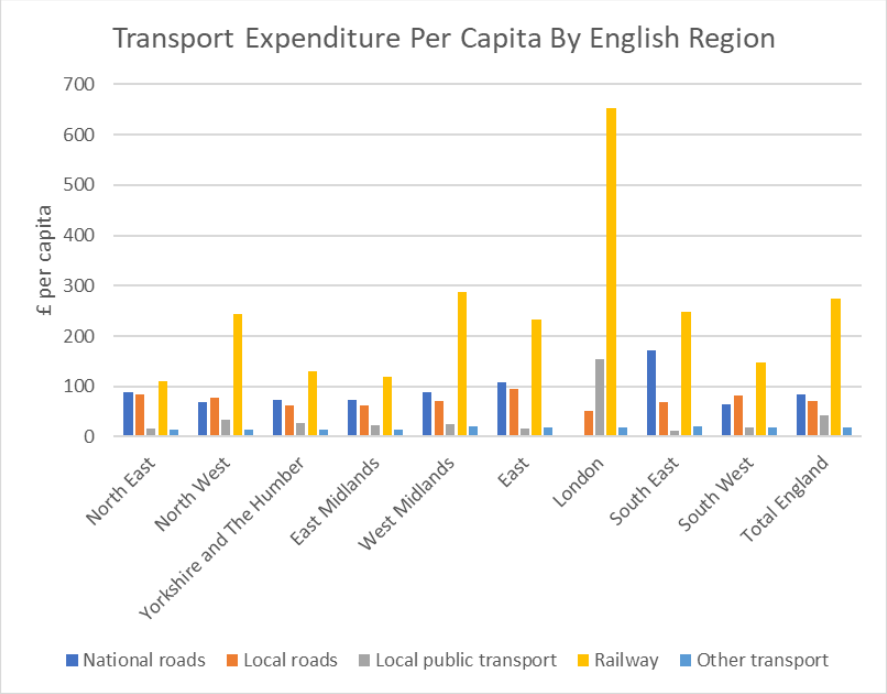


Source: HM Treasury, National statistics: Country and regional analysis: November 2021 (24 November 2021): https://www.gov.uk/government/statistics/country-and-regional-analysis-2021/country-and-regional-analysis-november-2021 [accessed 1 November 2022]

Source: 'Public Transport in Towns and Cities' p.47

Neither the IPPR table nor the BEC figure distinguish between different sources of government funding (central/local), between capital and operational spending, or between transport modes. In order to fully understand regional variations in transport funding it is necessary to consider these distinctions, and some initial analysis has been undertaken in order to illustrate them in this note. Some disaggregation of this kind is provided by the HM Treasury Country and Regional Analysis (CRA), which as noted above forms the basis for both the IPPR and BEC figures shown above. Figure 3 presents transport expenditure in 2019-20 disaggregated by region and by transport mode, based on Table B.10. There are some limitations of this data, in that it does not distinguish between different local public transport modes (bus/tram) or between different 'other transport' modes. However, it does still illustrate that the balance of spending between transport modes varies between regions. In particular, it is clear that while levels of expenditure on railways and local public transport are much higher in London than in other regions, per capita levels of expenditure on local roads are in general lower in London than elsewhere. There are also substantial variations in public transport spending between regions outside London with (for example) approximately twice as much spent on rail in the North West as in the North East and Yorkshire and the Humber in 2019-20.

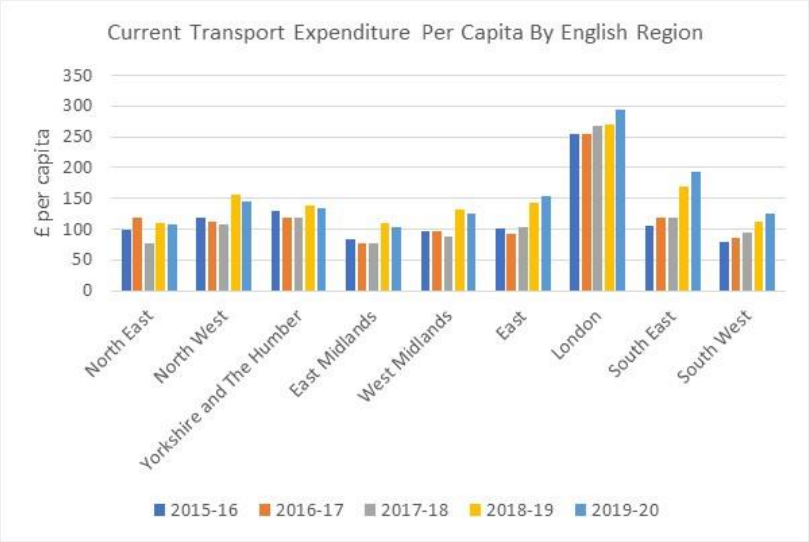
Figure 3: Regional Transport Expenditure Disaggregated by Mode



Data source: HM Treasury Country and Regional Analysis (November 2020) Table B.10

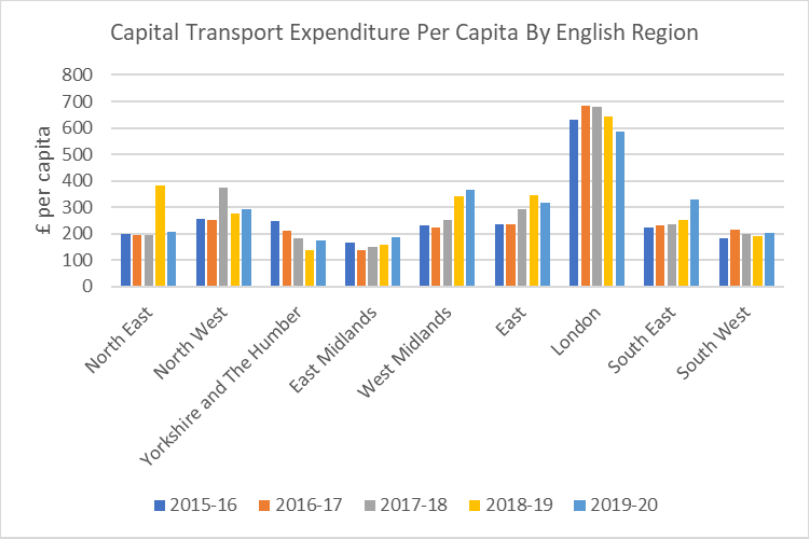
Table A.8.e in the CRA analysis separates funding into current (operational/revenue) and capital expenditure, disaggregated by region. This data is plotted over the period from 2015/16-2019/20 in Figure 4 (current expenditure) and Figure 5 (capital expenditure). These show that levels of both types of expenditure were much higher in London than in other regions throughout the period illustrated.

Figure 4:Current Transport Expenditure By Region 2015/16-2019/20



Data source: HM Treasury Country and Regional Analysis (November 2020) Table A.8e

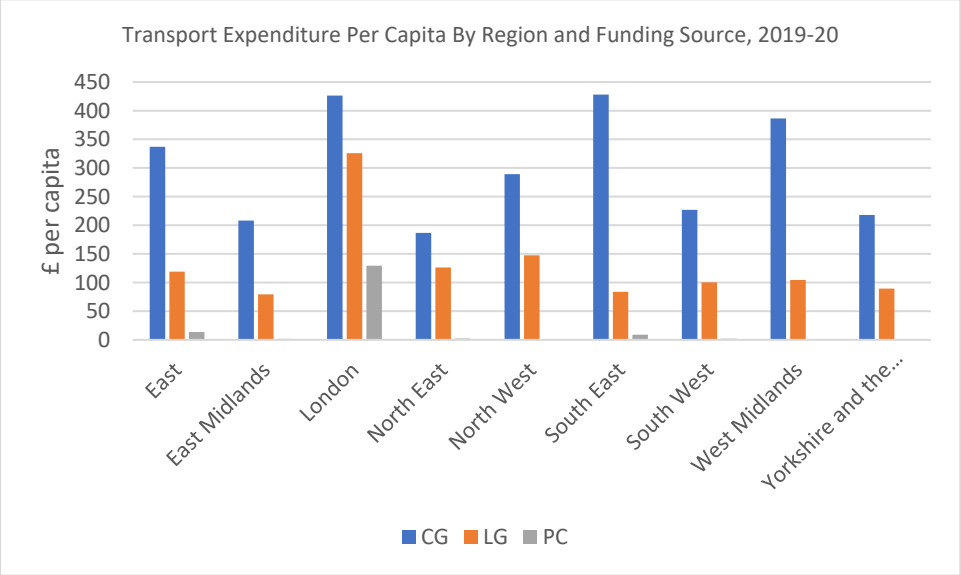
Figure 5: Capital Transport Expenditure By Region 2015/16-2019/20



Data source: HM Treasury Country and Regional Analysis (November 2020) Table A.8e

While the CRA analysis does not disaggregate results by funding source, the raw data used for the analysis is available online, and this underlying database does include information on funding sources, with expenditure disaggregated into Central Government (CG), Local Government (LG) and Public Corporation (PC). This data was used to produce Figure 6, which shows the breakdown of expenditure by funding source for each region in 2019-20. This shows that while Central Government funding per capita for transport in London was among the highest of the regions in 2019-20, the difference was far less substantial than for overall funding, with comparable levels of Central Government funding in the South East and West Midlands. However, Local Government and Public Corporation funding per capita is significantly higher in London than elsewhere.

Figure 6: Regional Transport Expenditure by Funding Source, 2019-20



As noted in Section 1, capital funding in particular can be quite lumpy, with substantial variations in funding over time, meaning that a snapshot from a single year may not give an accurate picture of the overall situation. Changes in the provision of each funding type between 2008/09 and 2021/22 were therefore plotted for each of the regions in Figure 7 (CG), Figure 8 (LG) and Figure 9 (PC). Each issue of the CRA only contains data for five years, and therefore the production of this graph involved combining data from multiple issues of the CRA (2013, 2015, 2020, 2022). Due (presumably) to ongoing corrections and updates to historical data there are some differences in the expenditure reported in different issues of CRA for the same year. It was not possible to resolve these differences based on the information available, so the most recent data was used where a discrepancy existed. However, as these differences were almost always very small (<2.5%) it is unlikely that they will have a significant impact on the high level results reported here. There may though be discontinuities in the time series shown between 2009-10 and 2010-11, 2014-15 and 2015-16, and 2016-17 and 2017-18.

Figure 7 shows that the situation in 2019-20 may have been relatively unusual, with London having higher levels of central government expenditure per capita in most years than most other regions. These regional differences are not though as marked as those shown in Figures 8 and 9, where London consistently has significantly higher levels of local government and public corporation expenditure per capita. While they are less substantial, there are also consistent differences between levels of local government transport expenditure in other regions, with for example the North West seeing higher levels of expenditure than the East Midlands and South East throughout the period shown.

Figure 7: Central Government Expenditure by Region 2008/09-2021/22

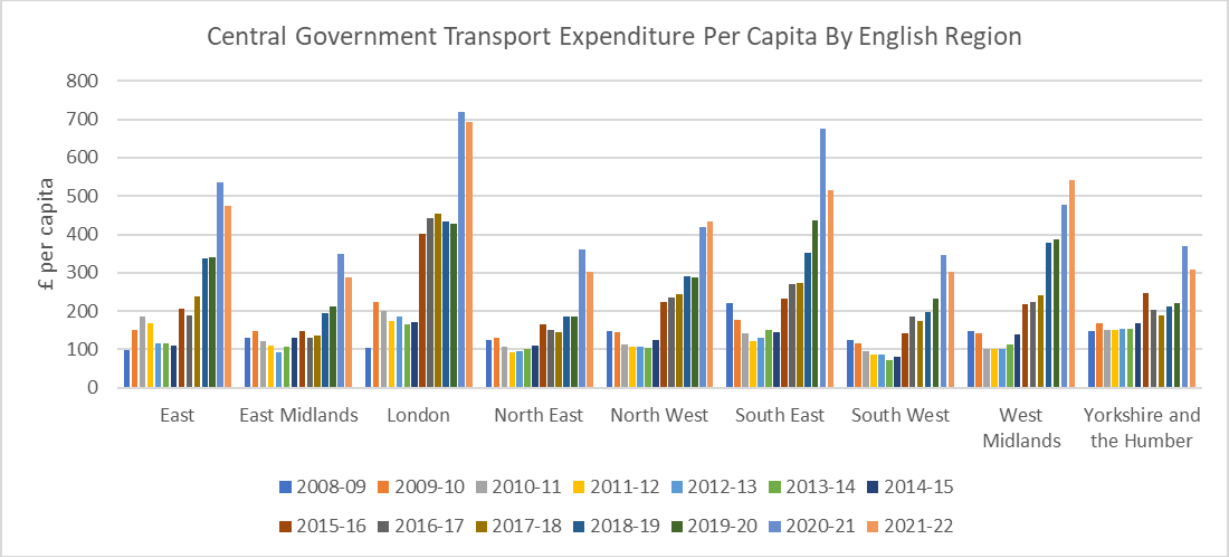


Figure 8: Local Government Expenditure by Region 2008/09-2021/22

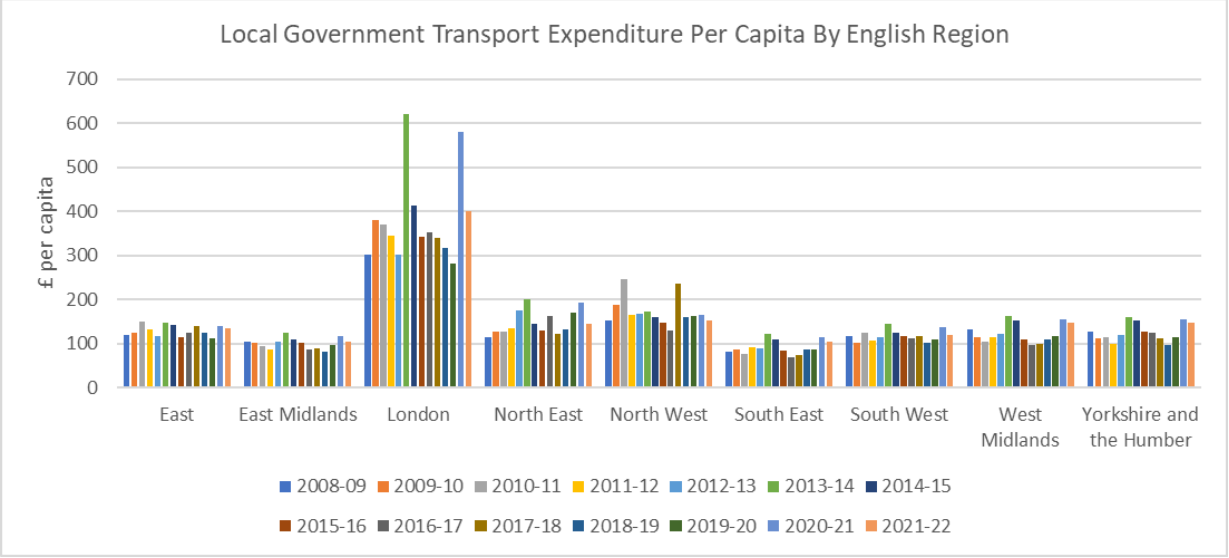
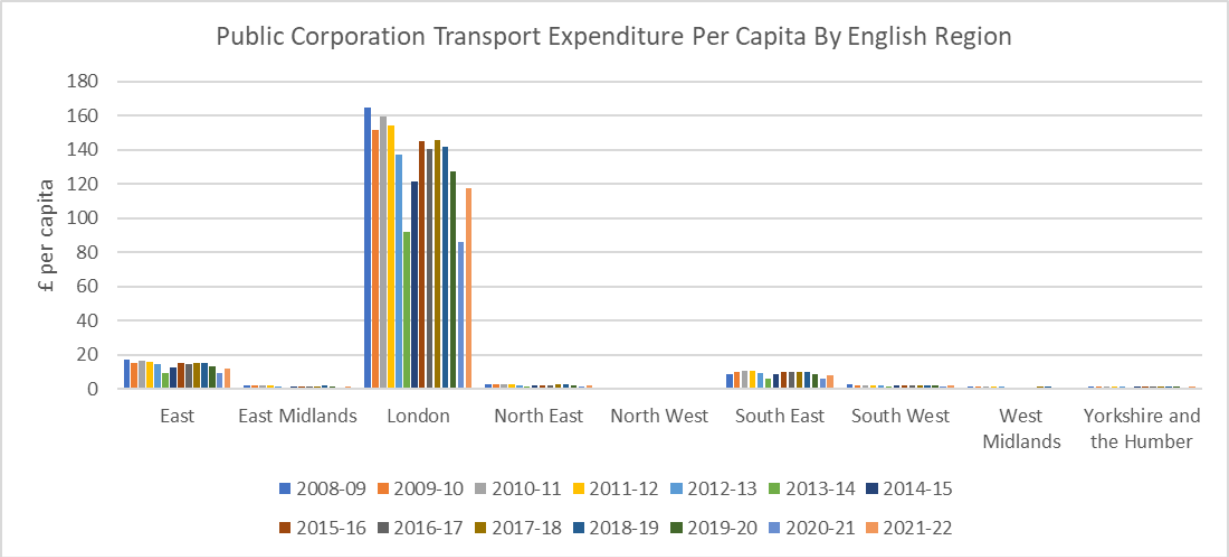


Figure 9: Public Corporation Expenditure by Region 2008/09-2021/22



In order to (at least partly) distinguish between expenditure on major infrastructure and on provision and maintenance of services and existing infrastructure, the data from Figure 7 was disaggregated into capital and current funding. This is shown in Figure 10 (capital expenditure) and Figure 11 (current expenditure). While again there are variations between years, it appears that in general the expenditure gap between London and other regions tends to be slightly larger for capital expenditure than for current expenditure.

Figure 10: Central Government Capital Transport Expenditure Per Capita 2008/09-2021/22

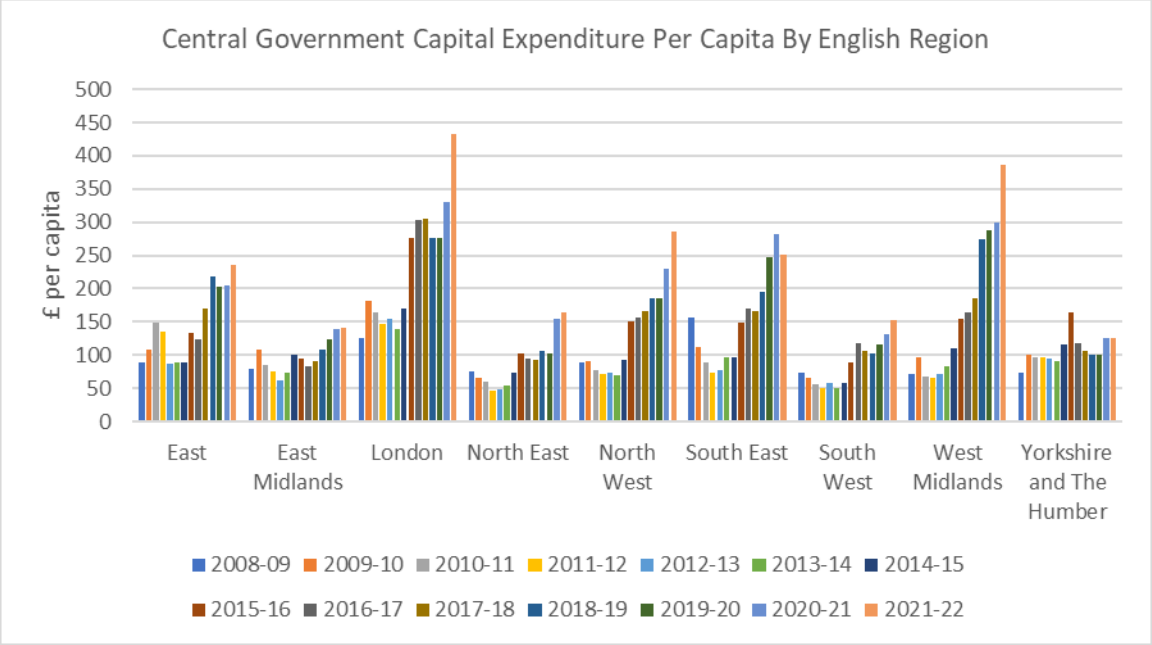
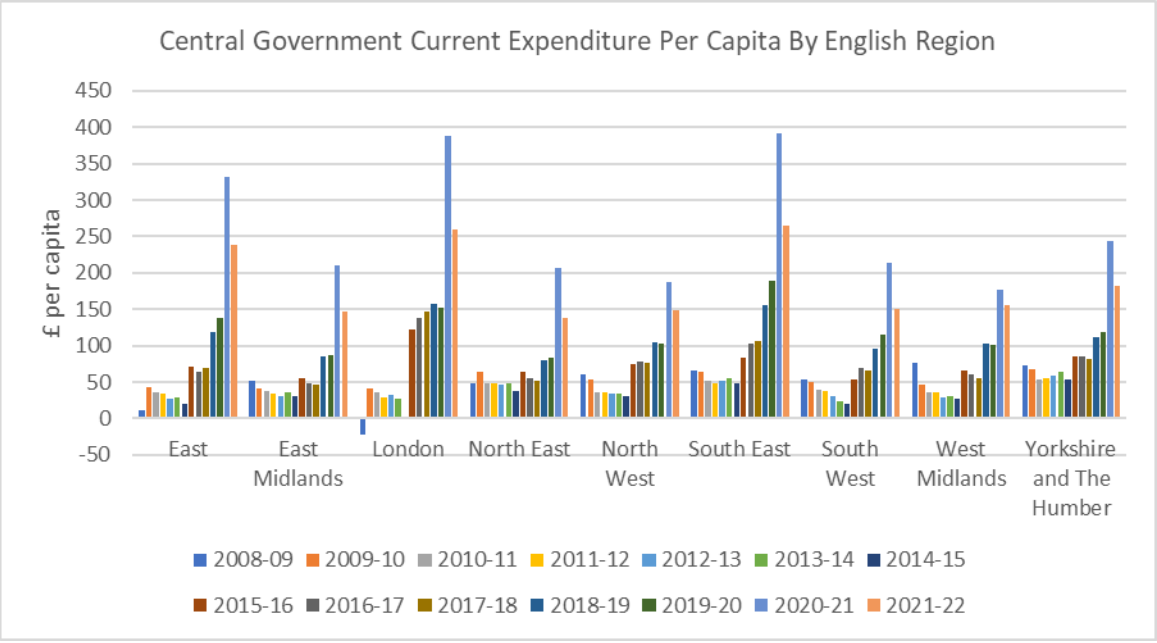


Figure 11: Central Government Current Transport Expenditure Per Capita 2008/09-2021/22



The CRA data allows for some further disaggregation of expenditure by category within each funding source, and an illustrative comparison between London and North-West England is provided here. Tables 1 and 2 show central government transport expenditure in 2019-20 for categories where expenditure was greater than £1 per capita. Full data on central government expenditure by category (including smaller items) is provided in Appendix B. There are clear differences in

expenditure between the two regions, with for example expenditure per capita on Network Rail much higher in London than in the North-West, but expenditure per capita on support for passenger rail services slightly higher in the North-West than in London. There are also some substantial items which only appear in one of the two tables. Some of these result from differences in the organisational and regulatory situation in the regions, with for example Bus Service Operator Grants only relevant to the deregulated environment outside London. It is assumed that equivalent support for bus services in London is included in the Local Government expenditure shown in Table 3. Tables 1 and 2 also show that some items of expenditure appear to be evenly distributed between regions based on their population (such as expenditure on 'aviation' and 'maritime'), presumably representing expenditure on central government services that are not located in a particular region. Such allocation might seem reasonable, although given that this will (again presumably) include expenditure on staff located in particular regions, the distribution of expenditure may not in practice be as even as these figures suggest (although this assumption would need to be confirmed by DfT).

Table 1: Central Government Transport Expenditure in London By Category 2019-20

Category	Total (£000)	£ Per Capita
S004DD09-NETWORK RAIL	2069202	230.8892
S004DD17-HIGH SPEED TWO (ALB)	1029324	114.8558
S004DD26-HIGH SPEED TWO (DEPT)	317896	35.47201
S004DD11-SUPPORT FOR PASSENGER RAIL SERVICES	189785	21.17691
S004FF14-CLEANER VEHICLES AND LOW CARBON	47560	5.306921
S004CC02-CENTRAL ADMINISTRATION	44010	4.910798
S004DD29 - DOHL (ALB) DEL Prog Voted	24922	2.780889
S004EE16-HIGHWAYS ENGLAND MAKING BETTER USE OF THE	20387	2.274857
S004AA02-AVIATION	16854	1.880632
S004AA06-MARITIME	13164	1.468888
S004AA19 - AIRPORT CAPACITY	9617	1.0731

Data source: HM Treasury Country and Regional Analysis (2020)

Table 2: Central Government Transport Expenditure in North-West England By Category 2019-20

Category	Total (£000)	£ Per Capita
S004DD09-NETWORK RAIL	604733	82.37259
S004DD17-HIGH SPEED TWO (ALB)	489788	66.71557
S004EE11-HIGHWAYS ENGLAND CAPITAL PROGRAMMES	332882	45.34291
S004DD11-SUPPORT FOR PASSENGER RAIL SERVICES	222078	30.24995
S004DD26-HIGH SPEED TWO (DEPT)	151340	20.6145
S004EE36 - NORTHERN TRANSPORT STRATEGY	87551	11.9256
S004FF12-BUS SERVICE OPERATOR GRANTS	39922	5.437902
S004EE24-HIGHWAYS ENGLAND MAINTENANCE	35499	4.835431
S004CC02-CENTRAL ADMINISTRATION	23922	3.258491
S004DD29 - DOHL (ALB) DEL Prog Voted	17733	2.415468
S004FF14-CLEANER VEHICLES AND LOW CARBON	17456	2.377737
S004EE16-HIGHWAYS ENGLAND MAKING BETTER USE OF THE	16988	2.313989
S004AA02-AVIATION	13806	1.880559
S004EE23-HIGHWAYS ENGLAND TRAFFIC OFFICER SERVICE	12848	1.750067
S004EE10-HIGHWAYS ENGLAND ASSOCIATED COSTS OF INVES	11886	1.61903
S004AA06-MARITIME	10782	1.46865
S004AA19 - AIRPORT CAPACITY	7877	1.072951

Data source: HM Treasury Country and Regional Analysis (2020)

Table 3 provides an equivalent disaggregation of local government expenditure by spending area. However, while this table provides a clearer breakdown by transport mode than Tables 1 and 2, it

also provides less details as to what exactly this funding is being used to achieve. As noted in the discussion of Figure 3 expenditure per capita on public transport is much higher in London than in the North West, but the North West spends more per capita on local roads.

Table 3: Local Government Transport Expenditure in £ per Capita in London and North-West England

Spending Area	London	North West
Local Public Transport	154.83	28.99
Local Roads	52.29	77.27
Railway	118.03	39.62
Other transport	0.73	1.59

Data source: HM Treasury Country and Regional Analysis (2020)

Finally, Table 4 shows public corporation expenditure by spending area. This only contains two categories, and therefore provides relatively limited information. However, it does raise some questions regarding how items of funding are allocated to regions in the CRA data, given that a small amount of spending on London Underground is allocated to North-West England. There may well be a good reason for this but it has not been possible to establish this in the time available for this initial analysis.

Table 4: Public Corporation Transport Expenditure in £ per Capita in London and North-West England

Spending Area	London	North West
London Underground	129.27	0.80
Caledonian Maritime Assets Ltd	0.18	0.18

3) Limitations and Remaining Data Gaps

While the data presented in this note provides a more in-depth illustration of regional variations in transport funding than was contained in the Built Environment Committee's report on Public Transport in Towns and Cities in England, some questions and data gaps still remain.

Firstly, it is not always clear what is represented by some of the categories used for reporting in the CRA data. These categories use the segment names from HMT's Online System for Central Accounts and Reporting (OSCAR) database. The author of this note was unable to find any further details of what these segments include while undertaking this initial analysis, but the committee should be able to obtain this information from HMT and/or DfT if necessary.

While the CRA data shows what money was spent where, and whether it is classified by HMT as coming from central or local government sources, it does not provide information on how expenditure was financed (e.g. from national or local taxation) or what the funding allocation process was (e.g. was a certain category of central government funding distributed via a competitive bidding process or on a block grant basis). This is fairly clear for some categories of funding (e.g. support for passenger rail services) but less so for others (e.g. local government expenditure on local public transport). Given the recommendations of the BEC report regarding competitive bidding for transport funding, it would be useful to be able to establish what proportion of competitively allocated transport funding had been allocated to different regions over time.

It is clear from the CRA data that local government expenditure per capita on public transport is substantially higher in London than in other regions of England, but the data does not explain how or why London was able to spend so much more on public transport. Some clarification in this regard has been provided by the Chair of the Built Environment Committee, who notes that a large amount of capital expenditure on transport in London has come from loans approved by the Treasury and

taken out by the GLA and TfL. These will repaid (at least in part) by funding mechanisms that are not usually available to local authorities in other areas, such as additional Non-Domestic Rate receipts (a form of Tax Infrastructure Financing) and Business Rate Supplements. The local tax base in other areas of England may not in most cases be substantial enough to allow similar methods of financing to be used for capital expenditure in other towns and cities. Similarly, few other local transport authorities will have balance sheets which are as strong as TfL's was until the recent past, making it harder for them to raise financing at competitive interest rates. However, there could still be some value in carrying out a further investigation of the means by which local government in London has been able to finance significantly higher levels of investment in public transport than local government in other regions, in order to establish the extent to which these methods might be transferable.

Finally, it is not possible based on the information that is readily available to assess the balance between public investment, private investment and transport revenue from users in each region. Such information would enable assessment of how the proportion of the cost of each trip that is met by government varies between regions (as for example it might be the case that areas which receive more government funding for transport also see more private investment in transport and generate higher levels of revenue from passengers).

Data sources used for analysis

HM Treasury Country and Regional Analysis (2013) Database for Publication

HM Treasury Country and Regional Analysis (2015) Database for Publication

HM Treasury Country and Regional Analysis (2020) Chapter A Tables:
CRA_2020_Chapter_A_tables.xlsx (live.com)

HM Treasury Country and Regional Analysis (2020) Chapter B Tables:

CRA_2020_Chapter_B_tables.xlsx (live.com)

HM Treasury Country and Regional Analysis (2022) Database for Publication

Appendix A: List of relevant tables from HMT Country and Regional Analysis 2020

Table A.8e: Identifiable expenditure on economic affairs (of which: transport (1)) by country and region, 2015-16 to 2019-20

Table A.15 UK identifiable expenditure on services by function, country and region, per head (1), 2015-16 to 2019-20

Table B.5: Total identifiable expenditure on services in England by sub-function, per head, 2015-16 to 2019-20 [B.6,B.7 and B.8 give figures for Wales, Scotland and N Ireland]

Table B.10: Total identifiable expenditure on services in the English Regions by sub-function, per head for 2019-20

Appendix B: Central Government Transport Expenditure by Category, 2019-20

Source: HM Treasury Country and Regional Analysis (2020)

Table B1: Central Government Expenditure in London 2019-20

Category	Total (£000)	£ Per Capita
S004DD09-NETWORK RAIL	2069202	230.8892
S004DD17-HIGH SPEED TWO (ALB)	1029324	114.8558
S004DD26-HIGH SPEED TWO (DEPT)	317896	35.47201
S004DD11-SUPPORT FOR PASSENGER RAIL SERVICES	189785	21.17691
S004FF14-CLEANER VEHICLES AND LOW CARBON	47560	5.306921
S004CC02-CENTRAL ADMINISTRATION	44010	4.910798
S004DD29 - DOHL (ALB) DEL Prog Voted	24922	2.780889
S004EE16-HIGHWAYS ENGLAND MAKING BETTER USE OF THE	20387	2.274857
S004AA02-AVIATION	16854	1.880632
S004AA06-MARITIME	13164	1.468888
S004AA19 - AIRPORT CAPACITY	9617	1.0731
S004CC13-SHARED SERVICES	3968	0.442764
S075A052-CALEDONIAN MARITIME ASSETS LTD	3219	0.359188
S004CC01-CAPITAL INFRASTRUCTURE INVESTMENT	2830	0.315782
S004EE01-COMPLIANCE & AGENCY SPONSORSHIP	2725	0.304066
S004DD06-EUROTUNNEL/EUROSTAR	2115	0.236
S004FF16-CYCLING	2011	0.224395
S004EE02-DRIVER & VEHICLE LICENSING AGENCY	1887	0.210558
S004EE24-HIGHWAYS ENGLAND MAINTENANCE	1831	0.20431
S004FF11-ACCESSIBILITY	1770	0.197503
S004DD15-PASSENGER FOCUS	1708	0.190585
S004AA12-ROAD SAFETY PUBLICITY	1570	0.175186
S004BB01-CROSSRAIL	1567	0.174852
S004CC06-HUMAN RESOURCES PROGRAMME	1477	0.164809
S004CC19-COMMERCIAL & TECHNICAL SERVICES RESEARCH	1383	0.15432
S004CC17-TRANSPORT STATISTICS - ROADS	1293	0.144278
S075A055-FERRY SERVICES	1241	0.138475
S004AA13-TRANSPORT SECURITY	1121	0.125085
S004AA10-RAIL ACCIDENT INVESTIGATION BRANCH	1013	0.113034
S004EE07-HIGHWAYS ENGLAND ADMINISTRATION	898	0.100202
S004EE23-HIGHWAYS ENGLAND TRAFFIC OFFICER SERVICE	884	0.09864
S004EE33-OTHER LOCAL AUTHORITY SCHEMES	847	0.094511
S004FF12-BUS SERVICE OPERATOR GRANTS	818	0.091275
S004CC14-STATISTICS PERSONAL TRAVEL	731	0.081568
S004CC11-ROAD SAFETY RESEARCH	719	0.080229
S004CC18-RAIL SAFETY RESEARCH	643	0.071748
S004EE10-HIGHWAYS ENGLAND ASSOCIATED COSTS OF INVES	613	0.068401
S004CC15-TRANSPORT ANALYSIS & ECONOMICS	600	0.06695
S004CC22-TRANSPORT DEVELOPMENT FUND	448	0.049989
S004FF08-FREIGHT GRANTS	313	0.034926
S004AA11-ROAD SAFETY GRANTS	276	0.030797
S004DD24-LONDON & CONTINENTAL RAILWAYS CORP	264	0.029458
S004DD18-RAIL NPS, SUBS AND SRA LEGACY	255	0.028454
S004EE08-VEHICLE CERTIFICATION AGENCY	104	0.011605
S004FF10-EUROPE	71	0.007922
S004CC09-RAIL RESEARCH	54	0.006026
S004CC05-FREIGHT RESEARCH & STATISTICS	52	0.005802

S004DD14-CHANNEL TUNNEL RAIL LINK INTEREST PAYMENTS	19	0.00212
S004CC07-LOCAL RESEARCH PROGRAMMES	17	0.001897
S084A010-LAUNCH INVESTMENTS	16	0.001785
S004CC04-FINANCE & ESTATES PROGRAMME	9	0.001004
S004DD03-CHANNEL TUNNEL RAIL LINK	9	0.001004
S004FF01-ITSO GRANT	8	0.000893
S004DD08-LONDON & CONTINENTAL RAILWAYS	5	0.000558

Table B2: Central Government Expenditure in North-West England 2019-20

Category	Total (£000)	£ Per Capita
S004DD09-NETWORK RAIL	604733	82.37259
S004DD17-HIGH SPEED TWO (ALB)	489788	66.71557
S004EE11-HIGHWAYS ENGLAND CAPITAL PROGRAMMES	332882	45.34291
S004DD11-SUPPORT FOR PASSENGER RAIL SERVICES	222078	30.24995
S004DD26-HIGH SPEED TWO (DEPT)	151340	20.6145
S004EE36 - NORTHERN TRANSPORT STRATEGY	87551	11.9256
S004FF12-BUS SERVICE OPERATOR GRANTS	39922	5.437902
S004EE24-HIGHWAYS ENGLAND MAINTENANCE	35499	4.835431
S004CC02-CENTRAL ADMINISTRATION	23922	3.258491
S004DD29 - DOHL (ALB) DEL Prog Voted	17733	2.415468
S004FF14-CLEANER VEHICLES AND LOW CARBON	17456	2.377737
S004EE16-HIGHWAYS ENGLAND MAKING BETTER USE OF THE	16988	2.313989
S004AA02-AVIATION	13806	1.880559
S004EE23-HIGHWAYS ENGLAND TRAFFIC OFFICER SERVICE	12848	1.750067
S004EE10-HIGHWAYS ENGLAND ASSOCIATED COSTS OF INVES	11886	1.61903
S004AA06-MARITIME	10782	1.46865
S004AA19 - AIRPORT CAPACITY	7877	1.072951
S004EE07-HIGHWAYS ENGLAND ADMINISTRATION	2697	0.367367
S075A052-CALEDONIAN MARITIME ASSETS LTD	2647	0.360556
S004FF05-SUSTAINABLE TRANSPORT	2583	0.351839
S004EE02-DRIVER & VEHICLE LICENSING AGENCY	2444	0.332905
S004CC13-SHARED SERVICES	1855	0.252675
S004EE01-COMPLIANCE & AGENCY SPONSORSHIP	1833	0.249679
S004CC01-CAPITAL INFRASTRUCTURE INVESTMENT	1779	0.242323
S004FF16-CYCLING	1356	0.184705
S004AA12-ROAD SAFETY PUBLICITY	1124	0.153104
S004FF08-FREIGHT GRANTS	1064	0.144931
S004CC17-TRANSPORT STATISTICS - ROADS	1059	0.14425
S075A055-FERRY SERVICES	1021	0.139074
S004CC06-HUMAN RESOURCES PROGRAMME	994	0.135396
S004DD06-EUROTUNNEL/EUROSTAR	938	0.127768
S004AA13-TRANSPORT SECURITY	918	0.125044
S004FF11-ACCESSIBILITY	859	0.117007
S004CC19-COMMERCIAL & TECHNICAL SERVICES RESEARCH	834	0.113602
S004DD15-PASSENGER FOCUS	758	0.10325
S004CC14-STATISTICS PERSONAL TRAVEL	598	0.081455
S004CC11-ROAD SAFETY RESEARCH	516	0.070286
S004CC15-TRANSPORT ANALYSIS & ECONOMICS	491	0.066881
S004FF01-ITSO GRANT	357	0.048628
S004AA10-RAIL ACCIDENT INVESTIGATION BRANCH	298	0.040592

S004CC22-TRANSPORT DEVELOPMENT FUND	199	0.027106
S004AA11-ROAD SAFETY GRANTS	197	0.026834
S004CC18-RAIL SAFETY RESEARCH	189	0.025744
S004EE33-OTHER LOCAL AUTHORITY SCHEMES	143	0.019478
S004EE08-VEHICLE CERTIFICATION AGENCY	135	0.018389
S004DD18-RAIL NPS, SUBS AND SRA LEGACY	110	0.014983
S004DD24-LONDON & CONTINENTAL RAILWAYS CORP	109	0.014847
S004FF10-EUROPE	58	0.0079
S004CC05-FREIGHT RESEARCH & STATISTICS	43	0.005857
S004CC09-RAIL RESEARCH	16	0.002179
S004EE32-LOCAL AUTHORITY ROAD MAINTENANCE	13	0.001771
S084A010-LAUNCH INVESTMENTS	13	0.001771
S004CC07-LOCAL RESEARCH PROGRAMMES	12	0.001635
S004CC04-FINANCE & ESTATES PROGRAMME	6	0.000817
S004DD14-CHANNEL TUNNEL RAIL LINK INTEREST PAYMENTS	6	0.000817
S004DD03-CHANNEL TUNNEL RAIL LINK	3	0.000409
S004DD08-LONDON & CONTINENTAL RAILWAYS	1	0.000136