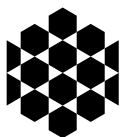# POLICY REVIEW OF THE NORTHERN IRELAND CONCESSIONARY FARES SCHEME

Department for
**Regional
Development**
www.drdni.gov.uk

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1.0   INTRODUCTION

1.1.1   The Northern Ireland Concessionary Fares Scheme (the 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's (the Department) Ports and Public Transport Division.

1.1.2   The Scheme has undergone significant changes in recent years. These changes have ensured continuing public interest in the policy and the Department has received regular requests to extend further concessionary travel to more groups of people and transport services. As part of the Accessible Transport Strategy for Northern Ireland 2015, published in 2005, the Department confirmed that it would carry out a review of the Scheme within two years.

1.2   The review

1.2.1   This report presents the findings of the review carried out by the Department during 2006. The aim of the review is to map out for the future a coherent scheme which is rational, workable and affordable and which is consistent with wider government objectives.

1.2.2   The review has considered a range of issues regarding the current and future operation of the Scheme, including:
- The development of concessionary fares policy in Northern Ireland and how this compares with developments in the rest of the United Kingdom and the Republic of Ireland;
- The aim of the Scheme within the context of wider government objectives;
- The success of the Scheme in achieving its aim; and
- The identification and consideration of options for the future.

1.2.3   The review has not considered:
- The collection of quantitative and qualitative data from existing or potential customers;
- External costs or benefits of concessionary travel, for example, the environmental impact of increased travel by public transport;
- The opportunity cost of the options that have been identified; or
- The administrative procedures of the Scheme, for example, the application process or the terms and conditions of use. It should be noted that some of these issues will be considered separately, following the policy review.

2.0   BACKGROUND

2.1.1   This section of the report compares the development of concessionary fares policy in Northern Ireland, the rest of the United Kingdom and the Republic of Ireland.

2.2   Development of concessionary fares policy in Northern Ireland

2.2.1   The Scheme was established in 1978, under Article 5 of the Transport (Northern Ireland) Order 1977, with the intention of extending existing concessions available on public transport in Belfast to cover services throughout Northern Ireland. Then, as now, eligibility was restricted to residents of Northern Ireland. Free travel was introduced for those registered as blind. Half fare travel was introduced for senior citizens aged 65 and over; people in receipt of a regular war disablement pension; and children between the ages of 6 and 16. (Children aged five and under go free, although this concession is provided by transport operators rather than as part of the Scheme).

2.2.2   In 1995 the Government of the Republic of Ireland introduced free cross-border travel for those eligible for concessionary fares resident anywhere on the island of Ireland. It should be noted that this concession was paid for by the Government of the Republic of Ireland and did not form part of the Northern Ireland Scheme.

2.2.3   Free travel for senior citizens was introduced in October 2001. Shortly thereafter, in May 2002, free travel was also extended to war disabled pensioners. At the same time, there was a change from card-based 'flash passes' to electronic SmartPasses. In an agreement with the Electoral Office for Northern Ireland, the Senior SmartPass, in addition to providing free travel on public transport, was deemed to be an acceptable form of identification for electoral purposes.

2.2.4   In April 2004 the Scheme was again extended, this time with the introduction of a half-fare concession for four new categories of people with disabilities. These were similar to four of the seven categories of people with disabilities identified in the Transport Act 2000 (England and Wales). The four categories were chosen on the basis of what was financially and administratively possible at the time. The groups eligible for half fare travel are those:
• Registered as partially sighted;
• Refused a driving licence on medical grounds;
• Known to have a learning disability; and
• In receipt of either mobility component of Disability Living Allowance.

2.2.5   The most recent development was announced in June 2006. Following agreement with the Government of the Republic of Ireland, it is intended that the All Ireland Free Travel Scheme for Older People will

be introduced in April 2007. Although the Department will fund the concessionary travel within Northern Ireland of senior citizens resident in the Republic of Ireland, it should again be noted that this will be complementary to, rather than part of, the Scheme itself.

Figure 1: **Concessions available to residents of Northern Ireland, by year of introduction.**

YEAR	Half Fare	Free
1978	Senor citizens War disabled pensioners Children	Registered blind
1995		Cross-border travel for senior citizens; war disabled pensioners; registered blind and children
2001		Senior citizens
2002		War disabled pensioners
2004	Registered partially sighted; Refused a driving licence; Learning disability; or either mobility component of Disability Living Allowance	
2007		All Ireland travel for senior citizens*

*Concessionary travel within the Republic of Ireland does not form part of the Scheme.

2.3   Development of concessionary fares policy in the rest of the United Kingdom

2.3.1   Concessionary fares schemes in the rest of the UK were traditionally administered by local government or, in the case of metropolitan areas, by Passenger Transport Executives. As such there was a wide variation in the level and availability of concessionary travel across Great Britain. Recent legislation and the attention of newly devolved administrations in Scotland and Wales have, however, changed this situation since 2000.

2.3.2   The Transport Act 2000 (England and Wales) introduced a minimum concession of half fare, off peak, local bus travel for pensioners and people with disabilities. The Transport (Scotland) Act 2001 introduced similar provisions for such groups there, although the minimum level of concession was left to the discretion of the responsible Minister.

2.3.3   The age of eligibility for both men and women was equalised at 60

in England and Wales in 2003. Previously women had been eligible from 60 and men from 65. The eligible age for both men and women in Scotland was always 60.

Wales

2.3.4   In 2002 the Welsh Assembly government introduced free, off peak, bus travel anywhere in Wales for pensioners and people with disabilities. Administration of the scheme was retained by local authorities, although all funding is provided by the Welsh Assembly government. Estimated expenditure for 2006-07 is £41 million. Based on 2005 mid year population estimate, cost per capita is approximately £14.

Scotland

2.3.5   In 2006 the Scottish Executive introduced free travel throughout Scotland for pensioners and people with disabilities. Unlike in Wales, the Scottish Executive chose to centralise administration and has issued Smartcards to eligible individuals, similar to those used in Northern Ireland, although the Smartcards remain part-owned by local authorities. A total of £159 million was allocated in 2006/07. This figure includes provision to cover the costs of establishing the Scheme. Based on 2005 mid year population estimate, cost per capita is approximately £31.

England

2.3.6   In 2006 the minimum guarantee in England of half fare local bus travel was increased to free travel. Following commitments made in the Budget in March 2006, this will be extended to free local bus travel anywhere in England from 2008. A total of £368 million will be provided to local authorities in 2007-08 to pay for free travel. Up to £250 million in additional funding will be provided from 2008-09, although a final figure is dependent on the results of continuing negotiations with local authorities. The Department for Transport is also considering the potential for centralising administration of concessionary travel throughout England. Based on 2005 mid year population estimate, cost per capita is approximately £7.

2.3.7   Before 2002, the Northern Ireland Scheme was clearly more generous than those elsewhere in the United Kingdom. Since then, the relative position has changed as the provision of free 'national' travel for pensioners and for people with disabilities has been introduced in Wales, Scotland and, from 2008, England. There remain a number of differences between the various schemes, and the Northern Ireland Scheme is notable for the availability of concessionary travel on both buses and trains, without time restrictions.

2.4 Development of concessionary fares policy in the Republic of Ireland

2.4.1 The Free Travel Scheme in the Republic of Ireland was introduced in October 1967 for Old Age Pensioners (aged 70 and over), blind pensioners and their spouse/partner. In 1977, the eligible age for pensioners was reduced to 66, for anyone resident in the Republic of Ireland. In the same year, free travel for those in receipt of an Invalidity Pension or Disabled Persons Maintenance Allowance (now Disability Allowance) was introduced.

2.4.2 In 1990 free travel was extended to companions of those existing customers who were medically unfit to travel alone, and in 1998 this was extended again to include all those in receipt of a Carer's Allowance or equivalent payment.

2.4.3 There are currently 600,000 customers in receipt of free travel at an annual cost to the Department for Social and Family Affairs of €58.3 million (approximately £40 million). This figure includes a portion of the cost of providing free cross-border travel for Northern Ireland residents.

2.4.4 The Free Travel Scheme in the Republic of Ireland has always been perceived as more generous than the Scheme in Northern Ireland. This perception has fuelled demands for extensions to the Scheme, particularly the demand for free travel for senior citizens which was introduced in 2001.

Figure 2: Minimum concessions available, by country or region.

Concession	England	Scotland	Wales	Northern Ireland	Republic of Ireland
Free travel for senior citizens	60+	60+	60+	65+	66+
Free travel for blind persons	Y	Y	Y	Y	Y
Free travel for partially sighted persons	Y	Y	Y	Half fare	N
Free travel for persons profoundly or severely deaf	Y	Y	Y	N	N
Free travel for those without speech	Y	Y	Y	N	N
Free travel for those without the use of both arms	Y	Y	Y	N	N
Free travel for persons with a learning disability	Y	Y	Y	Half fare	N
Free travel for persons refused a driving licence on medical grounds	Y	Y	Y	Half fare	N
Free travel for those in receipt of the mobility component of Disability Living Allowance	Y	High rate only	Y	Half fare	N
Free companion travel for those with a disability	N	Y	Y	N	Y
Free travel for those in receipt of the higher or medium rate care component of Disability Living Allowance	N	Y	N	N	N
Free travel for those in receipt of a War Pensioners Mobility Supplement / War Disabled Pension	N	Y	N	Y	N

Figure 2 continued.

Concession	England	Scotland	Wales	Northern Ireland	Republic of Ireland
Free travel for those with a Disabled Parking Badge (Blue Badge)	N	Y	N	N	N
Free travel for those with a mental disorder (known to a Health Board)	N	Y	N	N	N
Free travel for those who are terminally ill	N	Y	N	N	N
Free travel for those in receipt of an Invalidity pension	N	N	N	N	Y
Free travel for those in receipt of Disability Allowance	N	N	N	N	Y
Those in receipt of Unemployability Supplement or Workmen's Compensation with Disablement Pension	N	N	N	N	Y
Free travel for those in receipt of a social security invalidity payment from a country covered by EC regulations	N	N	N	N	Y
Free travel for those who are a specified carer for a person getting Constant Attendance Allowance	N	N	N	N	Y
Those living in approved Health Service Executive residential care	N	N	N	N	Y

3.0   STRATEGIC CONTEXT

3.1.1   This section of the report considers the aim of the Scheme and how this sits within the context of wider government policies.

3.2   Strategic priorities of the Government in Northern Ireland

3.2.1   The present strategic priorities of the Government in Northern Ireland were outlined in *Priorities and Budget*[1] , published by the Secretary of State in December 2005. This document provides a detailed rationale for government expenditure over the two financial years 2006-07 and 2007-08. The priorities identified are:
- Economic growth;
- High quality public services;
- Public sector reform; and,
- A society based on partnership, equality, inclusion and mutual respect.

3.3   Strategic aims of the Department for Regional Development

3.3.1   Although the priorities for the Government in Northern Ireland are reviewed continuously in the light of changing circumstances and available resources, the strategic aims of each Department have been developed with a longer-term perspective. The principal aims of the Department were outlined in *The Regional Development Strategy*[2] (the RDS), in September 2001. The RDS established a Shared Vision and Guiding Principles for the region over the next twenty five years. The Shared Vision is:

'Together to create an outward-looking, dynamic and liveable Region with a strong sense of its place in the wider world; a Region of opportunity where people enjoy living and working in a healthy environment which enhances the quality of their lives and where diversity is a source of strength rather than division.'

3.3.2   The RDS formed the basis for a number of strategies to deal with specific aspects of development over shorter timeframes, including *The Regional Transport Strategy*[3] (the RTS). The RTS details the Department's proposals for the development of transport infrastructure, including roads and public transport provision over a ten year period. The RTS also included a Transport Vision:

'To have a modern, sustainable, safe transportation system which

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[1] Priorities and Budget 2006-08, Northern Ireland Office, December 2005
[2] Shaping our Future – The Regional Development Strategy for Northern Ireland 2025, Department for Regional Development, September 2001
[3] The Regional Transport Strategy for Northern Ireland 2002-2012, Department for Regional Development, July 2002

benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life.'

3.3.3   Concessionary fares policy, in Northern Ireland as elsewhere, developed incrementally and the Scheme began without a specified aim or rationale, beyond the generally held public perception that children and senior citizens should be entitled to preferential rates on some goods and services, including public transport.

3.3.4   In 2004 the Scheme was subject to an Equality Impact Assessment (EQIA), under the requirements of Section 75 of the Northern Ireland Act 1998. During consultation, the lack of a clearly stated aim was highlighted. The final report on the EQIA therefore included the adoption of the aim:

'To promote social inclusion by improving public transport accessibility through free and concessionary fares for members of the community who are most vulnerable, or liable to social exclusion.'[4]

3.3.5   This aim was developed on the basis of the priorities and principles contained in the RDS and RTS.

3.4   Social Exclusion

3.4.1   The concept of "social exclusion" has become an important one in the development of a wide range of government policy. It is, however, complex and often ill-defined and is difficult to quantify and therefore difficult to monitor or address. There is often a strong correlation between social exclusion and poverty, although the two issues are not identical.

'Social exclusion is about more than income poverty. Social exclusion happens when people or places suffer from a series of problems such as unemployment, discrimination, poor skills, low income, poor housing, high crime, ill health and family breakdown. These problems are linked and mutually reinforcing so that they can create a vicious cycle in people's lives.[5]*'*

3.5   Research on social exclusion

3.5.1   A considerable amount of research has been conducted on the causes and effects of social exclusion both at a national and regional level.

3.5.2   *Breaking the Cycle*, although restricted to addressing government policy

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[4] Equality Impact Assessment on The Northern Ireland Concessionary Fares Scheme, Department for Regional Development, April 2004

[5] Breaking the Cycle. Taking stock of progress and priorities for the future. Social Exclusion Unit, Office of the Deputy Prime Minister, September 2004

in England, is useful in considering the reasons behind social exclusion and in identifying who it affects. Those considered to be at highest risk are:

- Children living in poverty or in local authority care;
- Young people not in education or training;
- Teenage parents and young carers;
- Unemployed adults and those with no skills or long-term health problems;
- Prisoners;
- Lone parents; and
- Poor pensioners.

3.5.3   *Bare Necessities - Poverty and Social Exclusion in Northern Ireland*[6] was commissioned by the Office of the First and Deputy First Minister (OFMDFM) and published in October 2003. The report sought to develop benchmark figures on, and an understanding of, poverty and social exclusion in Northern Ireland. The report also compared the incidence of poverty here with that in the rest of the United Kingdom and the Republic of Ireland, concluding that both the rate of poverty and the level of inequality were highest in Northern Ireland.

3.6   Existing government policies to tackle social exclusion in Northern Ireland

3.6.1   The Central Anti-Poverty Unit, within OFMDFM, has overall responsibility for co-ordinating government action on poverty and social exclusion in Northern Ireland. New Targeting Social Need (New TSN), launched in 1998, is the over-arching policy aimed at addressing these issues.

3.6.2   *Ageing in an Inclusive Society*[7] was launched by OFMDFM in March 2005 as a means of advancing the priorities of New TSN, in particular as it relates to older people. The strategy aims to address what has been identified by national government[8] as a key aspect of tackling social exclusion through transport policy, improving individuals' access to services and facilities. The associated Action Plan included a commitment to continue to fund the Scheme in providing free travel for those aged 65 and over.

3.6.3   In 2005 the Department published the Accessible Transport Strategy, targeted at older people and people with disabilities. The Accessible Transport Strategy considered many aspects of the transport system, from the design of pavements to the provision of information, and included consideration of the affordability of public transport. The

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[6] Bare Necessities. Poverty and Social Exclusion in Northern Ireland, Democratic Dialogue, October 2003

[7] Ageing in an Inclusive Society. A Strategy for promoting the social inclusion of older people, Office of the First and Deputy First Minister, March 2005

[8] Making the Connections: Final Report on Transport and Social Exclusion. Social Exclusion Unit, Office of the Deputy Prime Minister, February 2003

Strategy incorporated a number of strategic objectives, aimed at improving the accessibility of the transport system for older people and people with disabilities. Strategic Objective Seven is:

'To provide help with travel costs to enable older people and people with disabilities to use the transport services available to them.'

3.7 Tackling social exclusion through concessionary fares

3.7.1 The reasons why some individuals and areas face barriers to accessing work and key services, and may therefore suffer from social exclusion, are diverse. Concessionary travel on public travel is, however, limited to addressing financial barriers and to encouraging particular behaviours by reducing their relative cost.

3.7.2 Individuals with severe disabilities may gain little benefit from concessionary travel if they are physically unable to get to and from the bus stop or onto the vehicle. Similarly, those living in remote areas may not benefit if there are few or no public transport services to access. As recognised in the Accessible Transport Strategy, consideration must be given to the barriers to the accessibility of each step of a journey, the "whole of journey" approach. The cost of travel, and therefore concessionary fares, is only one element in tackling social exclusion.

3.7.3 Nonetheless, there are likely to be individuals for whom the cost of public transport inhibits access to the goods and services most people take for granted. For those living in relative poverty or on low incomes concessionary fares could be of benefit in combating social exclusion by making travel more affordable. Concessionary fares could also be used as an incentive, to encourage activities such as work or education which have the potential to combat the causes of social exclusion.

4.0   ANALYSIS OF THE SCHEME

4.1.1   This section of the report analyses the operation of the Scheme at present.

4.2   Data available for analysis

4.2.1   The analysis is based on the data available within the timeframe for this report requested by Ministers. This data includes:
   • The total number of SmartPasses issued as at 30 June 2006 including the eligible category, gender, age and address of customers;
   • The number of concessionary journeys taken by SmartPass holders on Translink services within the last full financial year (1 April 2005 to 31 March 2006); and
   • The total cost to the Department of administering the Scheme. This includes reimbursement to transport operators of revenue foregone (based on the 'no better, no worse off' principle), administrative costs such as printing and issuing SmartPasses and an assessment of the cost of Departmental staff either wholly or partly employed in administering the Scheme.

4.3   Data not available for analysis

4.3.1   Data not available, either at all or within the requested timeframe, and which will restrict the analysis of the Scheme, include:
   • Information on the relative social exclusion faced by individual customers, such as income, access to a private vehicle or the incidence/level of disability;
   • The change in travel patterns of customers since the introduction of concessionary travel, that is, whether or not their use of public transport has increased and, if so, is this due to modal shift or additional journeys; and
   • The reasons for customers' journeys, for example, to access 'necessary' goods and services.

4.3.2   It should also be noted that, as children are not issued with a SmartPass, the information available on this category of half fare concession is limited to the total number of journeys provided and the cost to the Department of reimbursing transport operators.
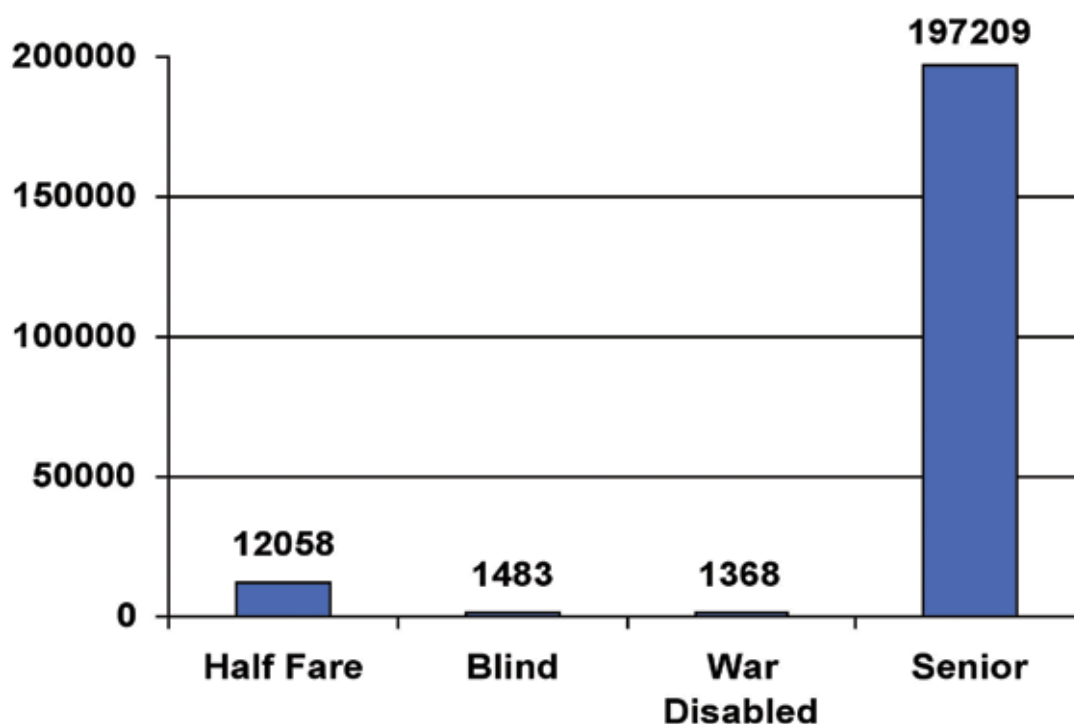
4.5   The number of SmartPasses issued

Number of SmartPasses issued by category

4.5.1   A total of 212,118 SmartPasses have been issued since their

introduction in 2002. This number excludes replacement SmartPasses issued due to loss, theft or damage.

Figure 3: Number of SmartPasses issued by category.

Source: Translink

4.5.2   From Figure 3 above, it can be noted that of the 212,118 SmartPasses issued, 197,209 (93%) are Senior SmartPasses, 12,058 (6%) Half Fare SmartPasses, 1,483 (1%) Blind SmartPasses and 1,368 (1%) War Disabled SmartPasses.

Percentage take up rate of SmartPasses by category

4.5.3   The percentage take up rate, that is, the percentage of eligible customers who have applied for and been issued with a SmartPass, has been considered.

4.5.4   It should be noted that it has not been possible to establish an independent means of identifying all deceased customers. The figures quoted in this report therefore include a number of SmartPasses issued to customers who have subsequently died. This factor has the potential to inflate the percentage take up rate and therefore consideration has been given to the likely number of deceased customers from each category.

4.5.5   The total number of people in receipt of either mobility component of

[9] Disability Living Allowance Summary of Statistics, Department for Social Development, 30 November 2005

Disability Living Allowance as at 30 November 2005 was 144,586[9]. Figures for the number of people who are partially sighted, have a learning disability or have been refused a driving licence on medical grounds are not available. However this number is likely to be in the thousands, rather than tens of thousands, based on advice provided by the Health and Social Services Trusts and Driver and Vehicle Licensing Northern Ireland at the time the Half Fare SmartPass was introduced. A reasonable estimate of the eligible population would be about 150,000. The present total of 12,058 Half Fare SmartPasses represents less than 10% of this figure.

4.5.6   The Social Security Agency provides the Department with a monthly update identifying those customers issued with a Half Fare SmartPass in receipt of either mobility component of Disability Living Allowance who have died. The take up rate of less than 10% is therefore considered to be as accurate as possible.

4.5.7   The Royal National Institute for the Blind estimates that there are approximately 5000 blind people in Northern Ireland. This means that the 1,483 Blind SmartPasses represent a take up rate of about 30%. Based on mortality rates for the general population published by the Northern Ireland Statistics and Research Agency[10] it is estimated that about 50 customers may be deceased, which would reduce the take up rate to 29%.

4.5.8   The Veterans Agency has advised that the total number of individuals in receipt of a regular war disablement pension in Northern Ireland in 2006 was 3,640. Therefore, 1,368 War Disabled SmartPasses represent a take up rate of about 38%. Based on mortality rates for the general population[11], it is estimated that about 50 customers may be deceased, which would reduce the take up rate to 36%.

4.5.9   The estimated population of Northern Ireland aged 65 and over at mid-year 2005 was 236,265[12]. With 197,209 Senior SmartPasses in circulation, this represents an overall take up rate of 83%. Based on mortality rates for the population aged 65 and over[13], it is estimated that approximately 31,000 customers may be deceased, which would reduce the take up rate to 70%.

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[10] Registrar General Northern Ireland, Annual Report 2005
[11] ibid
[12] Mid Year Population Estimate 2005, Northern Ireland Statistics and Research Agency
[13] ibid

Figure 4: Percentage take up rate of SmartPasses by category.

	Half Fare	Blind	War Disabled	Senior
All SmartPasses	<10%	30%	38%	83%
Excluding estimated number of deceased customers	<10%	29%	36%	70%

Source: Translink, Northern Ireland Statistics and Research Agency (NISRA), the Department for Social Development, the Royal National Institute for the Blind and the Veterans Agency.

4.5.10   For comparison, Figure 5 below, details the average percentage take up rate of concessionary travel schemes operating in Great Britain in 2005, divided by area type.

Figure 5: Percentage take up rate of concessionary travel offered, by area type, Great Britain 2005.

Area Type	Percentage take up rate
London Borough	84%
Metropolitan built-up areas	70%
Large urban	56%
Medium urban	54%
Small/medium urban	55%
Small urban	46%
Rural	34%
All areas	56%

Source: National Travel Survey, Department for Transport, 2005

Number of SmartPasses issued by gender

4.5.11   119,166 SmartPasses (56%) have been issued to women, with 92,952 (44%) issued to men. This contrasts with a gender profile in the general population of 51% female and 49% male[14]. The likely reason for this differential is the high percentage of SmartPass holders aged 65 and over. The gender profile within the general population of this age group is 58% female and 42% male[15].

4.5.12   Overall there is a higher percentage of female SmartPass holders than male. However, this varies between categories; the majority of War Disabled SmartPass holders (93%) are male, as can be seen in Figure 6 below.

Figure 6:   Percentage of SmartPasses issued by category and gender.
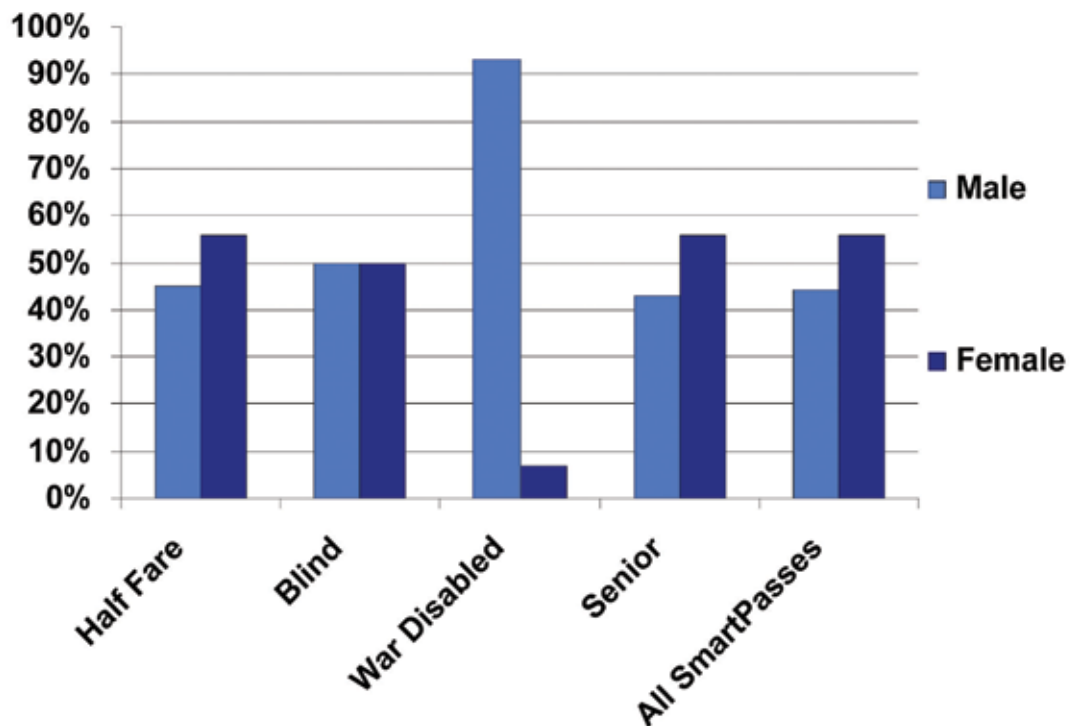
Source: Translink

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[14] Mid Year Population Estimate 2005, Northern Ireland Statistics and Research Agency
[15] ibid

Number of SmartPasses issued by age

4.5.13 As the majority of SmartPasses issued are Senior SmartPasses, the age profile of SmartPass holders is heavily skewed towards older people.

4.5.14 198,142 (93%) of all SmartPass holders are aged 65 and over. Of those customers aged below 65, 3,186 (2%) are aged 16 to 39 and 10,179 (5%) are aged 40 to 64. The remainder, 611 (<1%), are Blind SmartPass holders whose date of birth was not stated at the time of application. The highest proportion of Half Fare, Blind and War Disabled SmartPass holders are aged 40-64.

Figure 7:   Percentage of SmartPasses issued by category and age group.
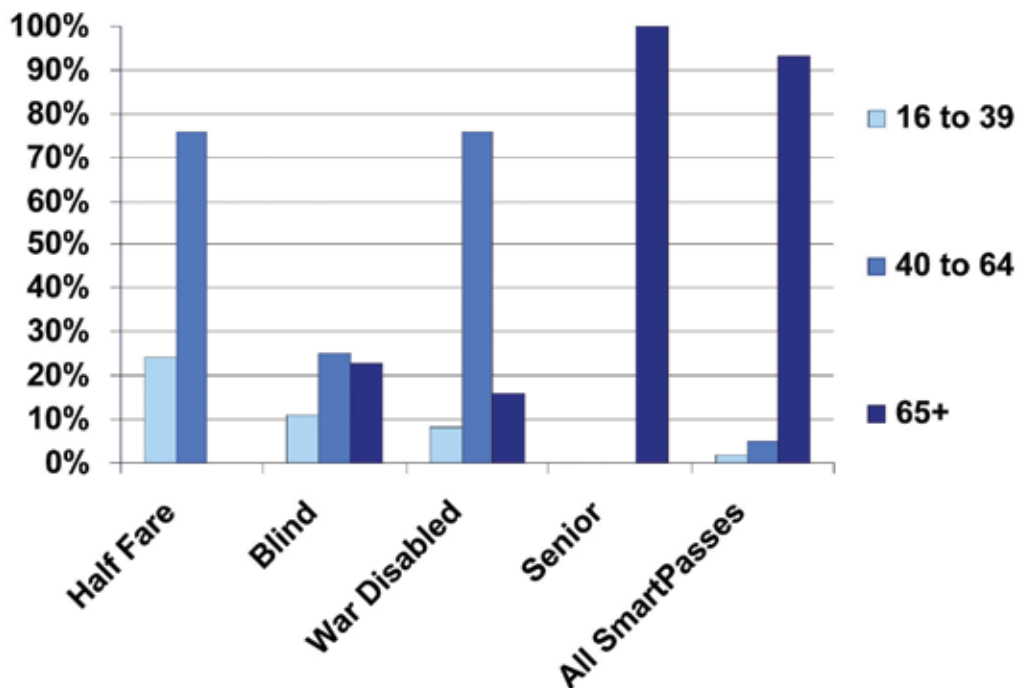
Source: Translink.
Note: When Blind SmartPasses were introduced applications were not rejected if they lacked a date of birth. Consequently, 611Blind SmartPasses (41%) have been issued without an accurate record of the customer's date of birth. The figures given for this category do not, therefore, equal 100%.
The Half Fare age group 40 to 64 includes 380 customers who turned 65 during 2005-06.

Number of SmartPasses issued by Local Government District

4.5.15   As a means of assessing the geographical distribution of SmartPasses, customers' postcodes have been used to determine which Local Government District they live in. For the purposes of this exercise analysis has been restricted to Senior SmartPass holders as the estimated eligible population of the Half Fare, Blind and War Disabled categories cannot be distributed by Local Government District.

4.5.16   The number of SmartPasses issued broadly reflects the distribution of population across Northern Ireland. For example, Belfast has the highest population and highest number of Senior SmartPasses (39,127) and Moyle has the lowest population and lowest number of Senior SmartPasses (1,663).

Figure 8:   Percentage take up rate of Senior SmartPasses by Local Government District.
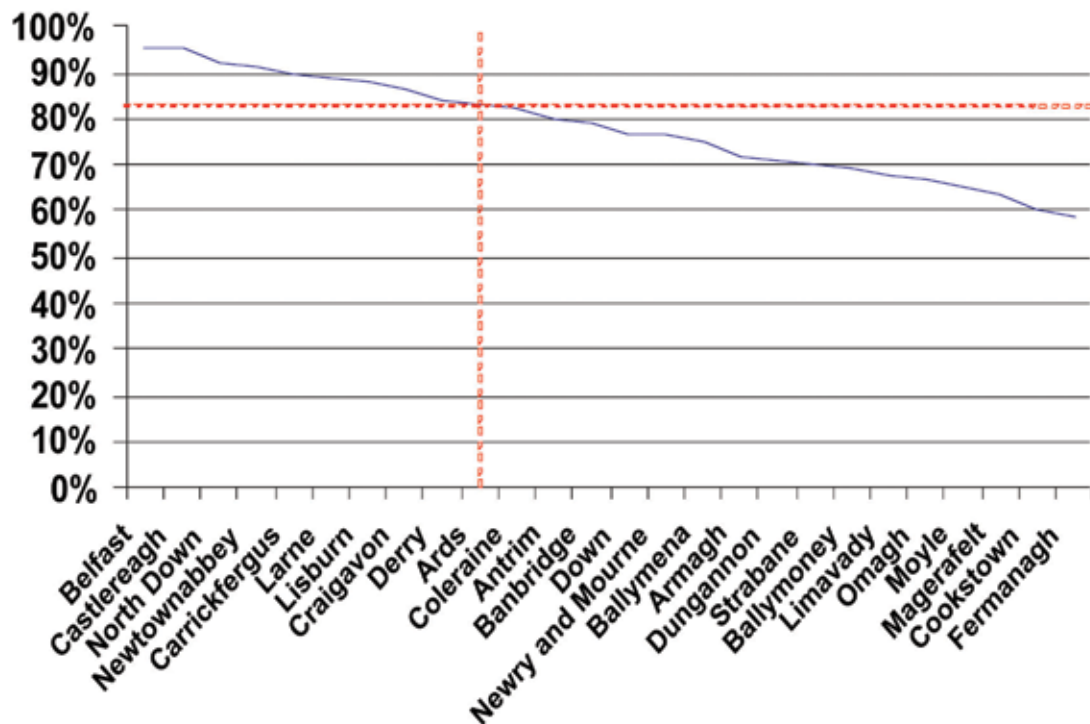
Source: Translink & 2005 Mid Year Population Estimate, Northern Ireland Statistics and Research Agency (NISRA)
Note: The take up rate for customers in those Local Government Districts to the right of the vertical red line was lower than 83%, the Northern Ireland Senior SmartPass take up rate.

4.5.17   As can be seen in Figure 8 above, looking at the take up rate of Senior SmartPasses, an alternative pattern emerges. Of those 10 Local Government Districts with a take up rate equal to or greater than the Northern Ireland rate, 9 (Ards, Belfast, Carrickfergus, Castlereagh, Craigavon, Larne, Lisburn, Newtownabbey and North Down) are in the

east of the region and are part, or within commuting distance, of the largest urban centre, Belfast. Generally, Local Government Districts in the central and western regions of Northern Ireland (apart from Derry), which are more likely to be rural in nature, have lower take up rates. Figure 9 below clearly illustrates the urban/rural, eastern/western difference in the percentage of eligible senior citizens with a Senior SmartPass.

Figure 9:   Map of the percentage take up rate by Local Government District.
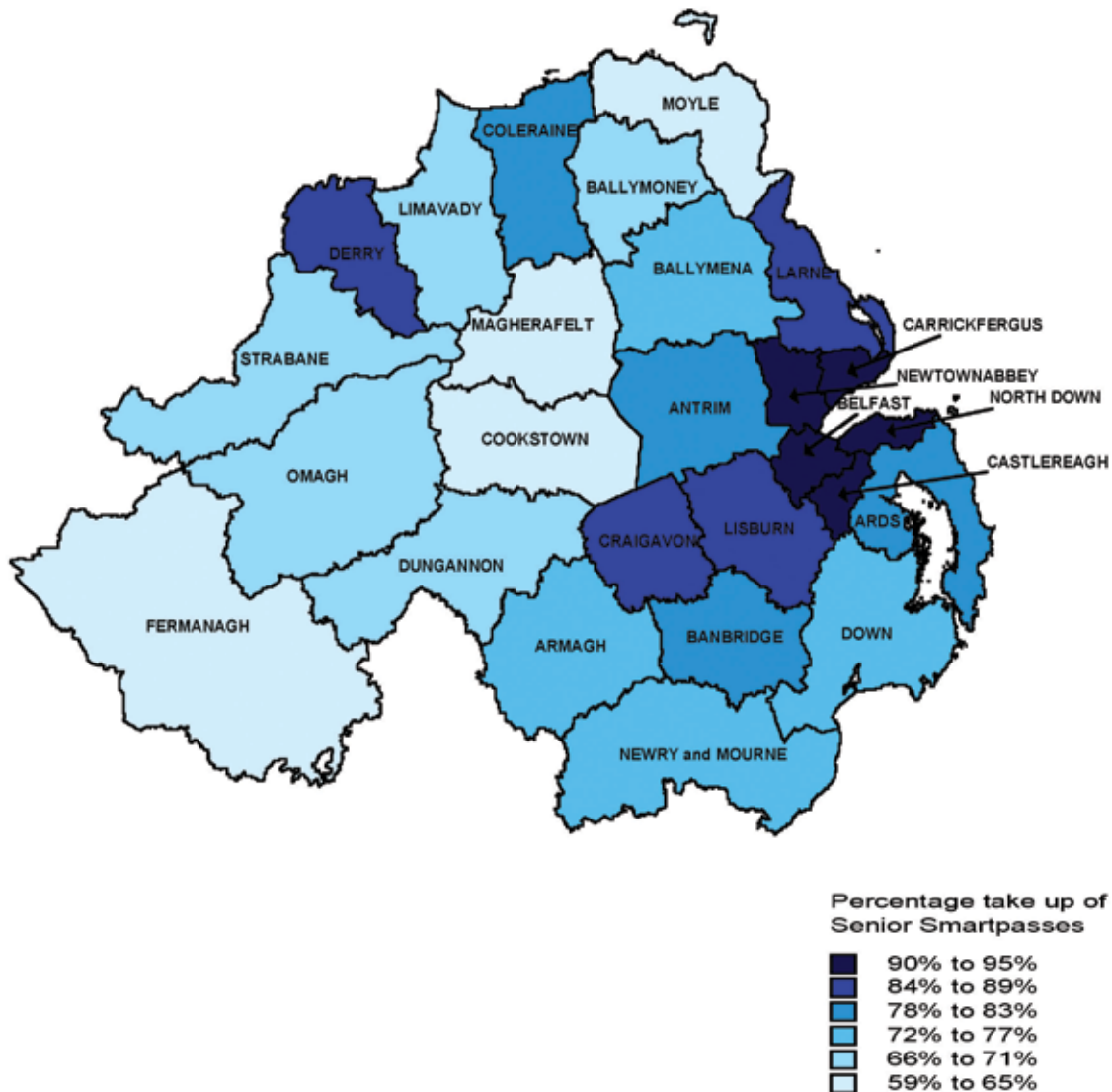
Source: Translink & 2005 Mid Year Population Estimates (NISRA)

4.6   The number of concessionary journeys taken

4.6.1   The following analysis is based on the number of concessionary journeys taken on Translink services in the last full financial year, 2005-06. Each journey represents one standard single ticket issued by Translink on a scheduled public transport service. Due to difficulties in identifying deceased SmartPass holders, as outlined in 4.5.4 above, figures have been produced inclusive and exclusive of those customers who did not use their SmartPass during the period. Please note, however, that there may be a number of reasons why a customer did not use their SmartPass.

Average number of journeys taken by category

4.6.2   The average number of journeys taken by all SmartPass holders in 2005-06 was 39. War Disabled SmartPass holders took 36; Senior SmartPass holders took 38; Half Fare SmartPass holders took 56; and Blind SmartPass holders took, on average, 64 journeys.

Figure 10:   Average number of journeys taken in 2005-06 by category, including those SmartPasses not used.
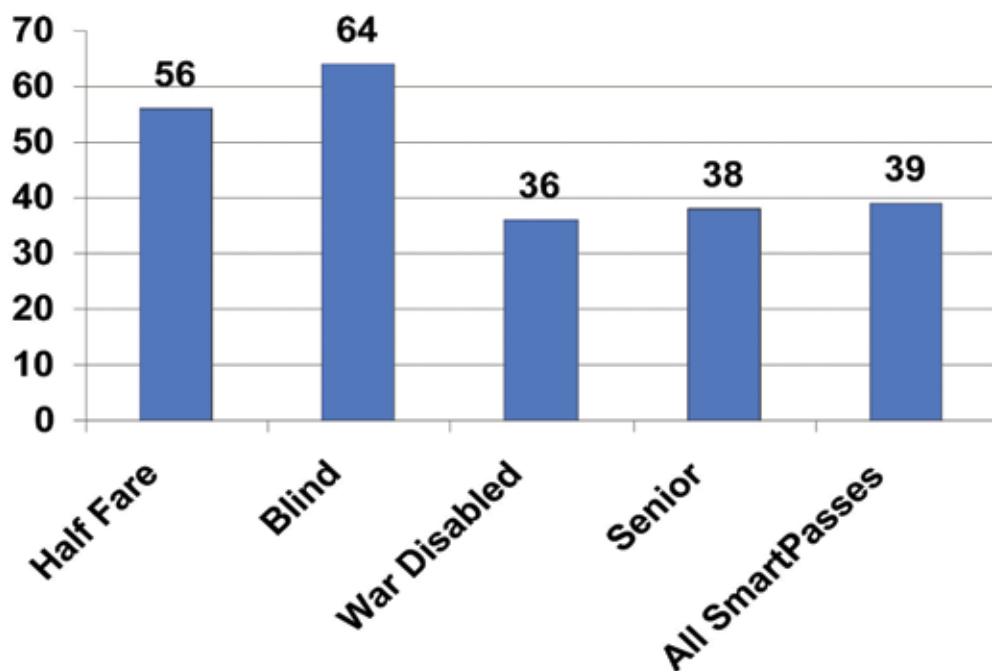
Source: Translink

4.6.3   Of the 212, 118 SmartPasses issued, 113,847 (54%) were used to obtain concessionary travel in 2005-06. Excluding those customers who did not use their SmartPass during 2005-06 increases the average number of journeys taken by each category. Blind SmartPass holders took the highest average number of journeys, 111. Half Fare SmartPass holders took 80 journeys. War Disabled SmartPass holders took 73 and Senior SmartPass holders took an average of 72 journeys.

Figure 11:   Average number of journeys taken in 2005-06 by category, excluding those SmartPasses not used.
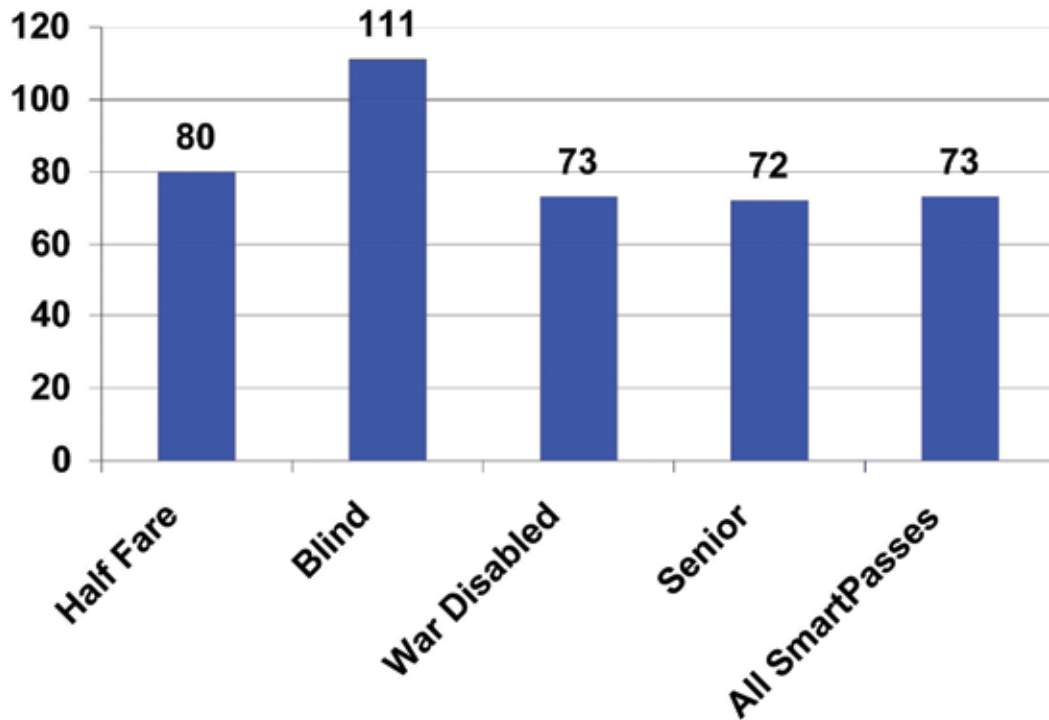
Source: Translink

Average number of journeys taken by gender

4.6.4   The average number of journeys taken by female SmartPass holders in 2005-06 was 42. The equivalent number for male SmartPass holders was 35. It should be noted that this differential between male and female customers is attributable solely to Senior SmartPass holders. Among Half Fare, Blind and War Disabled SmartPass holders, males took more journeys on average than females during 2005-06.

Figure 12:   Average number of journeys taken in 2005-06 by category and gender, including those SmartPasses not used.

Source: Translink

4.6.5   As can be seen from Figure 13 below, excluding those SmartPasses which were not used during the period does not change the pattern of journeys taken by gender. As before, in the Half Fare, Blind and War Disabled categories, male SmartPass holders took more journeys on average in 2005-06. In the Senior category, and for all SmartPass holders, female customers took more journeys than males.

Figure 13:   Average number of journeys taken in 2005-06 by category and gender, excluding those SmartPasses not used.

Source: Translink

Average number of journeys taken by age

4.6.6   The average number of journeys taken by five year age group, shown in Figure 14 below, displays a general trend towards less frequent use by older people.

Figure 14:   Average number of journeys taken in 2005-06 by five year age group, including those SmartPasses not used.
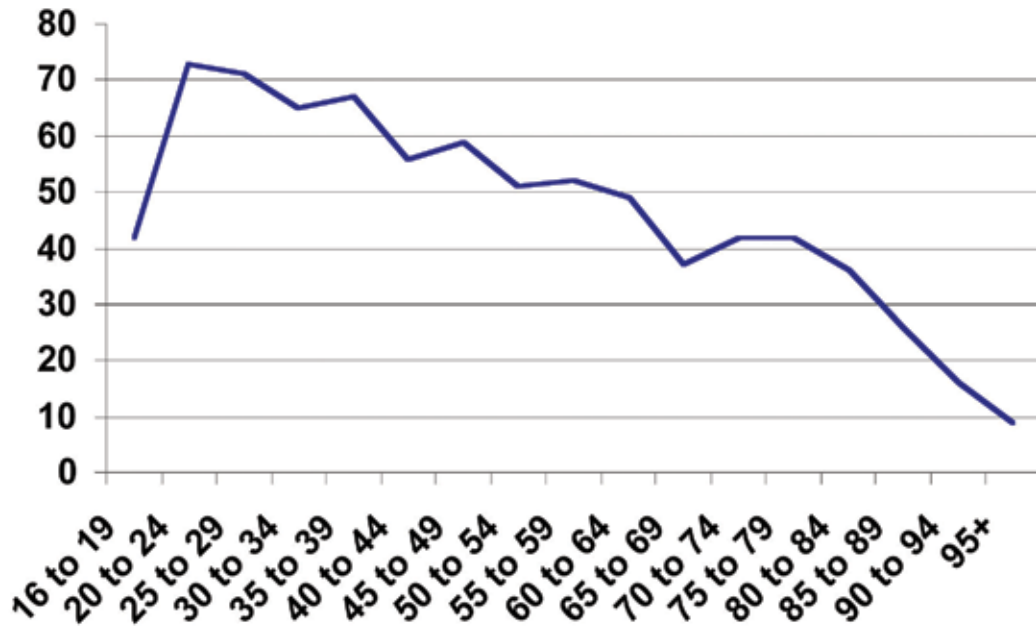
Source: Translink

4.6.7   Excluding those SmartPass holders who did not take any concessionary journeys in 2005-06 has a significant impact on this trend, as can be seen in Figure 15 below. This impact is likely to be due to the age profile of these SmartPass holders. Overall, 46% of SmartPass holders made no journeys in 2005-06. However, this ranged from 26% for those aged 20 to 24 to 87% for those aged 95+, see Figure 16.

Figure 15: **Average number of journeys taken in 2005-06 by five year age band, excluding those SmartPasses not used.**
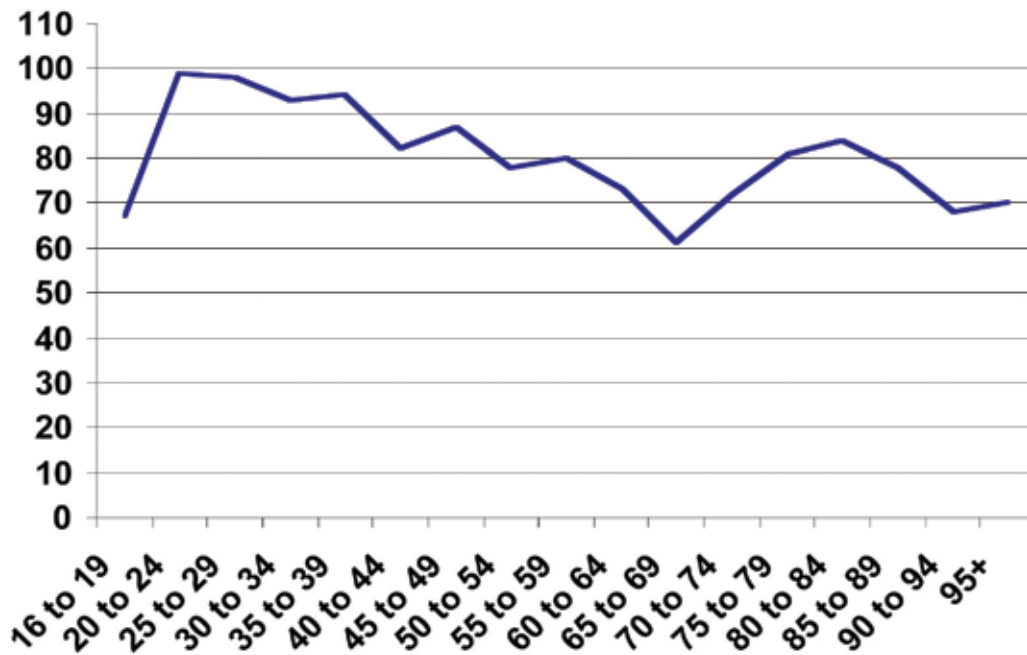
Source: Translink

Figure 16: **Percentage of SmartPass holders who did not use their SmartPass to obtain concessionary travel in 2005-06, by age group.**
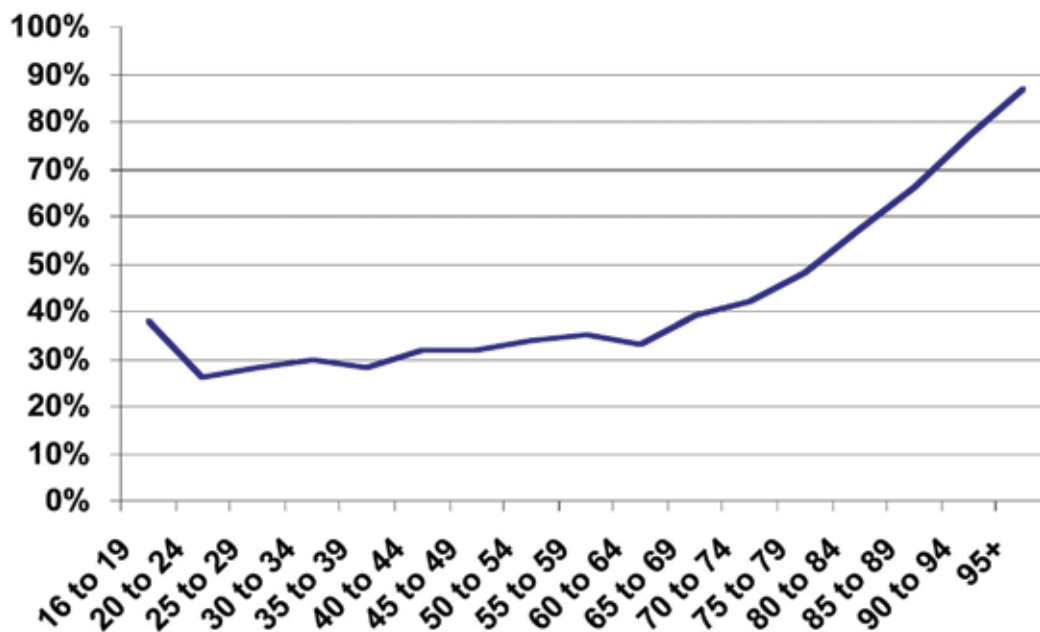
Source: Translink

4.6.8   Figure 17 below indicates that, for Half Fare and War Disabled SmartPasses, the 16-39 age group made the highest average number of journeys in 2005-06. For Blind SmartPasses, it was the 40-64 age group. Half Fare SmartPass holders aged under 65 take more journeys on average than Senior SmartPass customers aged 65 and over, who receive free travel. This suggests that, regardless of the value of the concession offered, older people will use public transport less often than younger people.

Figure 17:   Average number of journeys taken in 2005-06 by category and age group, including those SmartPasses not used.
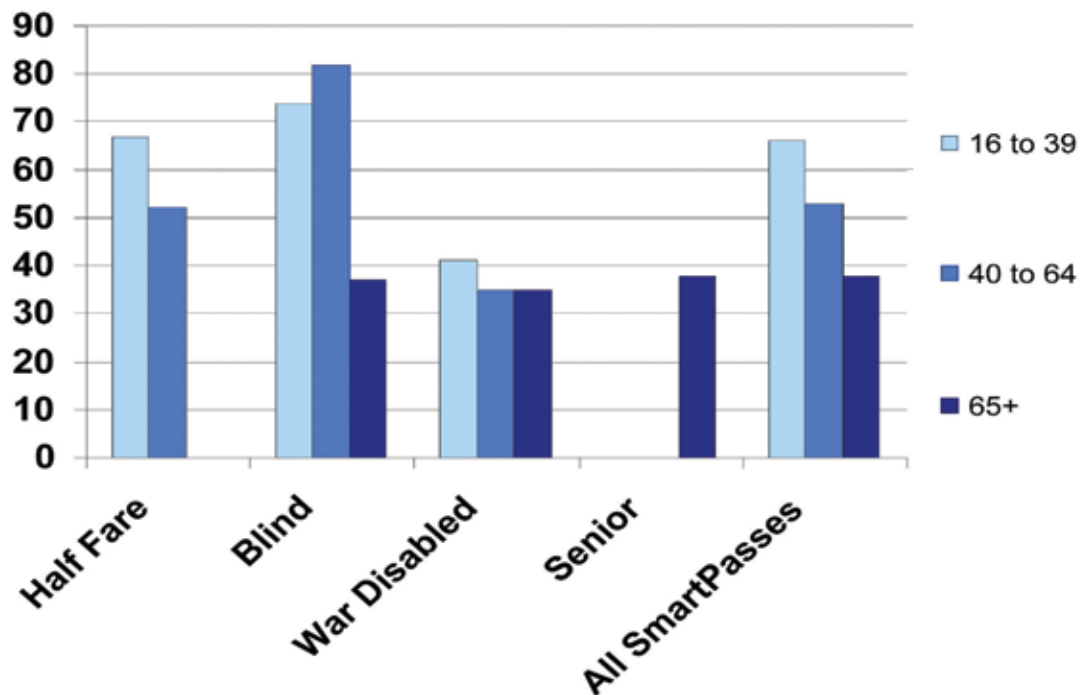
Source: Translink
Note: When Blind SmartPasses were introduced applications were not rejected if they lacked a date of birth. Consequently, 611Blind SmartPasses have been issued without a record of the customer's date of birth.
The Half Fare age band 40 to 64 includes 380 customers who turned 65 during 2005-06.

4.6.9 Figure 18 shows that the correlation between average number of journeys and age group remains when customers who did not use their SmartPass are excluded. Those aged 16 to 39 took an average of 93 journeys; those aged 40 to 64 took 79 journeys; and those aged 65 and over took 72 journeys.

Figure 18:   Average number of journeys taken in 2005-06 by category and age group, excluding those SmartPasses not used.
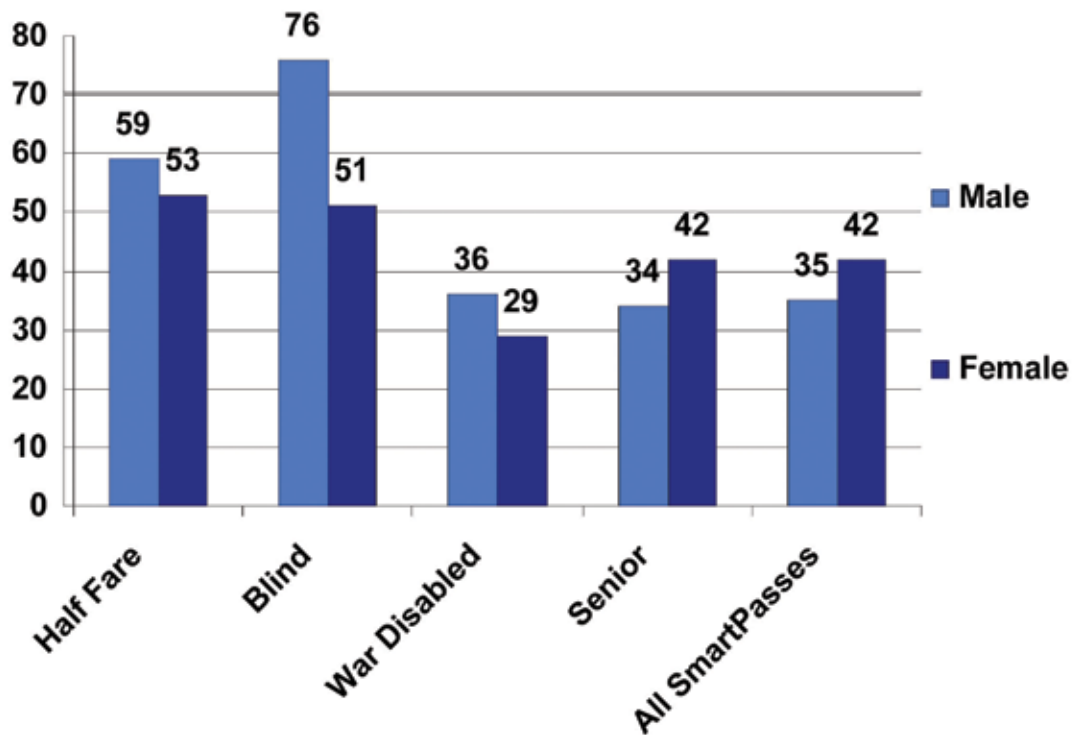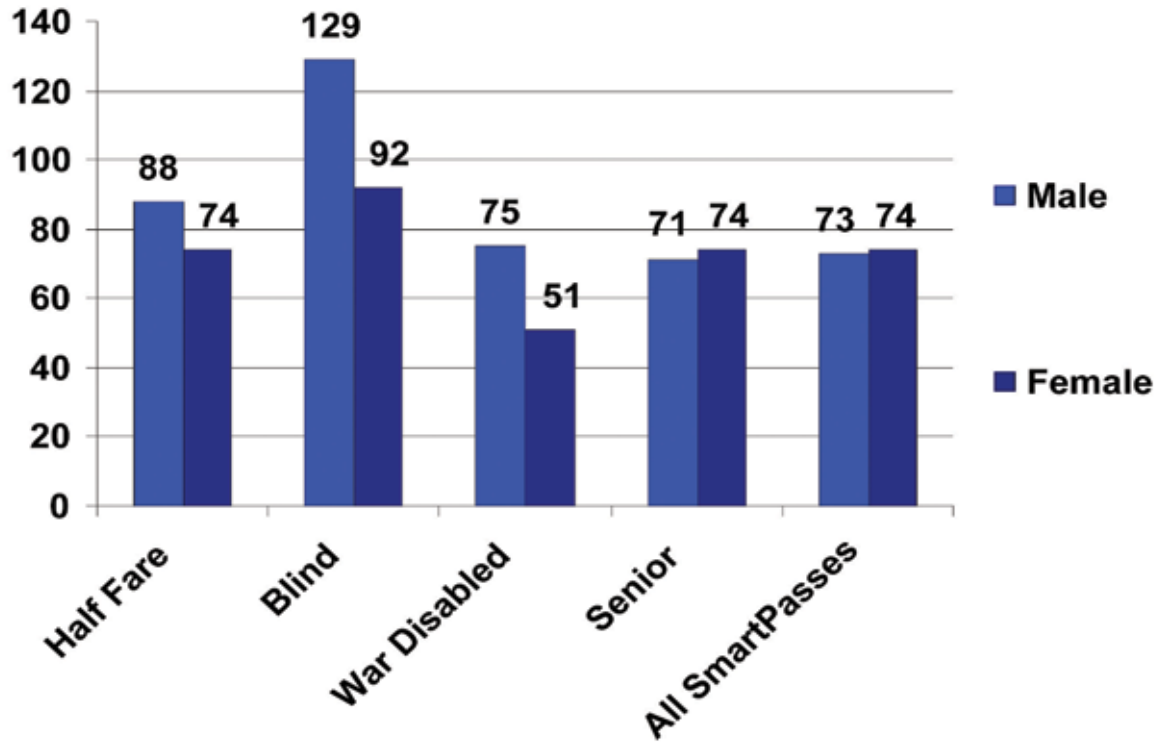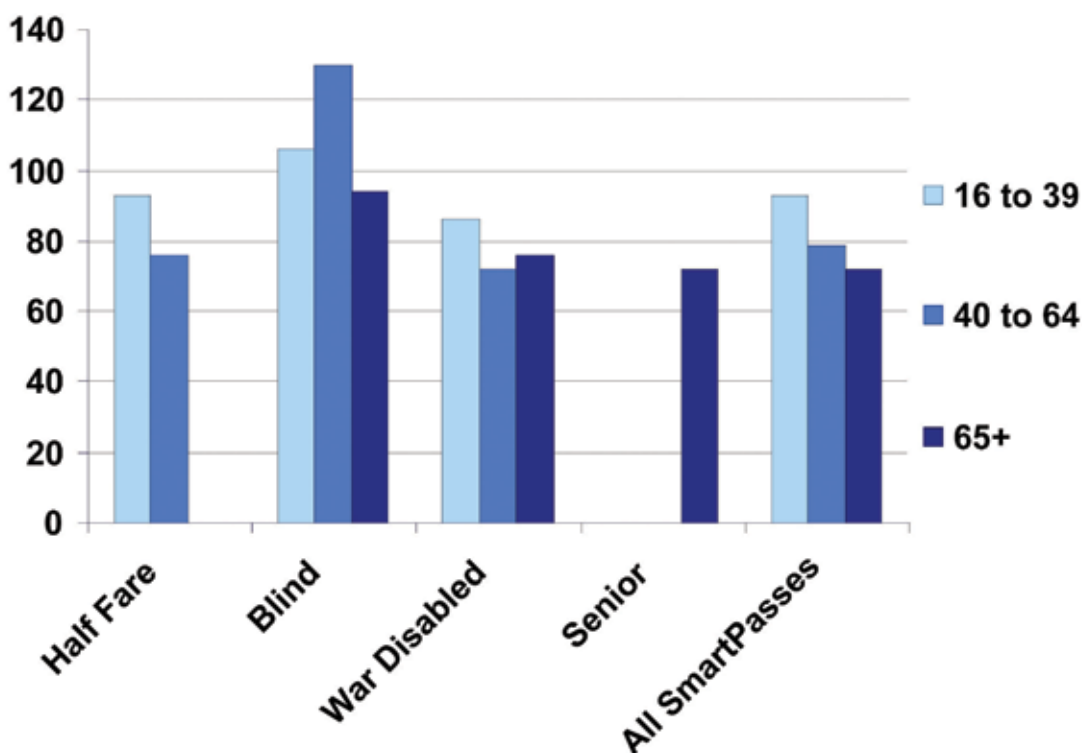

Source: Translink
Note: When Blind SmartPasses were introduced applications were not rejected if they lacked a date of birth. Excluding SmartPasses that were not used in 2005-06, 368 Blind SmartPasses have been issued without an accurate record of the customer's date of birth.
Again excluding SmartPasses that were not used in 2005-06, the Half Fare age band 40 to 64 includes 259 customers who turned 65 during 2005-06.

Average number of journeys taken by Local Government District

4.6.10 A similar geographical pattern to that displayed in the take up of Senior SmartPasses in Figure 8 above, can be seen in the average number of journeys taken by all SmartPass holders.

Figure 19: **Average number of journeys in 2005-06 by Local Government District, including those SmartPasses not used**
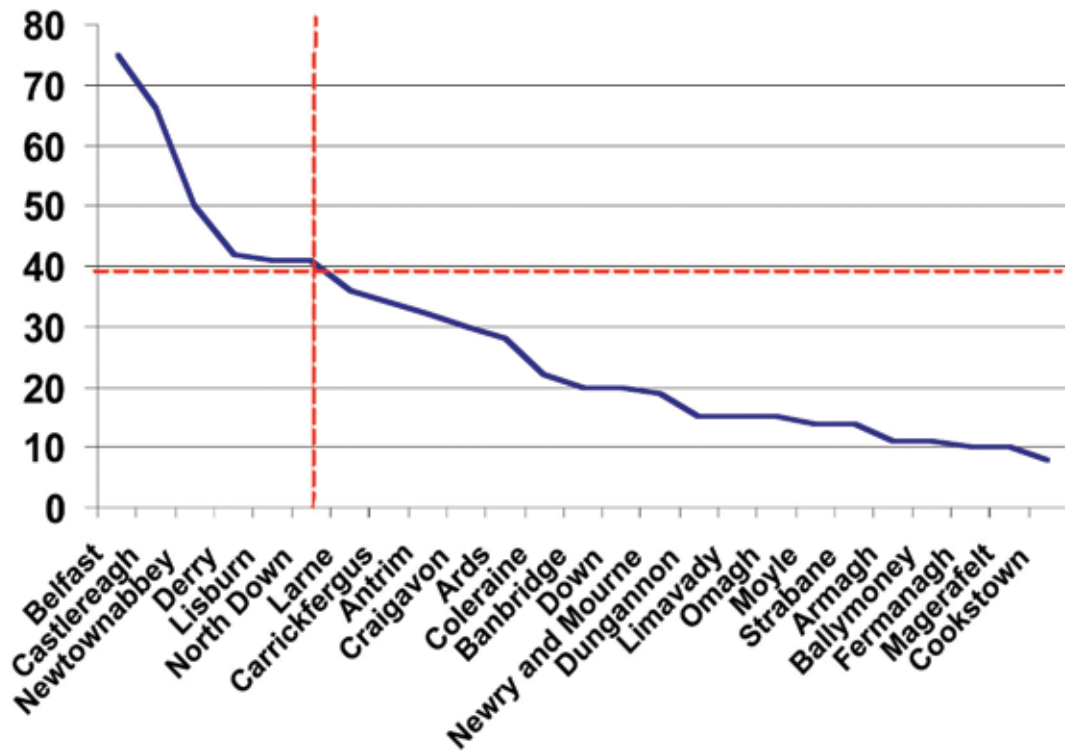
Source: Translink
Note: The average number of journeys for customers in those Local Government Districts to the right of the vertical red line was lower than 39, the Northern Ireland average.

4.6.11 As can be seen in Figure 19 above the major urban centres of Derry and Belfast and surrounding Local Government Districts saw higher than average use by customers during 2005-06 (i.e. higher than the Northern Ireland average of 39). In general, Local Government Districts in the western and central regions of Northern Ireland (apart from Derry) experienced lower than average use. For example, the average number of journeys taken by SmartPass holders resident in Belfast Local Government District was 75 during 2005-06. Conversely, the equivalent figure for SmartPass holders resident in Cookstown Local Government District was 8.

4.6.12 Although excluding those SmartPasses not used during the period alters the relative position of several Local Government Districts, predominantly urban areas continue to display a higher number of journeys, on average, than rural areas.

Figure 20: **Average number of journeys in 2005-06 by Local Government District, excluding those SmartPasses not used**
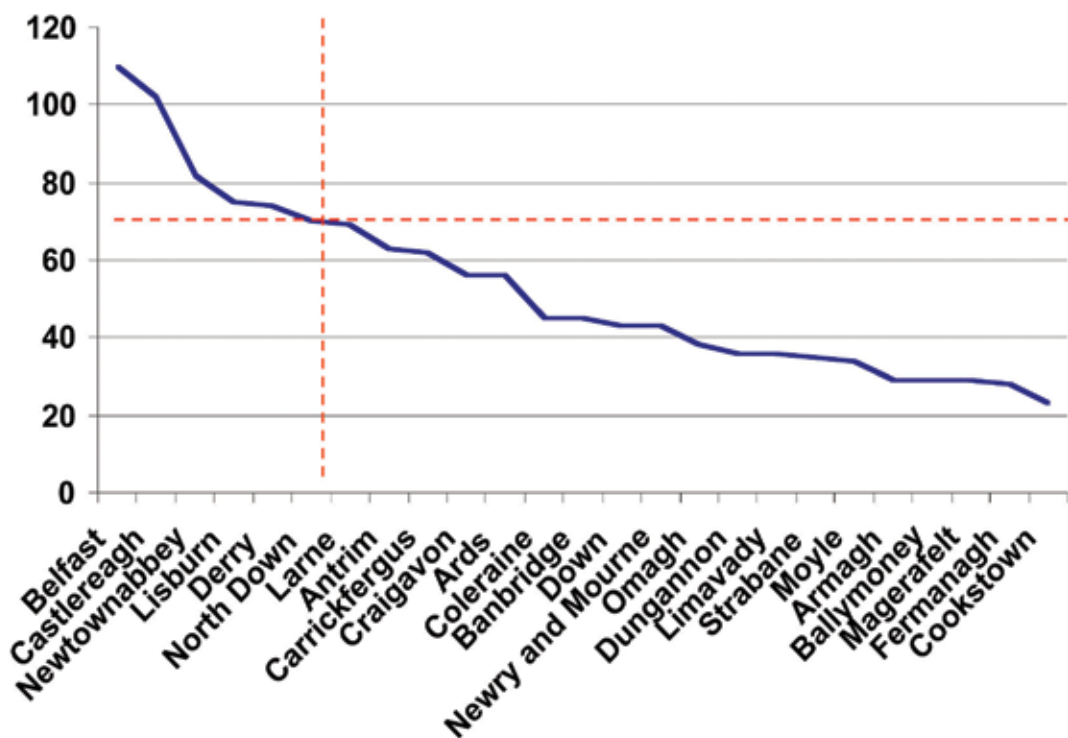
Source: Translink
Note: The average number of journeys for customers in those Local Government Districts to the right of the vertical red line was lower than 73, the Northern Ireland average.

Figure 21:   Map of the average number of journeys in 2005-06 by Local Government District, including those SmartPasses not used.

Average number of transactions
in 2005-06 for all Smartpasses

■	55 to 75
■	40 to 54
■	25 to 39
☐	19 to 24
☐	14 to 18
☐	8 to 13
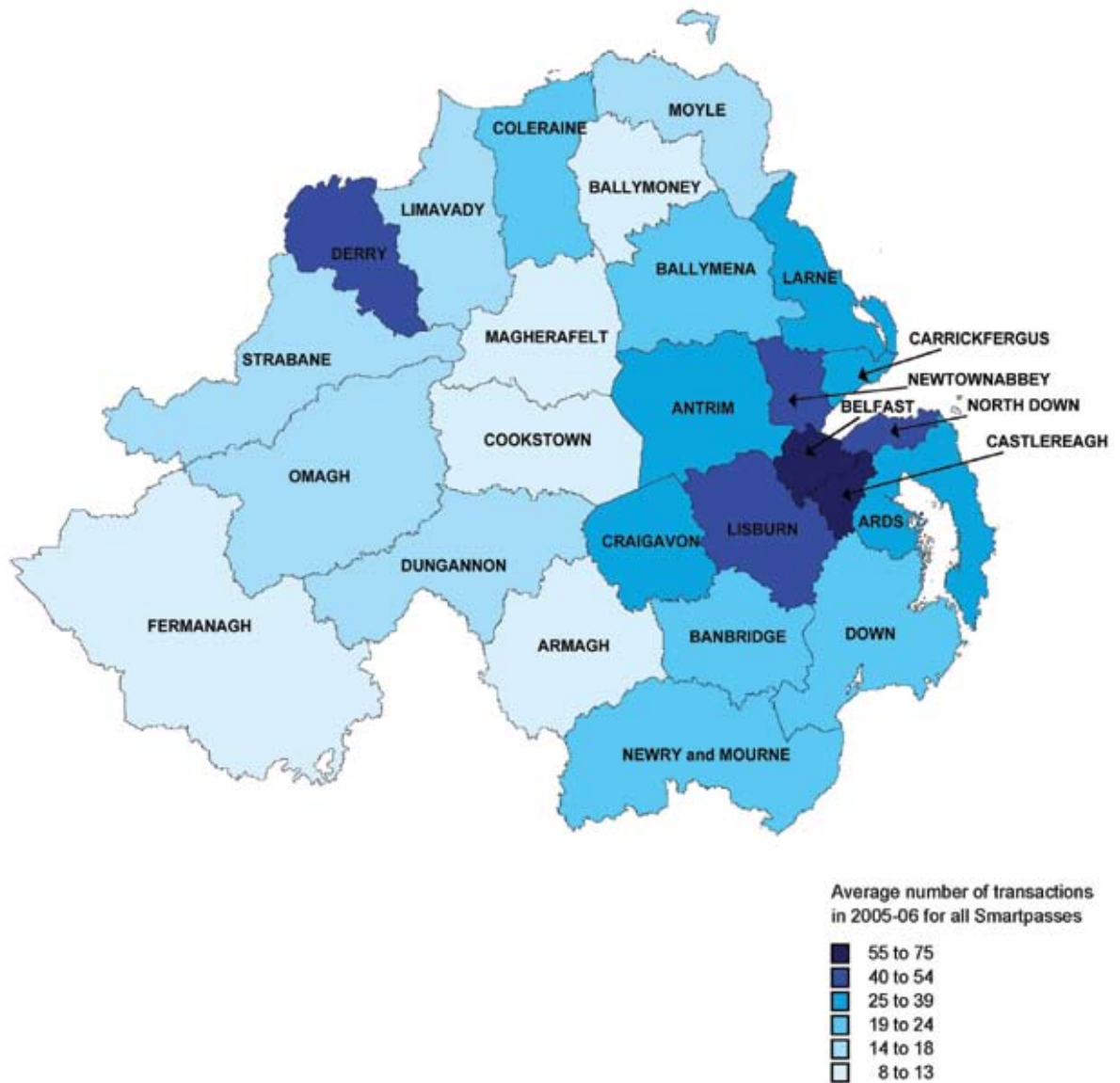
Source: Translink

Child concessions

4.6.13   As children are not issued with SmartPasses it is impossible to determine a figure for the average number of journeys taken which can be assessed alongside the other categories. However, in 2005-06 Translink issued a total of 9,131,000 child concession tickets, representing over 50% of all concessionary tickets issued. Based on the estimated number of those aged 6 to 16 in Northern Ireland (275,000) the average number of concessionary journeys taken was 33. It should be noted that this figure excludes concessionary journeys taken to and from school which are provided by the Department for Education.

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4.7   Costs incurred by the Department

4.7.1   The costs incurred by the Department in operating the Scheme can be divided into two broad categories, actual and notional. Actual costs are those which are accounted for within the Scheme budget, primarily reimbursements paid to transport operators but also administrative expenses such as the purchasing and printing of SmartPasses. Notional costs relate to those expenses that the Department could, notionally, remove from other budgets, were the Scheme to cease, such as the cost of staff employed to administer the Scheme. A full breakdown of costs can be found at Appendix A.

4.7.2   Total costs in the financial year 2005-06 amounted to £18,222,000, with reimbursements to operators for revenue forgone accounting for 99% of this. Administrative costs, including all notional costs, over the year amounted to 1% of costs incurred.

4.7.3   Total expenditure has increased substantially in recent years due to the various extensions in provision and inflation in public transport ticket prices. In the financial year 2001-02 the total actual costs amounted to £12,689,000; by 2005-06 this figure had increased to £18,087,000 (Figure 22). Even when adjusted for inflation, as shown in Figure 23, the annual cost of supporting the Scheme has increased every year.

Figure 22:   Total actual expenditure 2001-02 to 2005-06.
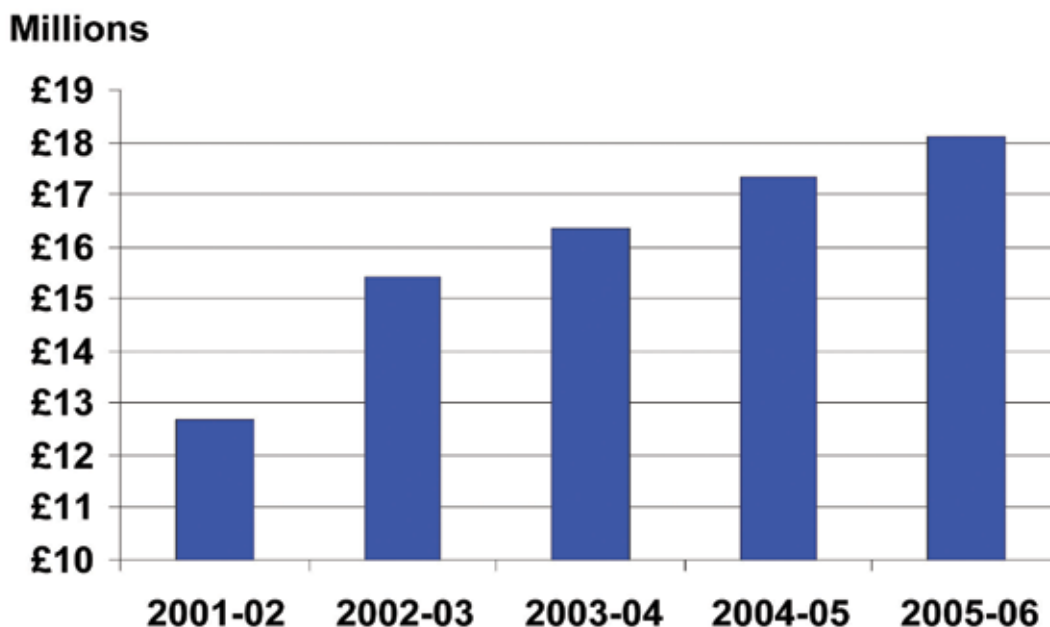
Source: Departmental accounts

Figure 23:   Total actual expenditure 2001-02 to 2005-06, in real terms, based on 2005-06 prices.
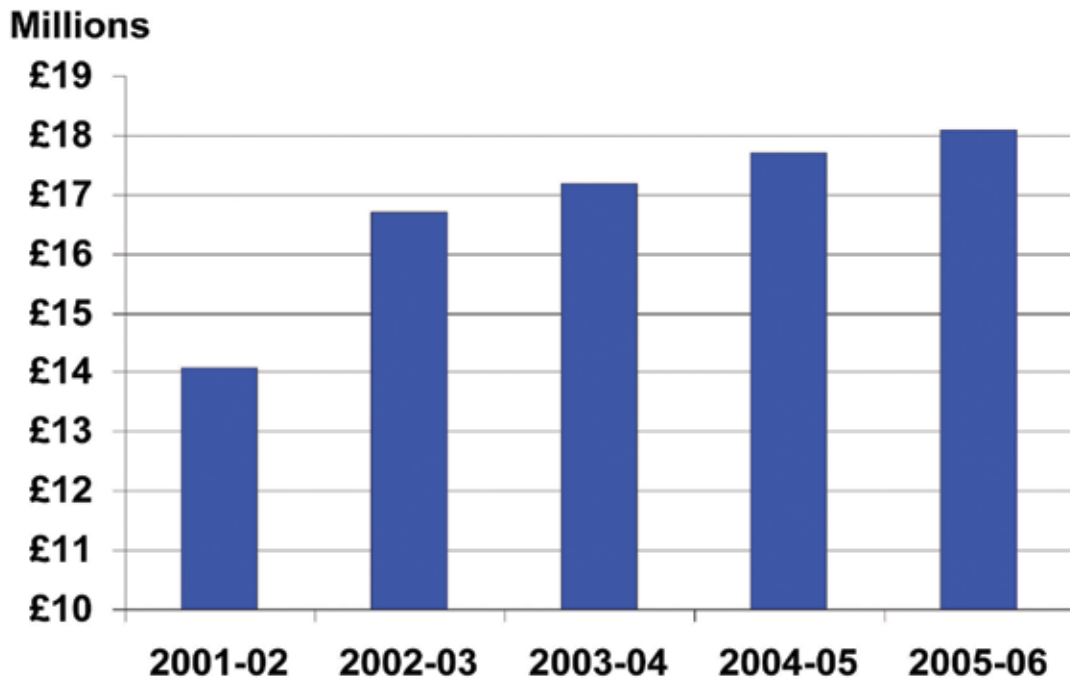
Source: Departmental accounts
Note: Real prices determined using GDP deflator at market prices (2005-06), Office for National Statistics.

4.7.4   Although children take a larger number of concessionary journeys per year, reimbursements for journeys taken by Senior SmartPass holders cost considerably more. Expenditure on the Half Fare, Blind and War Disabled categories is substantially lower, due to the smaller number of customers in these categories.

Figure 24:   Total concessionary fares reimbursements to Translink during 2005-06 by category.
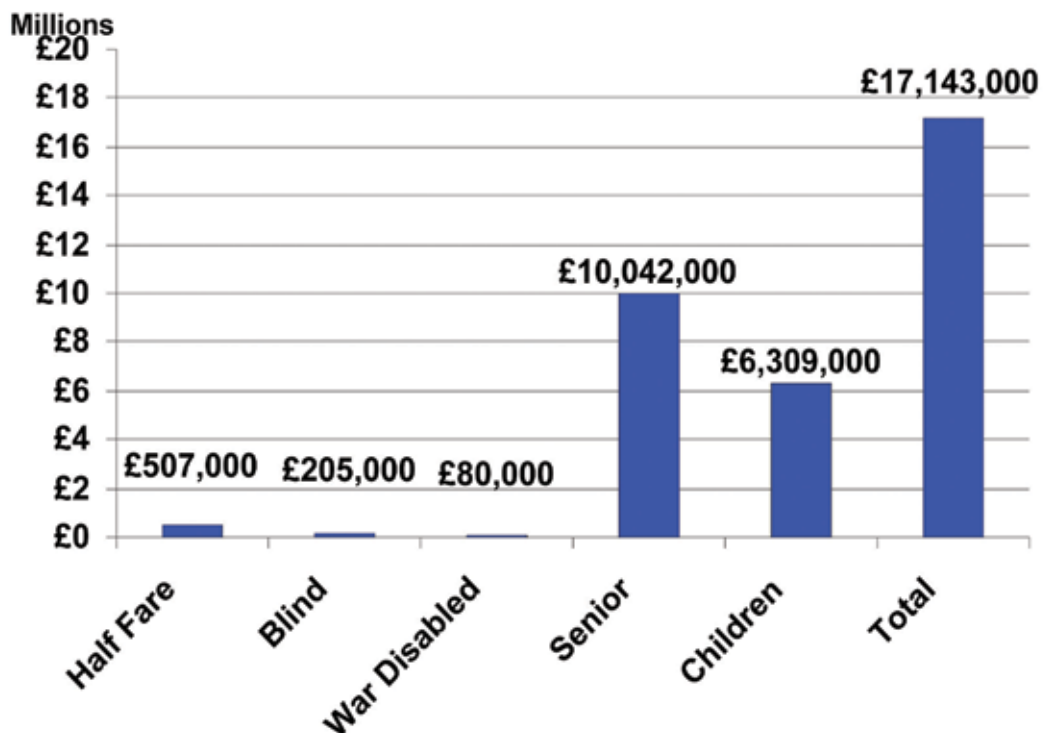
Source: Departmental accounts
Note: Figures based on actual costs reimbursed by the Department.
Figures do not include reimbursements to other transport operators
(£274,000), or for concessionary travel taken on cross-border services
(£594,000), which cannot be broken down by category within the time
available.

4.7.5   The average annual cost per SmartPass holder varies considerably between the four categories, due, principally, to the varying number of journeys taken. On average in 2005-06, Half Fare SmartPass holders cost the least at £42 per customer, with Blind SmartPass holders costing the most at £138. Again, as children are not issued with SmartPasses it has not been possible to determine a comparable average cost.

Chart 25: Average cost of reimbursing Translink for concessionary travel provided, by category, 2005-06
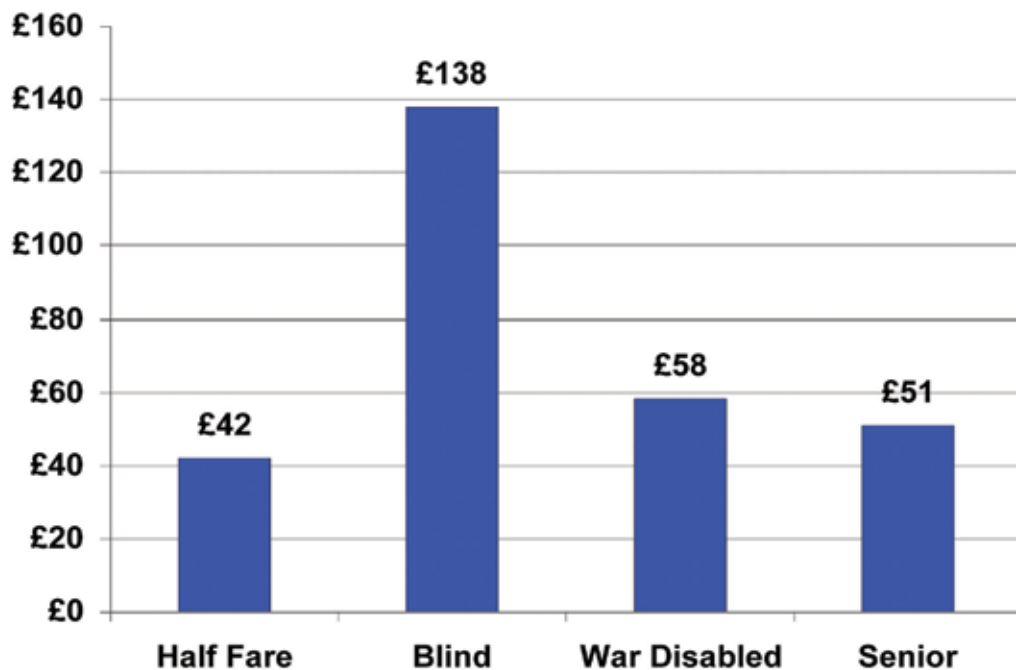
Source: Translink & Departmental accounts

4.8   Summary of findings

4.8.1   The following issues and trends have been identified within the operation of the Scheme.

4.8.2   The principal groups to benefit, in terms of annual expenditure, are senior citizens aged 65 and over and children aged 16 and under. This is not surprising given the historical development of the policy since 1978. The Senior SmartPass constitutes 93% of all SmartPasses issued.

4.8.3   The percentage take up rate of the Half Fare SmartPass is substantially lower than that of the other three categories. This is likely to be because a half fare concession is less attractive than a free fare concession.

4.8.4   The average number of journeys made by all SmartPass holders in 2005-06 was 39 (or 73, excluding those SmartPasses not used during the period covered). Although take up of the Half Fare SmartPass is relatively low, the average number of journeys made by these customers was higher than the overall average. Of all the categories, Blind SmartPass holders made the most journeys on average in 2005-06.

4.8.5   Although take up of the Senior SmartPass is high, average usage was not as high as some of the other SmartPass categories. This corresponds with the finding that average usage declined with age.

4.8.6   A higher proportion of SmartPass holders are women (56%) than men (44%). On average, women also made more journeys than men in

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2005-06. Among Half Fare, Blind and War Disabled SmartPass holders males made more journeys on average in 2005-06 than their female counterparts.

4.8.7   There is a significant geographical split in percentage take up of Senior SmartPasses and average usage of all SmartPasses across Local Government Districts in Northern Ireland. Predominantly eastern areas of Northern Ireland and urban areas (including Belfast and Derry Local Government Distrcits) have higher levels of both take up and average usage. Central and western areas have lower levels. This is likely to be because public transport services are more frequent and convenient in the areas with high take up and usage.

4.8.8   Finally, the cost to the Department of operating the Scheme has increased substantially in recent years. Between 2001-02 and 2005-06, the total actual expenditure increased by almost 30% in real terms. Given the introduction of the All Ireland Free Travel Scheme for Older People, and inevitable ticket price inflation, this increase is certain to continue in the future.

Implications for tackling social exclusion

4.8.9   Without details of the social exclusion faced by individual customers, or the effect that the availability and/or use of concessionary travel has in combating this, it is difficult to quantify the success of the Scheme in achieving its aim.

4.8.10 It has, however, been possible to assess which groups receive the most concessionary travel and, of those eligible, which customers use concessionary travel and which do not. This data can be considered along with information on the prevalence or risk of social exclusion amongst equivalent groups in the general population to determine the appropriateness of the existing categories and concessions.

4.8.11 In broad terms, the existing Scheme provides concessionary travel to three groups. Senior citizens (65+) receive free travel; people with disabilities receive a mixture of free and half fare travel; while children receive solely half fare travel.

4.8.12 Bare Necessities - Poverty and Social Exclusion in Northern Ireland identified those groups that were found to be most at risk of living in poverty and therefore, it could be argued, likely to experience social exclusion:

'The disabled are nearly twice as likely to be in poverty as the non-disabled. The youngest group of households are twice as likely to be in poverty compared with the oldest. Women are more likely to be poor than men. The level of poverty is 1.4 times as high in households where the household respondent is Catholic compared with households where the household respondent is Protestant. Many people however will think

the most significant finding is that well over a third (37.4 per cent) of all this society's children are being brought up in poverty.'

4.8.13 This would suggest that the current Scheme is correct in providing concessions for children and people with disabilities. The appropriateness of targeting senior citizens is, however, less clear. Other studies, such as the recent Research Report No 364 by the Department for Work and Pensions, have provided arguments in support of this:

'Most previous research shows that pensioners have lower average incomes, and a higher risk of income-poverty, than adults below pensionable age. But measures of material deprivation have suggested that pensioners do not experience as much hardship as might have been expected…Elderly people are less likely to experience financial strain or to have commitments in arrears than young and middle-aged people. Elderly people are also less likely to say they have to do without 'necessities' because they cannot afford them.'

4.8.14 Anecdotal evidence would also suggest that senior citizens are less likely to have to pay accommodation costs such as a mortgage each month, and therefore lower incomes do not automatically mean greater poverty or deprivation. Indeed, in the Northern Ireland Census 2001 of those households with at least one person of pensionable age 56% stated that they were unencumbered owner-occupiers, while the equivalent figure for all households was 29%[18].

4.8.15 However, as outlined in the Accessibility Transport Strategy, there are specific reasons why many senior citizens experience impaired mobility and dependence on public transport. Senior citizens are less likely to own or have access to a private vehicle than the general population. Thirty-nine percent of households with at least one person of pensionable age report no private vehicle, as against 26% of all households[19]. Senior citizens are also more likely to have a disability than other age groups[20]. On this basis the provision of concessionary fares could be argued to indirectly target many socially excluded individuals.

4.8.16 Taken together, it is likely that the provision of concessionary travel for senior citizens benefits many individuals who face social exclusion. It also includes many who do not. It is therefore difficult to assert that the policy is accurately targeting resources at the most vulnerable individuals or groups. At best concessionary travel for senior citizens is a blunt instrument for addressing social exclusion. The appropriateness of the relative generosity of free and half fare concessions may also be questionable.

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[18] Northern Ireland Census 2001, Northern Ireland Statistics and Research Agency
[19] ibid
[20] Accessible Transport Strategy for Northern Ireland 2015, Department for Regional Development, April 2005

5.0   IDENTIFICATION OF OPTIONS

5.1.1   This section of the report lists the options for the future of the Scheme that have been identified for analysis. It also details the issues which have been considered in identifying these options.

5.2   Targeting Social Exclusion

5.2.1   As stated in 3.6.2 above, the groups identified as being at highest risk of social exclusion are:
- Children living in poverty or in local authority care;
- Young people not in education or training;
- Teenage parents and young carers;
- Unemployed adults and those with no skills or long-term health problems;
- Prisoners;
- Lone parents; and
- Poor pensioners.

5.2.2   Consideration has therefore been given to, where appropriate, targeting the provision of concessionary travel towards these groups.

5.3   Concessionary travel available in the rest of the United Kingdom

5.3.1   Although concessionary fares policy is a devolved matter, the categories eligible for concessionary travel and the services on which concessionary travel is available are broadly similar, with equivalent developments in England, Scotland and Wales in recent years (see 2.3 above). Free bus travel is available for all senior citizens aged 60 and over and for those with a disability. Following the Chancellor of the Exchequer's announcement of "free off peak national bus travel in every area of the country", during his Budget Speech on 22 March 2006, Northern Ireland remains the only part of the UK in which senior citizens aged 60 and over and people with a disability do not, or will not, receive free local off peak bus travel.

5.4   Existing commitments

5.4.1   A number of commitments to maintain or extend provision of concessionary travel have already been made.

5.4.2   The Department is committed: 'To continue to fund the Northern Ireland Concessionary Fares Scheme, which provides free travel on public transport to NI residents aged 65+.'

5.4.3   The Department is also committed to: 'Provide a range of travel

concessions for older people and people with disabilities through the Northern Ireland Concessionary Fares Scheme.'

5.4.4   As outlined in 2.2.5 above, the Secretary of State announced on 26 June 2006 the Government's intention to introduce an All Ireland Free Travel Scheme for Older People, in conjunction with the Government of the Republic of Ireland, from April 2007.

5.5   Responses to consultation on the All Ireland Free Travel Scheme for Older People

5.5.1   A number of those who responded to the consultation on the All Ireland Free Travel Scheme for Older People requested extensions to the provision of concessionary travel.

Figure 26:   Summary of selected responses to consultation on the All Ireland Free Travel Scheme for Older People.

SUBJECT/REQUEST	NUMBER
Free travel within Northern Ireland for those aged 60 to 64	15
All Ireland Free Travel Scheme should be extended to all categories eligible in Northern Ireland	8
Concessionary travel throughout the United Kingdom	7
Concessionary travel within Northern Ireland on other modes of transport	5
Concessionary travel for all those in full time education	2
Free travel within Northern Ireland for carers of people with disabilities	1

5.6   Correspondence received by the Department

5.6.1   The Department continues to receive a considerable amount of correspondence from elected representatives, civil society groups and members of the public requesting the extension of concessionary travel. Since the last extension of the Scheme, the introduction of the Half Fare SmartPass in April 2004, a total of 59 such letters have been received.

Figure 27: **Correspondence received by the Department regarding concessionary travel April 2004 to present.**

SUBJECT	NUMBER	COMMENTS
Free fare for 60+	24	This issue has become an increasingly frequent topic of correspondence since the introduction of free travel for those aged 60 and over in Great Britain. The Department has received requests from several elected representatives (both MPs, MLAs and on behalf of LGDs) as well as members of the public.
Concessionary travel for all school children	10	In general, this issue is raised in autumn, at the beginning of the school year, by parents of children returning to post-compulsory education. A number of letters have also been received from elected representative writing on behalf of their constituents.
All-Ireland concessionary travel	9	The majority of correspondence on this issue has been received recently and has come from elected representatives seeking confirmation of the timing and details of the proposed All Ireland Free Travel Scheme for Older People.
Free fares for people with disabilities	6	Again, a mixture of elected representatives and members of the public have requested this extension.
Extension of half fare travel for people with disabilities	4	This has included requests that half fare travel be made available on cross border travel on return or multi-journey tickets and for an extension to additional categories of people with disabilities.
Concessionary travel for carers	3	Requests received from carers.
All-UK concessionary travel	1	It is expected that this issue will be raised more frequently in the future (see response to the All Ireland Free Travel for Older People consultation).
Extension of concessionary travel to ferry service	1	This request was declined as the conditions of payment for the Scheme require transport operators to hold a Roads Service Operators Licence issued by the Department of the Environment.
TOTAL	57	

5.7 List of options

5.7.1 On the basis of the above considerations, the following list of options has been identified. Option 1 represents a base case, 'do nothing', choice. Options 2 to 8 are potential extensions or reductions to the current provision of concessionary travel. Associated costs or savings should be considered in light of existing expenditure, as outlined in 4.7 above

- **Option 1.** Base case. Maintain existing Scheme and introduce All Ireland Free Travel Scheme for Older People;
- **Option 2.** Reduce provision of concessionary travel;
- **Option 3**. Introduce free travel for senior citizens aged 60 to 64;
- **Option 4.** Introduce half fare travel for those aged 16 and 17;
- **Option 5.** Introduce half fare travel for those in full-time education;
- **Option 6.** Introduce free travel for those with disabilities;
- **Option 7.** Introduce free travel for carers;
- **Option 8.** Introduce concessionary travel on other modes of transport;
- **Option 9.** Introduce half fare travel for those on low incomes.

6.0   ANALYSIS OF OPTIONS

6.1.1   This section of the report considers the potential costs and benefits of the options identified.

6.1.2   The consideration of potential benefits is based on the perceived incidence or risk of relative social exclusion faced by those expected to gain from each of the options.

6.1.3   The consideration of potential costs is based on an estimate of the number of eligible individuals who take up any new concession, and the number and value of the concessionary journeys that they take. Concessionary travel is a demand-led expenditure; should the estimates prove inaccurate the cost to the Department of providing such a concession may vary.

6.1.4   An assessment of the likely public support for or opposition to each option, a preliminary evaluation of equality impacts, and a consideration of any potential legislative or administrative constraints, have also been included, where they have been identified.

6.2   Option 1 – Base Case

6.2.1   The Scheme targets several groups of people liable to or at risk of social exclusion and/or poverty, particularly children, people with disabilities and some senior citizens. Maintaining current provision, and introducing the All Ireland Free Travel Scheme for Older People, will ensure that these groups continue to enjoy the opportunity of free and/or half fare travel on public transport.

6.2.2   The Department's annual Progress Report to the Equality Commission for 2005-06 noted that the Scheme had a positive differential impact on those aged 16 and under and 65 and over, people with disabilities and, indirectly, those with dependents. The Equality Impact Assessment on the All Ireland Free Travel Scheme for Older People found that the proposed scheme would have a positive differential impact on those aged 65 and over, older people with disabilities and would be likely to promote good relations.

6.2.3   A decision to maintain the current provision of concessionary travel is likely to face criticism from elected representatives, senior citizens (particularly women aged 60 to 64) and people with disabilities, many of whom have indicated their desire to see the Scheme extended.

6.2.4   The projected actual costs for the present financial year, 2006-07, are £19,402,000. Taking into consideration the cost of introducing the All Ireland Free Travel Scheme for Older People (estimated at £1,000,000 per annum), and an assessment of probable public transport ticket price inflation (3% per annum), total expenditure in 2007-08 is estimated at £21,000,000.

6.2.5   Over the longer term, it is difficult to accurately assess demand-led expenditure. A number of trends can, however, be identified which will impact on the cost of maintaining the Scheme over the next decade. The number of children in Northern Ireland aged 6 to 16 is expected to decrease from 275,000 in 2005 to 245,000 in 2015[23], thereby reducing the number eligible for half fare travel. This trend will, however, be outweighed by a larger change in the number of senior citizens aged 65 and over. Between 2005 and 2015, this demographic is projected to increase from 236,000 to 281,000[24].

6.2.6   Assuming all other details remain the same, including the average cost per concessionary journey of each category, the average number of concessionary journeys of each category, and the average take up rate of each category, these changes would reduce the cost of child concessions from £6,309,000 to £5,621,000 and increase the cost of senior citizen concessions from £10,042,000 to £11,957,000; a net increase of £1,230,000 per annum by 2015.

6.2.7   However, it should be noted that an increasingly healthy and active older population is likely to generate additional concessionary journeys. The average cost of public transport fares also increases each year. It therefore seems probable that the cost of funding the Scheme will increase further than the above figures suggest.

6.3   Option 2 – Reduce provision of concessionary travel

6.3.1   As has already been highlighted, it has not been possible, with the limited timeframe and information available for this review, to assess accurately the success of the Scheme in promoting social inclusion. Given the information that is available, it could also be argued that some of those who do benefit from the Scheme are not the most vulnerable or socially excluded members of the community. Consideration has therefore been given to the impact of reducing provision of concessionary travel.

6.3.2   It should be noted that any decision which involves the removal of existing benefits, particularly to groups such as senior citizens, children and people with disabilities, is likely to face opposition from a wide spectrum of public opinion. It should also be noted that commitments have already been made to continue to fund concessionary travel,

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[23] Mid Year Population Estimates 2005, Northern Ireland Statistics and Research Agency
[24] ibid

as detailed in 5.4 above. It is also possible, depending on the extent to which provision is reduced, that there would be a negative impact on those existing customers who do face social exclusion. However, any reduction in provision is likely to result in an easement of required resource. These resources could be used to fund alternative benefits that are more accurately targeted.

6.3.3   A number of changes could be made to the Scheme which would reduce the provision of concessionary travel.

Restrict concessionary fares to bus travel

6.3.4   The statutory minimum for concessionary travel in England, Scotland and Wales is based on bus travel only, although schemes operated by some Passenger Transport Executives include rail travel. Removing Northern Ireland Railways from the Scheme would therefore bring provision in Northern Ireland closer to that in the rest of the United Kingdom.

6.3.5   It is estimated that costs of approximately £3,000,000 could be saved in 2007-08, although it is likely that some customers would shift from travelling by rail to bus, to continue to obtain concessionary travel. It should be noted that the average cost to the Department of providing a concessionary journey on an Ulsterbus or Metro service is £0.94; the equivalent cost on a Northern Ireland Railways service is £3.47. Even if all existing concessionary journeys were transferred, from Northern Ireland Railways to Ulsterbus or Metro, it could be expected that costs would be reduced by approximately £2,000,000.

6.3.6   This option would be likely to reduce the positive differential impact of the Scheme on those aged 16 and under and 65 and over, people with disabilities and those with dependents.

Reduce free travel to half fare travel

6.3.7   This would reduce the existing positive differential impact of the Scheme on senior citizens aged 65 and over and people with disabilities, particularly those registered as blind and war disabled pensioners. It would, however, ensure equality of provision for all those eligible for concessionary travel. It is estimated that in the financial year 2007-08 this would reduce annual costs by approximately £6,000,000.

Free travel for senior citizens on low incomes

6.3.8   Given that the accuracy of the current Scheme has been questioned due to the provision of concessionary travel to all those aged 65 and over, consideration has been given to limiting this category to only those senior citizens already assessed as living on the lowest incomes.

6.3.9   As at 30 November 2005 there were 80,680 people in receipt of Pension Credit[25], aged 65 and over, resident in Northern Ireland. Assuming take up and usage rates similar to existing Senior SmartPass holders (83% and £51 per annum), limiting free travel to these senior citizens would reduce the annual cost of this category of concession by approximately £7,000,000, from £10,500,000 to £3,500,000.

6.3.10 This would reduce the positive differential impact on the Scheme on those aged 65 and over.

Discontinue the Scheme

6.3.11 Removing the provision of concessionary travel would result in the easement of significant future costs, however, this is likely to face considerable opposition and be perceived as a decision taken on purely financial grounds. It is also likely to result in a reduction in the number of journeys taken by public transport and thus negatively impact Translink's financial position. It is also accepted that removing all concessionary travel would remove the existing positive differential impacts of the Scheme, including for those customers at highest risk of, or liable to, social exclusion.

6.4   Option 3 – Introduce free travel for those aged 60 to 64

6.4.1   This option would bring the eligible age for senior citizens into line with that in the rest of the United Kingdom. It would also ensure that all those in receipt of a state pension in Northern Ireland would be eligible for free travel on public transport. It could be expected that this option would have a positive differential impact on those aged 60 to 64, as with the provision of free travel to those aged 65 and over, it is questionable whether this option could be considered to target resources at the most socially excluded.

6.4.2   It is likely that such an extension would be welcomed by elected representatives, many of whom have written to the Department on this subject. Senior citizens and related interest groups could also be expected to welcome free travel for those aged 60 to 64. It is possible that this option would increase expectations of future extensions of provision.

6.4.3   The following figures are based on the conservative assumption that senior citizens in this age group will on average apply for, and use, the Senior SmartPass at the same rate as senior citizens aged 65 and over.

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[25] Pension Credit Summary of Statistics, Department for Social Development, 30 November 2005

6.4.4 There were 84,105 senior citizens aged 60 to 64 in Northern Ireland in 2005[26]. Assuming an 83% take up rate, this option would create an additional 69,800 customers. At present the cost of issuing a Senior SmartPass is £5. The total cost of issuing SmartPasses to these customers would therefore be £349,000. The average cost of providing free travel for each Senior SmartPass holder was £51 per annum in 2005-06. On this basis, 69,800 new customers would cost an additional £3,560,000 in reimbursements to transport operators. The total actual cost has been estimated at £3,900,000 in the first financial year.

6.4.5 This proposal could, if desired, be developed on the understanding that the eligible age would be raised in line with existing and future plans to increase in the minimum eligible age for a state pension. This would reduce the likely increase in the cost of the Scheme in future years.

6.5 Option 4 – Introduce half fare travel for all those aged 16 and 17.

6.5.1 Children and young people have been identified as being at relatively high risk of poverty and social exclusion. Many are likely to be living on low or no income and often will not have access to a private car. Extending half fare travel for children to include all those aged 16 and 17 could be expected to benefit these individuals by addressing financial barriers to accessing public transport.

6.5.2 Approximately 53,000[27] people in Northern Ireland are aged either 16 or 17. It should be noted that some 16-year-olds already obtain half fare travel. As it has not been possible to identify how many 16-year-olds this relates to the total figure has been used to estimate likely costs.

6.5.3 Children aged 6 to 16 took an average of 33 half fare journeys in 2005-06, at an average cost per child of £23. Assuming a similar cost per person, 53,000 additional customers could be expected to cost £1,220,000 within the first financial year.

6.6 Option 5 – Introduce half fare travel for those in full-time education.

6.6.1 Introducing half fare travel for all those in full-time education could be expected to have a number of positive impacts. First, this option will disproportionately benefit children and young people. As outlined in Option 4 above, these individuals are at relatively high risk of social exclusion. Half fare travel could make accessing public transport more affordable. Second, it could encourage more people to continue in

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[26] Mid Year Population Estimates 2005, Northern Ireland Statistics and Research Agency
[27] Mid Year Population Estimates 2005, Northern Ireland Statistics and Research Agency

school or college after their period of compulsory education comes to an end, which in itself is considered likely to address social exclusion in the long term. It should, however, be noted that, children and young people not in full time education or training are considered most at risk of social exclusion. It could therefore be argued that it would be more appropriate to target concessions towards these individuals.

6.6.2   Translink already provides a commercial concession to full-time students aged 16 and over. The Translink Student Discount Card provides variable concessions of up to 30%, depending on the particular service. The Department of Employment and Learning also provides Education Maintenance Allowances (EMA) to those children aged 16 to 18 from relatively poor families who attend at least 15 hours of guided learning at a Further Education college or are in school full-time. The EMA is intended to cover associated costs including travel expenses.

6.6.3   Estimating the likely cost of this option is difficult as there is no equivalent category to extrapolate from. Children aged 6 to 16 are not required to obtain a SmartPass to avail of half fare travel, therefore a probable take up rate cannot be determined. It is also implausible to suggest that less than 10% of eligible students would avail of half fare travel if it were introduced, which is the present take up rate of the Half Fare SmartPass category.

6.6.4   There were approximately 100,000 people aged 16 and over in full-time education in Northern Ireland in 2004-05, the latest year for which figures have been obtained. Children aged 6 to 16 took an average of 33 half fare journeys in 2005-06, at an average cost per child of £23. Based on an additional 100,000 customers costing an average of £23, the total estimated cost of this option is £2,800,000 per annum. This includes £500,000 to issue SmartPasses, which would have to be done annually.

6.6.5   It should be noted that the number of additional customers and average annual cost are assumptions. As outlined in 6.5.2 above, a number of children aged 16 are already in receipt of half fare travel. It is possible that the additional customers eligible under this option would travel more frequently than the average child. It is also difficult to assess any trip generation caused by this concession as Translink already offer variable concessions to some individuals in full time education, as detailed in 6.6.2 above.

6.6.6   Providing half fare travel to those in full time education could be expected to have a positive differential impact on children and young people, women and, indirectly, those with dependent children.

6.7 Option 6 – Introduce free travel for those with disabilities

6.7.1　Those with disabilities have been identified as being at relatively high risk of social exclusion. Although extending the provision of free travel to Half Fare SmartPass holders could address some financial barriers, it would not address the problems of physical accessibility. Indeed, it is possible that using the required resources to introduce more accessible vehicles and stations could more successfully address this issue. However, it is expected that this option would have a positive differential impact on people with disabilities and those with dependents who have disabilities.

6.7.2　This option is likely to attract favourable attention and public support. It would also remove a differential in the rate of concession offered to different groups of people with disabilities, which has been criticised in the past.

6.7.3　In 2005-06 the cost of providing concessionary travel to Half Fare SmartPass holders was £507,000. Increasing the rate of concession from half fare to free is likely to cost considerably more than twice this amount. The following estimate is based on an average of the take up rate and usage figures for the existing free categories for people with disabilities, the Blind and War Disabled SmartPasses.

6.7.4　The current take up rate of the Half Fare SmartPass is less than 10%. It is assumed that the take up rate would improve if the concession were increased to free travel. The average take up rate of the Blind and War Disabled SmartPass categories is 33%. Based on an estimated total eligible population of 150,000 this option would generate an additional 37,000 customers, bringing the total to 49,000. The cost of providing SmartPasses to these additional customers would be £185,000.

6.7.5　The average cost per Half Fare SmartPass holder in 2005-06 was £42. Introducing free travel is likely to increase the number of journeys taken by these customers, and therefore the average cost per customer. However, operators are reimbursed on a 'no better, no worse off' basis, which takes into account the fact that concessionary travel generates additional journeys. It has therefore been assumed that the average cost per customer will double to £84. 49,000 customers costing an average of £84 equates to reimbursement costs of £4,116,000. The total cost in the first financial year is therefore estimated at £4,301,000, although it should be noted that this figure includes funds already allocated for the Half Fare SmartPass (£507,000 in 2005-06).

6.7.6　Requests have also been received by the Department to extend the number of people with disabilities eligible for concessionary travel. As stated in 2.2.4 above, the categories eligible for the Half Fare SmartPass were chosen on the basis of what was financially and administratively possible at the time. The three categories listed in the

Transport Act 2000 (England and Wales) which were not included were those who:
- Are profoundly or severely deaf;
- Are without speech; or
- Do not have arms or have long-term loss of the use of both arms.

6.7.7   There are also additional categories of people with disabilities who are eligible for concessionary travel in Scotland. These include those with mental health problems and the terminally ill.

6.7.8   The administrative issues surrounding the introduction of such categories remain. No register exists, as does for those who are blind or partially sighted. Requiring confirmation of a disability from a General Practitioner is unlikely to be welcomed by these professionals, who may charge for such services. Introducing a 'social model' approach, were an applicant 'declares' that they are eligible, without requiring further proof, as suggested by some interest groups, would be insufficiently robust. It is also impossible to determine how many additional customers would be eligible and therefore what additional resources would be required.

6.8   Option 7 – Introduce free travel for carers

6.8.1   The Department has received several requests that carers of people with disabilities be provided with concessionary travel on public transport.

6.8.2   This option could have a positive differential impact on people with disabilities, who may require assistance to travel on public transport. It could also have a positive differential impact on people with dependents who have disabilities. Carers are also recognised as being at risk of poverty themselves[28]. As with other options to extend provision, it is likely that this would be a popular decision.

6.8.3   Carers in the Republic of Ireland and some areas of Great Britain receive free travel on public transport. The concession is to the person with a disability, rather than the carer themselves, and is restricted to journeys taken accompanying them. It is unlikely that this system would work within the Scheme as it operates at present due to the limits of the ticketing technology and the requirement for all passengers to obtain a valid ticket to travel.

6.8.4   The following costs are therefore based on providing individuals in receipt of a Carers Allowance free travel on public transport. It should be noted that some of those in receipt of Carers Allowance will be caring for individuals who themselves are not eligible for concessionary

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[28] Bare Necessities. Poverty and Social Exclusion in Northern Ireland, Democratic Dialogue, October 2003

travel. It is assumed that the take up and usage rates of carers will be equivalent to those of the existing free categories for people with disabilities, the Blind and War Disabled SmartPasses.

6.8.5   Approximately 31,000 individuals in Northern Ireland received Carers Allowance in 2005[29]. Assuming a take up rate of 33% (the average of Blind and War Disabled categories) this equates to 10,000 new customers. Issuing SmartPasses to these customers would cost £50,000. The average cost of reimbursing travel costs incurred by Blind and War Disabled SmartPass holders was £100 in 2005-06. Based on this figure, 10,000 carers would cost £1,000,000. The total estimated cost of this option in the first financial year is therefore £1,050,000.

6.9   Option 8 – Introduce concessionary travel on other modes of transport

6.9.1   The analysis of the Scheme has highlighted a greater take up and use of the Senior SmartPass in urban, as opposed to rural, areas. As the Senior SmartPass represents 93% of all SmartPasses issued, and approximately half of all concessionary journeys taken, it is reasonable to assume that this pattern is indicative of the operation of the Scheme as a whole. The most likely explanation for this differential is the relative frequency and convenience of public transport services in urban as compared to rural areas. It is outside of the remit of this review to consider the provision of additional public transport services. There are, however, existing transport operators providing services in rural areas, which are not included in the Scheme. Consideration has been given to extending the provision of concessionary fares to journeys taken on community transport and taxi services.

6.9.2   The Conditions of Payment of the Scheme require operators seeking reimbursements for revenue forgone to:
- Operate under a road service operators licence granted under Part II of the Transport Act (Northern Ireland) 1967;
- Provide a service open to the general public; and
- Submit detailed, auditable accounts of each concessionary fare for which reimbursement is being claimed.

6.9.3   To date community transport and taxi companies have not been eligible for reimbursement of revenue forgone under the Scheme as they do not meet one or more of these criteria. They have therefore not provided concessionary fares equivalent to those offered under the Scheme, although they are free to do so if they choose. The following considerations are based on the most practical means of introducing concessionary travel without amending the Conditions of Payment of the Scheme.

[29] Carer's Allowance Summary of Statistics, Department for Social Development, 30 November 2005

Community Transport

6.9.4　The Department currently provides funding (for capital expenditure and up to 80% of revenue costs), through the Rural Transport Fund (RTF), for nineteen Rural Community Transport Partnerships (RCTPs) across Northern Ireland. The RCTPs operate not-for-profit, demand-responsive transport services for groups and individuals, using both minibuses and social car schemes. Services are restricted to members of the RCTP, although individuals may travel as part of a group, where the organisation is a member. In 2005-06 the RCTPs provided 561,881 passenger trips, receiving £1,493,227 in revenue support from the Department. This equates to a subsidy of £2.66 per passenger trip[30].

6.9.5　The least complicated means of introducing concessionary travel on services provided by the RCTPs would be to require them, as part of the terms and conditions of funding under the RTF, to provide equivalent concessions to those offered on mainstream public transport under the Scheme. Reimbursement of revenue forgone would be required and would be provided through the RTF, rather than through the Scheme.

6.9.6　It is difficult to estimate the likely cost of introducing concessionary fares on RCTP services. The RCTPs collected £703,000 in fares in 2005-06. Approximately 70% of the passengers would have been eligible for concessionary travel on mainstream public transport. However, the majority of passengers travel in groups, where an organisation has hired the vehicle. These journeys would not be eligible for concessionary fares.

6.9.7　It is estimated that a scheme for rural community transport would cost about £500,000 per annum. However it should be noted that there may be issues surrounding the capacity of the RCTPs to manage the additional demand generated. Also the RCTPs rely on funding from the Department to obtain vehicles and there could be requests for additional capital grants.

6.9.8　It should also be noted that the Department provides funding for urban demand-responsive services, through the new Door-2-Door Transport scheme. It is likely that there would be pressure for concessionary fares to be extended to these services as well.

6.9.9　Concessionary fares on community transport services would be likely to have a positive differential impact on people aged 65 and over and 16 and under, people with disabilities, women, Catholics and people with dependents.

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[30] Rural Transport Fund Annual Review 2005-06, Department for Regional Development, 2006

Taxis

6.9.10 Taxis are a convenient form of transport for many people who find mainstream public transport physically difficult to access, either due to a disability or lack of a convenient service. Taxis also represent an existing transport infrastructure in both rural and urban areas that does not require capital investment from the government.

6.9.11 A number of local governments and PTEs in the rest of the United Kingdom operate 'taxicard' schemes, which provide concessionary travel on taxis in parallel with conventional concessionary fares schemes on mainstream public transport. It has not been possible within the timeframe available for this review to establish firm proposals for a taxicard scheme in Northern Ireland. Should a decision be taken to extend concessionary travel to include journeys taken by taxi it is advised that a more complete assessment of the options and issues be undertaken to determine likely costs and administrative procedures. The following issues have been identified to inform a preliminary consideration.

6.9.12 At present, there are no limits on the concessionary travel customers can take on public transport. The cost of providing similarly unlimited concessionary travel on taxis could be very large. Most taxicard schemes specify the number of journeys a customer can take (usually 104 per annum, or two a week) and the value of the concession available per journey. It would be advisable to establish such limits in Northern Ireland, to enable costs to be effectively managed.

6.9.13 There are a number of options for administering a taxicard scheme, from paper-based vouchers to Smartcards. All have deficiencies which would either increase the risk of fraud or the cost of administration. There are also significant concerns regarding the audit of reimbursements claims from, potentially, a large number of small taxi companies.

6.9.14 It is likely that this option would have similar positive differential impacts as the Scheme in general.

6.10 Option 9 – Introduce half fare travel for those on low incomes

6.10.1 Although living on a low income does not automatically mean that an individual suffers from social exclusion, it is recognised that there is a correlation between the two. As has already been stated, concessionary travel on public transport could be useful in addressing the financial barriers that such individuals may face. Consideration has therefore been given to extending free travel to those in receipt of Income Support and Pension Credit.

6.10.2   Income Support is payable to those aged 16 to 60 whose income is below a minimum level set by Parliament. Pension Credit comes in two parts, guarantee credit and savings credit. Guarantee credit is payable to those aged 60 and over whose income is below a minimum level set by the Government. Savings credit is payable to those aged 65 and over with modest incomes and savings. Some individuals may still qualify for Pension Credit if they are severely disabled, have caring responsibilities, or have certain housing costs not covered by Housing Benefit.

6.10.3   As at 30 November 2005, there were 101,500[31] individuals in receipt of Income Support and 96,260[32] individuals in receipt of Pension Credit, in Northern Ireland. Assuming take up and usage rates equivalent to existing Half Fare SmartPass holders (10% and £42 per annum, respectively), the number of new customers would be approximately 20,000. In the first financial year it is estimated that this option would cost £940,000, £100,000 to issue SmartPasses and £840,000 in reimbursements to transport operators.

6.10.4   It should be noted that Income Support is intended to ensure a minimum guaranteed income, without discouraging individuals from earning such a level of income themselves. Providing concessionary travel to those on Income Support could discourage these individuals from gaining better-paid employment, by increasing the amount they must earn to off-set the loss of benefits. This is less likely to impact those in receipt of Pension Credit who must be aged at least 60 and are therefore less likely to be discouraged from paid employment.

6.10.5   Provision of concessionary travel to individuals in receipt of Income Support or Pension Credit could be expected to have a positive differential impact on women.

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[31]   Income Support, Summary of Statistics, Department for Social Development, 30 November 2005
[32]   Pension Credit, Summary of Statistics, Department for Social Development, 30 November 2005

6.11 Summary

6.11.1 Figure 28 below, provides a summary of the information outlined above.

Figure 28: Estimated cost and impact of each of the options identified

Option		Estimated additional cost or saving of each option	Estimated total annual cost (Base case + option)	Equality implications
Option 1. Base Case		-	£21,000,000	Positive impact on: 16 and under; 65 and over; People with disabilities; People with dependents.
Option 2. Reduce provision of concessionary travel	Restrict concessionary fares to bus travel	- £3,000,000	£18,000,000	Reduced positive impact on: 16 and under; 65 and over; People with disabilities; People with dependents.
	Reduce free travel to half fare	- £6,000,000	£15,000,000	Reduced positive impact on: 65 and over; People with disabilities.
	Free travel only for senior citizens on low incomes	- £7,000,000	£14,000,000	Reduced positive impact on: 65 and over;
Option 2. Reduce provision of concessionary travel	Discontinue the Scheme	- £21,000,000	£0	Remove positive impact on: 16 and under; 65 and over; People with disabilities; People with dependents.

Figure 28 continued.

Option	Estimated additional cost or saving of each option	Estimated total annual cost (Base case + option)	Equality implications
Option 3. Free travel for senior citizens aged 60 to 64	£3,900,000	£24,900,000	Positive impact on: Aged 60 to 64.
Option 4. Half fare travel for those aged 16 and 17	£1,220,000	£22,220,000	Positive impact on: 17 and under.
Option 5. Half fare for those in full-time education	£23,800,000 *This figure is a best guess and includes £500,000 per annum to issue SmartPasses. It is difficult to estimate with any precision the level of costs that would be generated by this option.*	£2,800,000	Positive impact on: Children and young people; Women; People with dependents.
Option 6. Free travel for those with disabilities	£3,700,000	£24,700,000	Positive impact on: People with disabilities; People with dependents.
Option 7. Free travel for carers	£1,050,000	£22,050,000	Positive impact on: People with disabilities; People with dependents.
Option 8. Concessionary travel on other modes of transport	It has not been possible to determine the likely cost of this option. Further consideration is advised.	-	Positive impact on: 16 and under; 65 and over; People with disabilities; People with dependents; Women; Catholics.
Option 9. Half fare travel for those on low incomes	£940,000	£21,940,000	Positive impact on: Women.

7.0 CONCLUSIONS

7.1.1   It has not been possible to determine if the scheme achieves its aim of combating social exclusion.

7.1.2   The Scheme primarily benefits senior citizens and children, although individual Blind and War Disabled customers make most use.

7.1.3   It is questionable whether the existing eligible categories and relative levels of concession accurately target those groups most at risk or liable to social exclusion.

7.1.4   The cost of the Scheme has increased considerably in recent years and is likely to continue to do so in the future.

7.1.5   A number of individuals and groups have expressed a wish to see the Scheme extended further. Some of the options identified target groups at relative risk of social exclusion, some do not. As with the Scheme in general, it has not been possible to determine if any of the options will combat social exclusion.

Appendix A

Costs of the Northern Ireland Concessionary Fares Scheme

Category	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07 (projection)
Senior Citizen				£9,571,000	£10,042,000	£10,805,000
Cross Border (1)				£606,000	£594,000	£650,000
Blind				£198,000	£205,000	£222,000
War Disabled				£70,000	£80,000	£85,000
Children				£6,042,000	£6,309,000	£6,679,000
Half Fare				£342,000	£507,000	£549,000
Administration (2)				£261,000	£76,000	£71,000
Sub-total	£12,509,000	£15,221,000	£16,117,000	£17,090,000	£17,813,000	£19,061,000
Other operators (3)	£180,000	£214,000	£243,000	£259,000	£274,000	£341,000
Total expenditure	£12,689,000	£15,435,000	£16,360,000	£17,349,000	£18,087,000	£19,402,000
Percentage increase year-on-year		22%	6%	6%	4%	7%
Departmental staff costs (4)	£112,000	£115,000	£119,000	£123,000	£127,000	£131,000
External audit (5)	£8,000	£8,000	£8,000	£8,000	£8,000	£8,000
Total ancillary costs (6)	£120,000	£123,000	£127,000	£131,000	£135,000	£139,000
Total estimated cost to Department	£12,809,000	£15,558,000	£16,487,000	£17,480,000	£18,222,000	£19,541,000

Source: Departmental accounts

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Appendix A

Technical problems involving the introduction of a new ticketing system and changes to the provision of concessionary fares prevent the disaggregation of reimbursements to Translink prior to financial year 2004/05.

(1) Payments to Translink and Córas Iompair Éireann for Northern Ireland section of cross border journeys made by Northern Ireland Senior, Blind and War Disabled SmartPass holders and children. Disaggregation of reimbursement by category is not available within the requested timeframe.

(2) Includes: SmartPass purchase and printing; Translink staff costs; marketing/ advertising; and other administration costs, for example postage.

(3) Includes: Airporter; Ards Tours; B&C Coaches; Cavehill Coaches; Logan's Executive Travel; Londonderry & Lough Swilly Railway Company; and McAnulty's Coach Hire. Disaggregation of reimbursement by category is not available within the requested timeframe.

(4) Grade 7 (20%), DP (66%), DP (20%), SO (100%), SO (20%), EO1 (100%), EO1 (20%), EO2 (20%) and 2 AO's (20%). Figures based on percentage of Departmental staff time spent on the Scheme. Ready reckoner used for 2005/06 and 2006/07. Previous years based on estimate of 3% wage inflation.

(5) Cost of external audit is estimated at £8,000 per annum. Exact figure is not available as contract includes other work.

(6) Departmental staff and external audit costs are not accounted for within the Scheme's budget. They are, however, expenses that could, notionally, be eliminated, were the Department to cease providing concessionary fares.

Appendix B

Number of Smartpasses issued by gender and type of pass

Gender	Half Fare		Blind		War Disabled		Senior		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Male	5,365	44.5	736	49.6	1,268	92.7	85,583	43.4	92,952	43.8
Female	6,693	55.5	747	50.4	100	7.3	111,626	56.6	119,166	56.2
Total	12,058	100.0	1,483	100.0	1,368	100.0	197,209	100.0	212,118	100.0

Source: Translink

Average number of transactions in 2005-06 by gender and type of pass

	Half Fare		Blind		War Disabled		Senior		Total	Mean
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
Male	5,365	59	736	76	1,268	36	85,583	34	92,952	35
Female	6,693	53	747	51	100	29	111,626	42	119,166	42
Total	12,058	56	1,483	64	1,368	36	197,209	38	212,118	39

Source: Translink

Appendix B

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 cases were removed from the data received from Translink due to validation issues.

Appendix C

Number of Smartpasses issued by age and type of pass including 'Age unknown'1

Age	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number	**%**	**Number**	**%**	**Number**	**%**
16 to 19	252	2.1			266	0.1
20 to 24	507	4.2			533	0.3
25 to 29	549	4.6			581	0.3
30 to 34	678	5.6			753	0.4
35 to 39	921	7.6			1,053	0.5
40 to 44	1,208	10.0			1,407	0.7
45 to 49	1,282	10.6			1,546	0.7
50 to 54	1,424	11.8			1,672	0.8
55 to 59	2,009	16.7			2,306	1.1
60 to 64	2,848	23.6			3,248	1.5
65 to 692	380	3.2	52,255	26.5	52,909	24.9
70 to 74			53,451	27.1	53,509	25.2
75 to 79			43,724	22.2	43,780	20.6
80 to 84			29,566	15.0	29,619	14.0
85 to 89			13,490	6.8	13,560	6.4
90 to 94			4,089	2.1	4,119	1.9
95+			634	0.3	646	0.3
Age unknown1					611	0.3
Total	12,058	100.0	197,209	100.0	212,118	100.0

Source: Translink

Blind and War Disabled pass holders are not shown separately in the 5 year age band table above. This is due to small numbers for these groups when broken down into five year age bands. A separate table is shown below where the age bands have been aggregated into 16-39, 40-64 and 65+. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

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[1] Age unknown - There were a large number of invalid ages (611) for people holding a Blind Smartpass but other data such as gender were valid. These cases have been included (under 'Age unknown') in one set of tables and excluded from the other.

[2] Age at 31st March 2006. Therefore Half Fare pass holders in the 65 to 69 or 65+ age groups are valid as they were 64 for part of the 2005-06 period.

Appendix C

Aggregated Age Bands	Half Fare		Blind		War Disabled		Senior		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
16 to 39	2,907	24.1	167	11.3	112	8.2			3,186	1.5
40 to 64	8,771	72.7	368	24.8	1,040	76.0			10,179	4.8
65+[2]	380	3.2	337	22.7	216	15.8	197,209	100.0	198,142	93.4
Age unknown[1]			611	41.2					611	0.3
Total	12,058	100.0	1,483	100.0	1,368	100.0	197,209	100.0	212,118	100.0

Source: Translink

Appendix C

Number of Smartpasses issued by age and type of pass excluding 'Age unknown'[1]

Age	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number	%	Number	%	Number	%
16 to 19	252	2.1			266	0.1
20 to 24	507	4.2			533	0.3
25 to 29	549	4.6			581	0.3
30 to 34	678	5.6			753	0.4
35 to 39	921	7.6			1,053	0.5
40 to 44	1,208	10.0			1,407	0.7
45 to 49	1,282	10.6			1,546	0.7
50 to 54	1,424	11.8			1,672	0.8
55 to 59	2,009	16.7			2,306	1.1
60 to 64	2,848	23.6			3,248	1.5
65 to 69[2]	380	3.2	52,255	26.5	52,909	25.0
70 to 74			53,451	27.1	53,509	25.3
75 to 79			43,724	22.2	43,780	20.7
80 to 84			29,566	15.0	29,619	14.0
85 to 89			13,490	6.8	13,560	6.4
90 to 94			4,089	2.1	4,119	1.9
95+			634	0.3	646	0.3
Total	12,058	100.0	197,209	100.0	211,507	100.0

Source: Translink

Blind and War Disabled pass holders are not shown separately in the 5 year age band table above. This is due to small numbers for these groups when broken down into five year age bands. A separate table is shown below where the age bands have been aggregated into 16-39, 40-64 and 65+. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix C

Aggregated Age Bands	Half Fare		Blind		War Disabled		Senior		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
16 to 39	2,907	24.1	167	19.2	112	8.2			3,186	1.5
40 to 64	8,771	72.7	368	42.2	1,040	76.0			10,179	4.8
65+2	380	3.2	337	38.6	216	15.8	197,209	100.0	198,142	93.7
Total	12,058	100.0	872	100.0	1,368	100.0	197,209	100.0	211,507	100.0

Source: Translink

Appendix C

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 cases were removed from the data received from Translink due to validation issues.

Appendix D

Number of Smartpasses issued by Local Government District (LGD) and type of pass excluding 'Postcode unknown'1

LGD	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number	%	Number	%	Number	%
Antrim	314	2.7	4,561	2.3	4,938	2.4
Ards	466	4.0	9,200	4.7	9,814	4.7
Armagh	266	2.3	5,280	2.7	5,636	2.7
Ballymena	247	2.1	6,932	3.5	7,255	3.5
Ballymoney	157	1.3	2,763	1.4	2,946	1.4
Banbridge	253	2.2	4,477	2.3	4,789	2.3
Belfast	2,770	23.6	39,127	20.0	42,401	20.2
Carrickfergus	302	2.6	4,950	2.5	5,320	2.5
Castlereagh	453	3.9	10,612	5.4	11,213	5.3
Coleraine	319	2.7	7,177	3.7	7,590	3.6
Cookstown	166	1.4	2,453	1.3	2,684	1.3
Craigavon	628	5.3	9,438	4.8	10,218	4.9
Derry	835	7.1	9,444	4.8	10,411	5.0
Down	463	3.9	6,902	3.5	7,422	3.5
Dungannon	305	2.6	4,525	2.3	4,933	2.4
Fermanagh	250	2.1	5,001	2.6	5,339	2.5
Larne	179	1.5	4,247	2.2	4,480	2.1
Limavady	202	1.7	2,444	1.3	2,691	1.3
Lisburn	681	5.8	12,303	6.3	13,152	6.3
Magherafelt	172	1.5	3,133	1.6	3,350	1.6
Moyle	93	0.8	1,663	0.9	1,773	0.8
Newry and Mourne	625	5.3	8,354	4.3	9,062	4.3
Newtownabbey	488	4.2	11,001	5.6	11,661	5.6
North Down	551	4.7	11,944	6.1	12,632	6.0
Omagh	310	2.6	3,989	2.0	4,387	2.1
Strabane	247	2.1	3,416	1.7	3,740	1.8
Total	11,742	100.0	195,336	100.0	209,837	100.0

Source: Translink

Blind and War Disabled pass holders are not shown separately in the Local Government District (LGD) table above. This is due to small numbers for these groups when broken down into LGDs. A separate table is shown below where the LGDs have been aggregated into NUTS Level III2 groupings. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix D

Number of Smartpasses issued by NUTS Level III2 and type of pass excluding 'Postcode unknown'[1]

NUTS Level III2	Half Fare		Blind		War Disabled		Senior		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Belfast	2,770	23.6	328	23.3	176	13.0	39,127	20.0	42,401	20.2
Outer Belfast	2,475	21.1	357	25.3	336	24.9	50,810	26.0	53,978	25.7
East of Northern Ireland	2,550	21.7	284	20.2	325	24.1	45,757	23.4	48,916	23.3
North of Northern Ireland	1,853	15.8	227	16.1	164	12.1	26,907	13.8	29,151	13.9
West and South of Northern Ireland	2,094	17.8	213	15.1	349	25.9	32,735	16.8	35,391	16.9
Total	11,742	100.0	1,409	100.0	1,350	100.0	195,336	100.0	209,837	100.0

Source: Translink

Appendix D

Number of Smartpasses issued by Local Government District (LGD) and type of pass including 'Postcode unknown'1

LGD	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number	%	Number	%	Number	%
Antrim	314	2.6	4,561	2.3	4,938	2.3
Ards	466	3.9	9,200	4.7	9,814	4.6
Armagh	266	2.2	5,280	2.7	5,636	2.7
Ballymena	247	2.0	6,932	3.5	7,255	3.4
Ballymoney	157	1.3	2,763	1.4	2,946	1.4
Banbridge	253	2.1	4,477	2.3	4,789	2.3
Belfast	2,770	23.0	39,127	19.8	42,401	20.0
Carrickfergus	302	2.5	4,950	2.5	5,320	2.5
Castlereagh	453	3.8	10,612	5.4	11,213	5.3
Coleraine	319	2.6	7,177	3.6	7,590	3.6
Cookstown	166	1.4	2,453	1.2	2,684	1.3
Craigavon	628	5.2	9,438	4.8	10,218	4.8
Derry	835	6.9	9,444	4.8	10,411	4.9
Down	463	3.8	6,902	3.5	7,422	3.5
Dungannon	305	2.5	4,525	2.3	4,933	2.3
Fermanagh	250	2.1	5,001	2.5	5,339	2.5
Larne	179	1.5	4,247	2.2	4,480	2.1
Limavady	202	1.7	2,444	1.2	2,691	1.3
Lisburn	681	5.6	12,303	6.2	13,152	6.2
Magherafelt	172	1.4	3,133	1.6	3,350	1.6
Moyle	93	0.8	1,663	0.8	1,773	0.8
Newry and Mourne	625	5.2	8,354	4.2	9,062	4.3
Newtownabbey	488	4.0	11,001	5.6	11,661	5.5
North Down	551	4.6	11,944	6.1	12,632	6.0
Omagh	310	2.6	3,989	2.0	4,387	2.1
Strabane	247	2.0	3,416	1.7	3,740	1.8
Postcode unknown1	316	2.6	1,873	0.9	2,281	1.1
Total	12,058	100.0	197,209	100.0	212,118	100.0

Source: Translink

Blind and War Disabled pass holders are not shown separately in the LGD table above. This is due to small numbers for these groups when broken down into LGDs. A separate table is shown below where the LGDs have been aggregated into NUTS Level III2 groupings. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix D

Number of Smartpasses issued by NUTS Level III2 and type of pass including 'Postcode unknown'[1]

NUTS Level III2	Half Fare		Blind		War Disabled		Senior		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Belfast	2,770	23.0	328	22.1	176	12.9	39,127	19.8	42,401	20.0
Outer Belfast	2,475	20.5	357	24.1	336	24.6	50,810	25.8	53,978	25.4
East of Northern Ireland	2,550	21.1	284	19.2	325	23.8	45,757	23.2	48,916	23.1
North of Northern Ireland	1,853	15.4	227	15.3	164	12.0	26,907	13.6	29,151	13.7
West and South of Northern Ireland	2,094	17.4	213	14.4	349	25.5	32,735	16.6	35,391	16.7
Postcode unknown[1]	316	2.6	74	5.0	18	1.3	1,873	0.9	2,281	1.1
Total	12,058	100.0	1,483	100.0	1,368	100.0	197,209	100.0	212,118	100.0

Source: Translink

Appendix D

[1] Postcode unknown are cases where the postcode could not be matched to a Local Government District area.

[2] NUTS (Nomenclature of Units for Territorial Statistics) is a European hierarchical classification of spatial units, comprising 5 levels, used for collecting, developing, harmonising and comparing the European Union's regional statistics.

For NUTS Level III geographical groupings, LGDs in Northern Ireland have been allocated into 5 areas as follows:

Belfast	Belfast LGD
Outer Belfast	Carrickfergus, Castlereagh, Lisburn, Newtownabbey, North Down LGDs
East of Northern Ireland	Antrim, Ards, Ballymena, Banbridge, Craigavon, Down, Larne LGDs
North of Northern Ireland	Ballymoney, Coleraine, Derry, Limavady, Moyle, Strabane LGDs
West and South of Northern Ireland	Armagh, Cookstown, Dungannon, Fermanagh, Magherafelt, Newry and Mourne, Omagh LGDs

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 caseswere removed from the data received from Translink due to validation issues.

Appendix E

Percentage take up rate of Senior Smartpasses in each Local Government District (LGD)

LGD	Number of Senior Smartpasses Issued1	2005 Mid Year Estimate of Population aged 65 and over	Percentage take up rate of Senior Smartpasses
Antrim	4,561	5,702	80
Ards	9,200	11,085	83
Armagh	5,280	7,357	72
Ballymena	6,932	9,298	75
Ballymoney	2,763	4,029	69
Banbridge	4,477	5,637	79
Belfast	39,127	40,985	95
Carrickfergus	4,950	5,498	90
Castlereagh	10,612	11,140	95
Coleraine	7,177	8,767	82
Cookstown	2,453	4,110	60
Craigavon	9,438	11,038	86
Derry	9,444	11,291	84
Down	6,902	8,928	77
Dungannon	4,525	6,391	71
Fermanagh	5,001	8,448	59
Larne	4,247	4,769	89
Limavady	2,444	3,577	68
Lisburn	12,303	13,966	88
Magherafelt	3,133	4,865	64
Moyle	1,663	2,552	65
Newry and Mourne	8,354	10,903	77
Newtownabbey	11,001	12,100	91
North Down	11,944	13,018	92
Omagh	3,989	5,964	67
Strabane	3,416	4,847	70
Postcode unknown[2]	1,873		
Total	197,209	236,265	83

Source: Translink and NISRA (Mid Year Estimates)

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Appendix E

[1] Number of Senior Smartpasses issued to people who were aged 65 and over on or before 31st March 2006.

[2] Postcode unknown are cases where the postcode could not be matched to a Local Government District area.

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 cases were removed from the data received from Translink due to validation issues.

Appendix F

Average number of transactions in 2005-06 by age and type of pass including 'Age unknown'[1]

Age	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
16 to 19	252	42		.	266	42
20 to 24	507	71		.	533	73
25 to 29	549	73		.	581	71
30 to 34	678	67		.	753	65
35 to 39	921	68		.	1,053	67
40 to 44	1,208	57		.	1,407	56
45 to 49	1,282	60		.	1,546	59
50 to 54	1,424	53		.	1,672	51
55 to 59	2,009	52		.	2,306	52
60 to 64	2,848	50		.	3,248	49
65 to 692	380	31	52,255	37	52,909	37
70 to 74		.	53,451	42	53,509	42
75 to 79		.	43,724	42	43,780	42
80 to 84		.	29,566	36	29,619	36
85 to 89		.	13,490	27	13,560	26
90 to 94		.	4,089	16	4,119	16
95+		.	634	10	646	9
Age unknown[1]		.		.	611	65
Total	12,058	56	197,209	38	212,118	39

Source: Translink

Blind and War Disabled pass holders are not shown separately in the 5 year age band table above. This is due to small numbers for these groups when broken down into five year age bands. A separate table is shown below where the age bands have been aggregated into 16-39, 40-64 and 65+. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Aggregated Age Bands	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
16 to 39	2,907	67	167	74	112	41		.	3,186	66
40 to 64	8,771	53	368	82	1,040	35		.	10,179	53
65+2	380	31	337	37	216	35	197,209	38	198,142	38
Age unknown1		.	611	65		.		.	611	65
Total	12,058	56	1,483	64	1,368	36	197,209	38	212,118	39

Source: Translink

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Appendix F

Average number of transactions in 2005-06 by age and type of pass excluding 'Age unknown'[1]

Age	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
16 to 19	252	42		.	266	42
20 to 24	507	71		.	533	73
25 to 29	549	73		.	581	71
30 to 34	678	67		.	753	65
35 to 39	921	68		.	1,053	67
40 to 44	1,208	57		.	1,407	56
45 to 49	1,282	60		.	1,546	59
50 to 54	1,424	53		.	1,672	51
55 to 59	2,009	52		.	2,306	52
60 to 64	2,848	50		.	3,248	49
65 to 69[2]	380	31	52,255	37	52,909	37
70 to 74		.	53,451	42	53,509	42
75 to 79		.	43,724	42	43,780	42
80 to 84		.	29,566	36	29,619	36
85 to 89		.	13,490	27	13,560	26
90 to 94		.	4,089	16	4,119	16
95+		.	634	10	646	9
Total	12,058	56	197,209	38	211,507	39

Source: Translink

Appendix F

Blind and War Disabled pass holders are not shown separately in the 5 year age band table above. This is due to small numbers for these groups when broken down into five year age bands. A separate table is shown below where the age bands have been aggregated into 16-39, 40-64 and 65+. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix F

Aggregated Age Bands	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
16 to 39	2,907	67	167	74	112	41		.	3,186	66
40 to 64	8,771	53	368	82	1,040	35		.	10,179	53
65+2	380	31	337	37	216	35	197,209	38	198,142	38
Total	12,058	56	872	63	1,368	36	197,209	38	211,507	39

Source: Translink

Appendix F

[1] Age unknown - There were a large number of invalid ages (611) for people holding a Blind Smartpass but other data such as gender were valid. These cases have been included (under 'Age unknown') in one set of tables and excluded from the other.

[2] Age at 31st March 2006. Therefore Half Fare pass holders in the 65 to 69 or 65+ age groups are valid as they were 64 for part of the 2005-06 period.

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 cases were removed from the data received from Translink due to validation issues.

Appendix G

Average number of transactions in 2005-06 by Local Government District (LGD) and type of pass excluding 'Postcode unknown'[1]

LGD	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
Antrim	314	60	4,561	30	4,938	32
Ards	466	59	9,200	27	9,814	28
Armagh	266	28	5,280	10	5,636	11
Ballymena	247	38	6,932	18	7,255	19
Ballymoney	157	24	2,763	10	2,946	11
Banbridge	253	42	4,477	18	4,789	20
Belfast	2,770	75	39,127	75	42,401	75
Carrickfergus	302	56	4,950	33	5,320	34
Castlereagh	453	85	10,612	65	11,213	66
Coleraine	319	41	7,177	21	7,590	22
Cookstown	166	16	2,453	7	2,684	8
Craigavon	628	48	9,438	29	10,218	30
Derry	835	47	9,444	41	10,411	42
Down	463	47	6,902	19	7,422	20
Dungannon	305	32	4,525	14	4,933	15
Fermanagh	250	28	5,001	9	5,339	10
Larne	179	66	4,247	35	4,480	36
Limavady	202	25	2,444	14	2,691	15
Lisburn	681	66	12,303	39	13,152	41
Magherafelt	172	33	3,133	9	3,350	10
Moyle	93	30	1,663	13	1,773	14
Newry and Mourne	625	41	8,354	17	9,062	19
Newtownabbey	488	72	11,001	48	11,661	50
North Down	551	72	11,944	39	12,632	41
Omagh	310	38	3,989	13	4,387	15
Strabane	247	29	3,416	12	3,740	14
Total	11,742	56	195,336	38	209,837	39

Source: Translink

Blind and War Disabled pass holders are not shown separately in the Local Government District (LGD) table above. This is due to small numbers for these groups when broken down into LGDs. A separate table is shown below where the LGDs have been aggregated into NUTS Level III2 groupings. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix G

Average number of transactions in 2005-06 by NUTS Level III2 and type of pass excluding 'Postcode unknown'[1]

NUTS Level III2	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
Belfast	2,770	75	328	84	176	76	39,127	75	42,401	75
Outer Belfast	2,475	71	357	101	336	47	50,810	46	53,978	47
East of Northern Ireland	2,550	51	284	48	325	35	45,757	25	48,916	26
North of Northern Ireland	1,853	39	227	36	164	23	26,907	25	29,151	26
West and South of Northern Ireland	2,094	33	213	30	349	12	32,735	12	35,391	14
Total	11,742	56	1,409	65	1,350	36	195,336	38	209,837	39

Source: Translink

Appendix G

Average number of transactions in 2005-06 by Local Government District (LGD) and type of pass including 'Postcode unknown'[1]

LGD	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
Antrim	314	60	4,561	30	4,938	32
Ards	466	59	9,200	27	9,814	28
Armagh	266	28	5,280	10	5,636	11
Ballymena	247	38	6,932	18	7,255	19
Ballymoney	157	24	2,763	10	2,946	11
Banbridge	253	42	4,477	18	4,789	20
Belfast	2,770	75	39,127	75	42,401	75
Carrickfergus	302	56	4,950	33	5,320	34
Castlereagh	453	85	10,612	65	11,213	66
Coleraine	319	41	7,177	21	7,590	22
Cookstown	166	16	2,453	7	2,684	8
Craigavon	628	48	9,438	29	10,218	30
Derry	835	47	9,444	41	10,411	42
Down	463	47	6,902	19	7,422	20
Dungannon	305	32	4,525	14	4,933	15
Fermanagh	250	28	5,001	9	5,339	10
Larne	179	66	4,247	35	4,480	36
Limavady	202	25	2,444	14	2,691	15
Lisburn	681	66	12,303	39	13,152	41
Magherafelt	172	33	3,133	9	3,350	10
Moyle	93	30	1,663	13	1,773	14
Newry and Mourne	625	41	8,354	17	9,062	19
Newtownabbey	488	72	11,001	48	11,661	50
North Down	551	72	11,944	39	12,632	41
Omagh	310	38	3,989	13	4,387	15
Strabane	247	29	3,416	12	3,740	14
Postcode unknown[1]	316	62	1,873	32	2,281	36
Total	12,058	56	197,209	38	212,118	39

Source: Translink

Appendix G

Blind and War Disabled pass holders are not shown separately in the LGD table above. This is due to small numbers for these groups when broken down into LGDs. A separate table is shown below where the LGDs have been aggregated into NUTS Level III2 groupings. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix G

Average number of transactions in 2005-06 by NUTS Level III2 and type of pass including 'Postcode unknown'[1]

NUTS Level III2	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions	Number of Passes	Average number of transactions
Belfast	2,770	75	328	84	176	76	39,127	75	42,401	75
Outer Belfast	2,475	71	357	101	336	47	50,810	46	53,978	47
East of Northern Ireland	2,550	51	284	48	325	35	45,757	25	48,916	26
North of Northern Ireland	1,853	39	227	36	164	23	26,907	25	29,151	26
West and South of Northern Ireland	2,094	33	213	30	349	12	32,735	12	35,391	14
Postcode unknown1	316	62	74	32	18	6	1,873	32	2,281	36
Total	12,058	56	1,483	64	1,368	36	197,209	38	212,118	39

Source: Translink

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Appendix G

[1] Postcode unknown are cases where the postcode could not be matched to a Local Government District area.

[2] NUTS (Nomenclature of Units for Territorial Statistics) is a European hierarchical classification of spatial units, comprising 5 levels, used for collecting, developing, harmonising and comparing the European Union's regional statistics.

For NUTS Level III geographical groupings, LGDs in Northern Ireland have been allocated into 5 areas as follows:

Belfast	Belfast LGD
Outer Belfast	Carrickfergus, Castlereagh, Lisburn, Newtownabbey, North Down LGDs
East of Northern Ireland	Antrim, Ards, Ballymena, Banbridge, Craigavon, Down, Larne LGDs
North of Northern Ireland	Ballymoney, Coleraine, Derry, Limavady, Moyle, Strabane LGDs
West and South of Northern Ireland	Armagh, Cookstown, Dungannon, Fermanagh, Magherafelt, Newry and Mourne, Omagh LGDs

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 cases were removed from the data received from Translink due to validation issues.

Appendix H

The 'Number of transactions in 2005-06' bands have been produced as follows:

All the people who had not used their Smartpass in 2005-06 are in the 'No transactions' group.

All the remaining people, who had used their Smartpass at least once in 2005-06, were divided equally into 4 groups using the transaction quartiles

(25th percentile = 4 transactions, 50th percentile = 19 transactions, 75th percentile = 82 transactions) which gives the following groups:

1 to 4 transactions in 2005-06 - Low usage

5 to 19 transactions in 2005-06 - Low to medium usage

20 to 82 transactions in 2005-06 - Medium to high usage

83 or more transactions in 2005-06 - High usage

Appendix H

Number of transactions in 2005-06 by Five Year Age Band

Age	No transactions		Low usage (1 to 4 transactions)		Low to Medium usage (5 to 19 transactions)		Medium to High usage (20 to 82 transactions)		High usage (83 or more transactions)		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
16 to 19	101	38.0	33	12.4	48	18.0	39	14.7	45	16.9	266	100.0
20 to 24	139	26.1	51	9.6	73	13.7	121	22.7	149	28.0	533	100.0
25 to 29	161	27.7	51	8.8	102	17.6	121	20.8	146	25.1	581	100.0
30 to 34	228	30.3	79	10.5	116	15.4	152	20.2	178	23.6	753	100.0
35 to 39	296	28.1	118	11.2	177	16.8	201	19.1	261	24.8	1,053	100.0
40 to 44	447	31.8	179	12.7	215	15.3	275	19.5	291	20.7	1,407	100.0
45 to 49	497	32.1	202	13.1	239	15.5	287	18.6	321	20.8	1,546	100.0
50 to 54	564	33.7	216	12.9	253	15.1	325	19.4	314	18.8	1,672	100.0
55 to 59	811	35.2	289	12.5	354	15.4	416	18.0	436	18.9	2,306	100.0
60 to 64	1,072	33.0	465	14.3	491	15.1	607	18.7	613	18.9	3,248	100.0
65 to 69	20,721	39.2	8,985	17.0	9,131	17.3	7,641	14.4	6,431	12.2	52,909	100.0
70 to 74	22,582	42.2	7,970	14.9	8,053	15.0	7,449	13.9	7,455	13.9	53,509	100.0
75 to 79	20,987	47.9	5,515	12.6	5,514	12.6	5,480	12.5	6,284	14.4	43,780	100.0
80 to 84	16,732	56.5	3,070	10.4	3,032	10.2	3,106	10.5	3,679	12.4	29,619	100.0
85 to 89	8,970	66.2	1,128	8.3	1,106	8.2	1,119	8.3	1,237	9.1	13,560	100.0
90 to 94	3,161	76.7	268	6.5	238	5.8	222	5.4	230	5.6	4,119	100.0
95+	559	86.5	28	4.3	18	2.8	14	2.2	27	4.2	646	100.0
Age unknown[1]	243	39.8	61	10.0	72	11.8	105	17.2	130	21.3	611	100.0
Total	98,271	46.3	28,708	13.5	29,232	13.8	27,680	13.0	28,227	13.3	212,118	100.0

Source: Translink

Appendix H

Number of transactions in 2005-06 by Local Government District (LGD)

LGD	No transactions		Low usage (1 to 4 transactions)		Low to Medium usage (5 to 19 transactions)		Medium to High usage (20 to 82 transactions)		High usage (83 or more transactions)		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Antrim	2,453	49.7	711	14.4	627	12.7	596	12.1	551	11.2	4,938	100.0
Ards	4,845	49.4	1,456	14.8	1,399	14.3	1,162	11.8	952	9.7	9,814	100.0
Armagh	3,439	61.0	928	16.5	660	11.7	393	7.0	216	3.8	5,636	100.0
Ballymena	4,287	59.1	1,005	13.9	844	11.6	635	8.8	484	6.7	7,255	100.0
Ballymoney	1,861	63.2	429	14.6	353	12.0	209	7.1	94	3.2	2,946	100.0
Banbridge	2,656	55.5	681	14.2	621	13.0	489	10.2	342	7.1	4,789	100.0
Belfast	13,525	31.9	4,308	10.2	6,023	14.2	7,921	18.7	10,624	25.1	42,401	100.0
Carrickfergus	2,372	44.6	698	13.1	796	15.0	809	15.2	645	12.1	5,320	100.0
Castlereagh	3,971	35.4	1,317	11.7	1,735	15.5	1,881	16.8	2,309	20.6	11,213	100.0
Coleraine	3,841	50.6	1,242	16.4	1,102	14.5	835	11.0	570	7.5	7,590	100.0
Cookstown	1,809	67.4	388	14.5	280	10.4	154	5.7	53	2.0	2,684	100.0
Craigavon	4,772	46.7	1,672	16.4	1,477	14.5	1,208	11.8	1,089	10.7	10,218	100.0
Derry	4,499	43.2	1,476	14.2	1,462	14.0	1,449	13.9	1,525	14.6	10,411	100.0
Down	3,947	53.2	1,054	14.2	1,077	14.5	832	11.2	512	6.9	7,422	100.0
Dungannon	2,873	58.2	744	15.1	618	12.5	460	9.3	238	4.8	4,933	100.0
Fermanagh	3,350	62.7	771	14.4	651	12.2	396	7.4	171	3.2	5,339	100.0
Larne	2,103	46.9	673	15.0	575	12.8	543	12.1	586	13.1	4,480	100.0
Limavady	1,533	57.0	401	14.9	393	14.6	232	8.6	132	4.9	2,691	100.0
Lisburn	5,980	45.5	1,738	13.2	1,824	13.9	1,753	13.3	1,857	14.1	13,152	100.0
Magherafelt	2,156	64.4	470	14.0	405	12.1	216	6.4	103	3.1	3,350	100.0
Moyle	1,066	60.1	264	14.9	212	12.0	147	8.3	84	4.7	1,773	100.0
Newry and Mourne	5,061	55.8	1,510	16.7	1,055	11.6	819	9.0	617	6.8	9,062	100.0
Newtownabbey	4,570	39.2	1,449	12.4	1,722	14.8	1,882	16.1	2,038	17.5	11,661	100.0
North Down	5,283	41.8	1,887	14.9	2,011	15.9	1,699	13.4	1,752	13.9	12,632	100.0
Omagh	2,640	60.2	608	13.9	557	12.7	355	8.1	227	5.2	4,387	100.0
Strabane	2,264	60.5	528	14.1	446	11.9	336	9.0	166	4.4	3,740	100.0
Postcode unknown[2]	1,115	48.9	300	13.2	307	13.5	269	11.8	290	12.7	2,281	100.0
Total	98,271	46.3	28,708	13.5	29,232	13.8	27,680	13.0	28,227	13.3	212,118	100.0

Source: Translink

Appendix H

Number of transactions in 2005-06 by Gender

Gender	No transactions		Low usage (1 to 4 transactions)		Low to Medium usage (5 to 19 transactions)		Medium to High usage (20 to 82 transactions)		High usage (83 or more transactions)		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Male	47,566	51.2	12,870	13.8	12,063	13.0	10,152	10.9	10,301	11.1	92,952	100.0
Female	50,705	42.5	15,838	13.3	17,169	14.4	17,528	14.7	17,926	15.0	119,166	100.0
Total	98,271	46.3	28,708	13.5	29,232	13.8	27,680	13.0	28,227	13.3	212,118	100.0

Source: Translink

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Appendix H

[1] Age unknown - There were a large number of invalid ages (611) for people holding a Blind Smartpass but other data such as gender were valid. These cases have been included (under 'Age unknown') in the above table

[2] Postcode unknown are cases where the postcode could not be matched to a Local Government District area.

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 cases were removed from the data received from Translink due to validation issues.

Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by type of pass

Type of pass	Number of Passes used in 2005-06	Average number of transactions
Half Fare	8,399	80
Blind	847	111
War Disabled	664	73
Senior	103,937	72
Total	113,847	73

Source: Translink

Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by gender and type of pass

Gender	Half Fare		Blind		War Disabled		Senior		Total	Mean
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
Male	3,575	88	435	129	608	75	40,768	71	45,386	73
Female	4,824	74	412	92	56	51	63,169	74	68,461	74
Total	8,399	80	847	111	664	73	103,937	72	113,847	73

Source: Translink

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Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by age and type of pass including 'Age unknown'[1]

Age	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
16 to 19	158	67	.	.	165	67
20 to 24	375	97	.	.	394	99
25 to 29	397	100	.	.	420	98
30 to 34	482	94	.	.	525	93
35 to 39	680	92	.	.	757	94
40 to 44	839	82	.	.	960	82
45 to 49	898	86	.	.	1,049	87
50 to 54	987	77	.	.	1,108	78
55 to 59	1,343	78	.	.	1,495	80
60 to 64	1,981	71	.	.	2,176	73
65 to 69[2]	259	46	31,786	61	32,188	61
70 to 74		.	30,900	72	30,927	72
75 to 79		.	22,776	81	22,793	81
80 to 84		.	12,869	84	12,887	84
85 to 89		.	4,567	78	4,590	78
90 to 94		.	952	68	958	68
95+		.	87	70	87	70
Age unknown[1]		.		.	368	107
Total	8,399	80	103,937	72	113,847	73

Source: Translink

Blind and War Disabled pass holders are not shown separately in the 5 year age band table above. This is due to small numbers for these groups when broken down into five year age bands. A separate table is shown below where the age bands have been aggregated into 16-39, 40-64 and 65+. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix I

Aggregated Age Bands	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
16 to 39	2,092	93	116	106	53	86		.	2,261	93
40 to 64	6,048	77	230	130	510	72		.	6,788	79
65+[2]	259	46	133	94	101	76	103,937	72	104,430	72
Age unknown[1]		.	368	107		.		.	368	107
Total	8,399	80	847	111	664	73	103,937	72	113,847	73

Source: Translink

Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by age and type of pass excluding 'Age unknown'[1]

Age	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
16 to 19	158	67		.	165	67
20 to 24	375	97		.	394	99
25 to 29	397	100		.	420	98
30 to 34	482	94		.	525	93
35 to 39	680	92		.	757	94
40 to 44	839	82		.	960	82
45 to 49	898	86		.	1,049	87
50 to 54	987	77		.	1,108	78
55 to 59	1,343	78		.	1,495	80
60 to 64	1,981	71		.	2,176	73
65 to 69[2]	259	46	31,786	61	32,188	61
70 to 74		.	30,900	72	30,927	72
75 to 79		.	22,776	81	22,793	81
80 to 84		.	12,869	84	12,887	84
85 to 89		.	4,567	78	4,590	78
90 to 94		.	952	68	958	68
95+		.	87	70	87	70
Total	8,399	80	103,937	72	113,479	73

Source: Translink

Blind and War Disabled pass holders are not shown separately in the 5 year age band table above. This is due to small numbers for these groups when broken down into five year age bands. A separate table is shown below where the age bands have been aggregated into 16-39, 40-64 and 65+. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix I

Aggregated Age Bands	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
16 to 39	2,092	93	116	106	53	86		.	2,261	93
40 to 64	6,048	77	230	130	510	72		.	6,788	79
65+²	259	46	133	94	101	76	103,937	72	104,430	72
Total	8,399	80	479	114	664	73	103,937	72	113,479	73

Source: Translink

¹ Age unknown - There were a large number of invalid ages (611) for people holding a Blind Smartpass but other data such as gender were valid. These cases have been included (under 'Age unknown') in one set of tables and excluded from the other.

² Age at 31st March 2006. Therefore Half Fare pass holders in the 65 to 69 or 65+ age groups are valid as they were 64 for part of the 2005-06 period.

Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by Local Government District (LGD) and type of pass including 'Postcode unknown'[1]

LGD	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
Antrim	219	86	2,229	61	2,485	63
Ards	314	88	4,589	53	4,969	56
Armagh	147	51	2,014	27	2,197	29
Ballymena	168	56	2,770	45	2,968	45
Ballymoney	98	39	974	28	1,085	29
Banbridge	173	62	1,930	42	2,133	45
Belfast	2,145	97	26,415	111	28,876	110
Carrickfergus	211	80	2,700	60	2,948	62
Castlereagh	331	116	6,815	101	7,242	102
Coleraine	201	65	3,502	43	3,749	45
Cookstown	96	27	760	22	875	23
Craigavon	433	70	4,930	55	5,446	56
Derry	572	69	5,274	74	5,912	74
Down	323	67	3,125	41	3,475	43
Dungannon	209	47	1,812	35	2,060	36
Fermanagh	145	49	1,811	25	1,989	28
Larne	129	92	2,213	67	2,377	69
Limavady	119	42	1,021	34	1,158	36
Lisburn	477	95	6,591	72	7,172	75
Magherafelt	100	57	1,078	26	1,194	29
Moyle	60	47	639	33	707	34
Newry and Mourne	400	64	3,561	41	4,001	43
Newtownabbey	338	104	6,647	80	7,091	82
North Down	388	103	6,875	68	7,349	70
Omagh	206	57	1,497	36	1,747	38
Strabane	153	46	1,283	33	1,476	35
Postcode unknown[1]	244	80	882	69	1,166	71
Total	8,399	80	103,937	72	113,847	73

Source: Translink

Blind and War Disabled pass holders are not shown separately in the LGD table above. This is due to small numbers for these groups when broken down into LGDs. A separate table is shown below where the LGDs have been aggregated into NUTS Level III[2] groupings. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by NUTS Level III[2] and type of pass including 'Postcode unknown'[1]

NUTS Level III[2]	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
Belfast	2,145	97	192	144	124	108	26,415	111	28,876	110
Outer Belfast	1,745	101	230	157	199	80	29,628	78	31,802	80
East of Northern Ireland	1,759	74	164	83	144	78	21,786	52	23,853	54
North of Northern Ireland	1,203	59	118	70	73	52	12,693	53	14,087	53
West and South of Northern Ireland	1,303	54	105	62	122	35	12,533	32	14,063	35
Postcode unknown[1]	244	80	38	62	2	57	882	69	1,166	71
Total	8,399	80	847	111	664	73	103,937	72	113,847	73

Source: Translink

Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by Local Government District (LGD) and type of pass excluding 'Postcode unknown'[1]

LGD	Half Fare		Senior		Total - All Smartpasses including Blind and War Disabled	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
Antrim	219	86	2,229	61	2,485	63
Ards	314	88	4,589	53	4,969	56
Armagh	147	51	2,014	27	2,197	29
Ballymena	168	56	2,770	45	2,968	45
Ballymoney	98	39	974	28	1,085	29
Banbridge	173	62	1,930	42	2,133	45
Belfast	2,145	97	26,415	111	28,876	110
Carrickfergus	211	80	2,700	60	2,948	62
Castlereagh	331	116	6,815	101	7,242	102
Coleraine	201	65	3,502	43	3,749	45
Cookstown	96	27	760	22	875	23
Craigavon	433	70	4,930	55	5,446	56
Derry	572	69	5,274	74	5,912	74
Down	323	67	3,125	41	3,475	43
Dungannon	209	47	1,812	35	2,060	36
Fermanagh	145	49	1,811	25	1,989	28
Larne	129	92	2,213	67	2,377	69
Limavady	119	42	1,021	34	1,158	36
Lisburn	477	95	6,591	72	7,172	75
Magherafelt	100	57	1,078	26	1,194	29
Moyle	60	47	639	33	707	34
Newry and Mourne	400	64	3,561	41	4,001	43
Newtownabbey	338	104	6,647	80	7,091	82
North Down	388	103	6,875	68	7,349	70
Omagh	206	57	1,497	36	1,747	38
Strabane	153	46	1,283	33	1,476	35
Total	8,155	80	103,055	72	112,681	73

Blind and War Disabled pass holders are not shown separately in the LGD table above. This is due to small numbers for these groups when broken down into LGDs. A separate table is shown below where the LGDs have been aggregated into NUTS Level III2 groupings. This is to ensure confidentiality and maintain a higher level of accuracy for the average transactions calculations.

Source: Translink

Appendix I

Average number of transactions in 2005-06 for those who used their pass at least once by NUTS Level III2 and type of pass excluding 'Postcode unknown'[1]

NUTS Level III2	Half Fare		Blind		War Disabled		Senior		Total	
	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions	Number of Passes used in 2005-06	Average number of transactions
Belfast	2,145	97	192	144	124	108	26,415	111	28,876	110
Outer Belfast	1,745	101	230	157	199	80	29,628	78	31,802	80
East of Northern Ireland	1,759	74	164	83	144	78	21,786	52	23,853	54
North of Northern Ireland	1,203	59	118	70	73	52	12,693	53	14,087	53
West and South of Northern Ireland	1,303	54	105	62	122	35	12,533	32	14,063	35
Total	8,155	80	809	114	662	73	103,055	72	112,681	73

Source: Translink

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Appendix I

[1] Postcode unknown are cases where the postcode could not be matched to a LGD.

[2] NUTS (Nomenclature of Units for Territorial Statistics) is a European hierarchical classification of spatial units, comprising 5 levels, used for collecting, developing, harmonising and comparing the European Union's regional statistics.

For NUTS Level III geographical groupings, LGDs in Northern Ireland have been allocated into 5 areas as follows:

Belfast	Belfast LGD
Outer Belfast	Carrickfergus, Castlereagh, Lisburn, Newtownabbey, North Down LGDs
East of Northern Ireland	Antrim, Ards, Ballymena, Banbridge, Craigavon, Down, Larne LGDs
North of Northern Ireland	Ballymoney, Coleraine, Derry, Limavady, Moyle, Strabane LGDs
West and South of Northern Ireland	Armagh, Cookstown, Dungannon, Fermanagh, Magherafelt, Newry and Mourne, Omagh LGDs

Table Notes:

Translink were unable to link 144,978 transactions to customer information and these transactions were not included in the data.

In addition, some validation work has been carried out on the database and any cases of invalid type of pass or gender information have been removed. Cases where the age information was invalid have also been removed with the exception the 611 Blind Smartpass holders with the same date of birth. In these cases where the other information was valid the age has been set to 'Age unknown'. In total, 3,432 cases were removed from the data received from Translink due to validation issues.