

Supplementary written evidence submitted by Mark Barry, Professor of Practice in Connectivity at Cardiff University, School of Geography and Planning (RIW0020)

This submission should be read in conjunction with Professor Barry's previous submissions:

- [RIW0001](#)
- [RIW0007](#)

Barnet calculation based on the Treasury Barnett comparability factors for the DfT and Wales, Scotland and NI

[Statement of Funding Policy 2020.docx \(publishing.service.gov.uk\)](#)

In summary for DfT relevant to Wales

Department for Transport

Programme	2020-21 Provision	Scotland	Wales	Northern Ireland
Crossrail	2,577	100%	100%	100%
HS2	5,033,550	100%	0%	100%
Network Rail	12,117,579	100%	0%	100%
For use for Scotland ¹	17,255,154	91.7%		
For use for Wales and Northern Ireland	29,372,733		36.6%	95.4%

¹ There is no Network Rail comparability factor for Scotland because the UK and Scottish governments reached a separate funding agreement outside the Barnett formula for Control Period 6 (2019-20 to 2023-24).

Figure 6 – Selected data from UK Treasury Dept Comparability Factors, CSR 2020

In simple terms any Barnett allocation is based on the following

- 3.8 There are three factors that are multiplied together to determine changes to each devolved administration’s block grant under the Barnett formula:
- (A) the change in planned spending by UK government departments
 - (B) the extent to which services delivered by UK government departments correspond to services delivered by the devolved administrations
 - (C) each nation’s population as a proportion of England, England and Wales or Great Britain as appropriate

Barnett formula calculation

(A) Change to planned UK government spending	X	(B) Comparability factor	X	(C) Appropriate population proportion
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So for example, a £1Bn increase in HS2 budget would lead to a £1Bn increase the DfT budget, on the basis of the above CF then the Barnet allocations are approximately:

Scotland = £1Bn * **92%** * 10% = £92M

NI = £1Bn * **95%** * 3% = £29M

Wales =£1Bn *36% * 5% = £18M

Applying that process to the entire £108BN allocated to HS2 on the same basis as a change to DfT budget

Scotland = £9.9Bn

NI = £3.1Bn

Wales = £1.9Bn

One could apply the same to NR Enhancement funding which is calculated the same way as HS2

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