



**Isle of Man**  
**Government**

*Reiltys Ellan Vannin*



**DEPARTMENT OF INFRASTRUCTURE  
PROPOSED CHANGES TO PUBLIC TRANSPORT**

**PUBLIC CONSULTATION DATA**

**NOVEMBER 2014**

Department of Infrastructure  
*Bun –Troggalys*

**Introduction**

The Department of Infrastructure carried out a public consultation between 18 June and 31 July 2014 on proposed changes to the free provision of existing public transport and parking services. The Department directly notified the stakeholders listed below that this consultation was in progress:

Members of the House of Keys;  
Members of the Legislative Council;  
Government Department Chief Executive Officers;  
The Isle of Man Government Cabinet Office;  
Road Transport Licensing Committee;  
Department of Education and Children Policy Officers;  
Department of Health and Social Care Policy Officers;  
Department of Health and Social Care Health Promotions Officers;  
The Isle of Man Constabulary Chief Constable;  
The Isle of Man Constabulary Road Policing Unit;  
All Local Authorities;  
All Primary School Head Teachers;  
All Secondary School Head Teachers;  
The Town and Village Centre Regeneration Manager;  
The Isle of Man Chamber of Commerce;  
Ramsey Chamber for Trade and Commerce;  
Castletown Chamber for Trade and Commerce;  
Port Erin Chamber for Trade and Commerce;  
Port St Mary Chamber for Trade and Commerce;  
Douglas Development Partnership;  
Manx Taxi Federation;  
Island Road Transport Association;  
TravelWatch Isle of Man;  
DisabledGo –Isle of Man;  
Project 21;  
Manx Blind Welfare Society;  
Manx Deaf Society;  
Isle of Man Live at Home Charity;  
Age Isle of Man;  
Childrens Centre;  
Hospice Isle of Man; and  
Crossroads Care Isle of Man.

## Respondents' Public Transport Interest Data

The public transport questions were completed by the following respondents:

<b>Main Interest</b>	<b>Number</b>	<b>Percentage</b>
School service bus user	50	2.92%
Parent/Guardian	316	18.47%
School Pupil	6	0.35%
Regular service bus user	101	5.90%
Resident living adjacent to a school	14	0.82%
Member of the public	613	35.83%
Department or Government Employee	502	29.34%
Concessionary Pass Holder	109	6.37%
Total	1,711	100%

## Statistical Validity Data

A total of 1,711 responses were received. A breakdown of main interest groups is shown above. Between 1,627 and 1,676 responses were received for the majority of the twenty four questions contained within the public transport section of the questionnaire. Questions 9, 13, 17, 18 and 22 received less than 1,627 responses. The percentage figures given in the following sections are based upon the number of respondents to each specific question.

## Public Transport Proposals Data

The responses to the questions that give quantitative data are as follows:

### *Q1.3 How far do you travel or your child travel to school?*

78% of respondents who use bus public transport stated they or their child travel on dedicated school or regular service buses for distances of 2 miles or greater to get to school.

6% who use bus public transport stated they or their child travel on regular service or dedicated school buses for distances of less than 1 mile. 16% travelled 1 to 2 miles by regular service or dedicated school buses to school.

### *Q1.7 Should the Department continue to provide designated school service buses?*

1,508 (91%) of respondents wanted the Department to continue providing designated school service buses.

### *Q1.8 Should the Department continue to subsidise school bus transport?*

1,214 (73%) of respondents wanted the Department to continue to subsidise this service.

### *Q1.9 Should the private sector provide school bus transport?*

1,196 (72%) of respondents did not want the private sector to deliver school bus transport.

*Q1.10 Does subsidised school bus transport reduce parking, noise and pollution at schools?*

1,377 (83%) of respondents wanted to see subsidised school bus services retained to reduce on street parking, noise and pollution in and around schools.

*Q1.11 Should the Department be encouraging children to walk and cycle short distances to school?*

1,568 (95%) of respondents wanted to see children walk or cycle short distances to school. In the consultation document 1 mile to Primary Schools and 2 miles to Secondary Schools was proposed.

*Q1.13 Should school bus transport arrangements retain the flexibility to allow occasional use by school pupils in the future?*

1,445 (88%) of respondents wanted to see the school bus service retain the flexibility to allow occasional use in poor weather conditions etc.

*Q1.14 Should school bus transport be provided for travel outside the catchment area?*

934 (57%) of respondents did not want to provide school bus transport for travel outside the local catchment area. 927 (56%) of respondents wanted higher fares to be levied for travel outside the catchment area if provided.

*Q1.16 What school pupil fare per journey should be paid to support the ongoing provision of the school bus transport?*

115 (7%) of respondents wanted children to pay half fare; 211 (13%) of respondents wanted children to pay at least £1.00; 699 (42%) of respondents wanted children to pay at least £0.50 and 1094 (66%) wanted children to pay at least £0.20.

564 (34%) wanted this service to remain free.

It should be noted of those respondents who currently receive free school bus travel 2 (1%) were in favour of children paying half fare; 8 (2.5%) of respondents were in favour of children paying at least £1.00; 59 (18%) of respondents were in favour of children paying at least £0.50 and 136 (42%) were in favour of children paying at least £0.20.

185 (57%) wanted this service to remain free.

*Q1.17 Which charging regime is the most affordable - a single maximum fare or a fare dependent upon journey length?*

1,038 (63%) believed a single maximum fare for all users regardless of journey length was the most affordable option.

*Q1.18 Which charging regime would encourage walking or cycling short distances to school?*

946 (57%) believed a single maximum fare for all users regardless of journey length will encourage walking and cycling short distances to school.

*Q1.20 Which group or groups should be given concessionary fares on buses?*

More than 50% of respondents were in favour of the following groups being given concessionary fares on buses:

- women of 62 years of age and older who receive state pensions (80%);
- men of 65 years of age and older who receive state pensions (80%);
- people with impaired mobility (82%);
- registered helpers accompanying disabled persons (72%);
- all school children for school journeys (67%); and
- children entitled to free school meals or in receipt of family income supplement for school journeys (50%)

In addition those who currently hold a concessionary fare pass were in favour of the following groups being given concessionary fares on buses:

- women of 62 years of age and older who receive state pensions (75%);
- men of 65 years of age and older who receive state pensions (75%);
- people with impaired mobility (75%);
- registered helpers accompanying disabled persons (69%); and
- all school children for school journeys (50%)

*Q1.21 Should concessionary bus pass holders pay anything towards the cost of fares?*

859 (52%) of respondents wanted concessionary pass holders to contribute towards their fare.

However, 144 (52%) of those in receipt of free school bus transport and 62 (57%) of current concession pass holders want their bus travel to remain free.

*Q1.22 What concessionary pass fare per journey should be paid to support the ongoing provision of concessionary bus pass travel?*

- 259 (16%) of respondents were in favour of concessionary pass holders paying half fare;
- 398 (24%) of respondents were in favour of concessionary pass holders paying £1.00; and
- 885 (54%) of respondents were in favour of concessionary pass holders paying £0.50.

703 (43%) wanted this service to remain free.

It should be noted 44 (40%) of respondents with concessionary passes and 149 (46%) of respondents in receipt of school bus transport were in favour of paying £0.50.

*Q1.23/1.24 Should concessionary bus pass holders be used for travel in the morning/evening commuter peak periods?*

1,019 (62%) and 990 (60%) of respondents were in favour of concessionary bus passes being used in the morning and evening peak periods respectively.

It should be noted 176 (54%) and 173 (53%) of respondents reliant on school bus transport were in favour of concessionary bus passes being used in the morning and evening peak periods respectively.

In addition, 74 (67%) and 63 (57%) of respondents with existing concessionary passes were in favour of concessionary bus passes being used in the morning and evening peak periods respectively.

## Summary of Public Transport Consultation Responses

The details above can be summarised by concluding that the consultation indicates overall support for:

- The retention of subsidised school bus services;
- Charging children reduced fixed fares for using school bus services to access school;
- Encouraging children to walk and cycle short distances to school;
- Retaining concessionary fares for retired persons receiving state pension, people with impaired mobility, and registered helpers accompanying disabled person;
- Introducing a small charge for anyone travelling under a concessionary fare charge; and
- Allow the use of concessionary fares in the morning and evening peak period;

The majority of key stakeholder responses were in favour of imposing a reduced fare for school bus services, increasing the age of concessionary fares to align with state pension age and encouraging children to walk or cycle small distances to school.

The questionnaire addressed the issue of public or private ownership both with a specific question about school bus provision and a request for comments about the overall position. 72% of respondents wanted school buses to be provided by the public sector; of the comments that can be clearly categorised, 71% wanted the Island's bus service to remain publically operated. Whilst there were a number of comments about improving the efficiency of delivery, there is clear support for the retention of a Government owned public transport system.

### **Public Transport Recommendations**

The Department is of the view that the following actions are appropriate when the responses to the consultation are considered alongside the need to ensure that the amount of subsidy provided for bus services is affordable and that given resources are limited then choices are required about priorities.

1. Retain a Government owned subsidised bus service.
2. Continue to provide school bus services but recover some of the costs associated with providing this service. A significant amount of support exists for a maximum £0.50 fare. The Department intends to pursue this option. A maximum fare for school bus services is more affordable, will encourage walking/cycling short distances to school if set at a level that is appropriate for longer journeys but not reduced for shorter journeys and will retain lower levels of car parking, pollution and noise around our schools. The Department therefore intends to progress on the basis of a 50p fare for all school children.
3. Retain concessionary fares for residents receiving state pension, people with impaired mobility, registered helpers accompanying disabled persons and those under 16 years.

In addition, the Department intends to review the bus fares charged for the carriage of accompanied children under 5 years of age with the aim of providing free carriage irrespective of the fare paid by the accompanying adult. The Department also hopes introduce a concessionary pass that could be purchased at low cost by those between 16 and 21 years of age to allow half fare travel to all young people irrespective of choices they make about continuing in education or starting work.