

**REPORT OF THE
SELECT COMMITTEE ON FREE
TRAIN AND TRAM TRAVEL
(PETITION FOR REDRESS)**

2016-2017

REPORT OF THE SELECT COMMITTEE ON FREE TRAIN AND TRAM TRAVEL (PETITION FOR REDRESS) 2016-2017

On 18th October 2016 it was resolved –

That a committee of three Members be appointed with powers to take written and oral evidence pursuant to sections 3 and 4 of the Tynwald Proceedings Act 1876, as amended, to consider and report on the Petition for Redress of Carol Quine, Lynn Sirdefield and Richard Halsall presented at St John's on 7th July 2016 in relation to free train and tram travel for residents over retirement age.

The powers, privileges and immunities relating to the work of a committee of Tynwald are those conferred by sections 3 and 4 of the Tynwald Proceedings Act 1876, sections 1 to 4 of the Privileges of Tynwald (Publications) Act 1973 and sections 2 to 4 of the Tynwald Proceedings Act 1984.

Committee Membership

Mr W C Shimmins MHK (Middle) (Chairman)

Mr R E Callister MHK (Onchan)

Ms J M Edge MHK (Onchan)

Copies of this Report may be obtained from the Tynwald Library, Legislative Buildings, Finch Road, Douglas IM1 3PW (Tel: 01624 685520) or may be consulted at www.tynwald.org.im

All correspondence with regard to this Report should be addressed to the Clerk of Tynwald, Legislative Buildings, Finch Road, Douglas, Isle of Man, IM1 3PW.

The humble petition of.

Carol Quine	Lynn Sirdefield	Richard Halsall
26 Maynrys	18 Hillside Avenue	1 Glen Falcon Terrace
Ballalough	Douglas	Murrays Road
Castletown	IM1 4NG	Douglas
IM9 1HP		IM2 3HR

To the Honourable members of the Tynwald Court.

Sheweth that

Grand parents should be able to afford to take their grandchildren for days out on our heritage railways. These children are our future; we need to encourage them to enjoy and respect their heritage and to take pride in what we have in our nation. We are unique and to keep what we have we need to promote our culture and community across the generations.

Wherefore your petitioner seek that

“Tynwald establish a Committee of three Members to inquire into the ways by which residents of the Isle of Man who are of State pension age be entitled not to pay for train and tram travel on the Island’s heritage railways.”

Signed

[Signed C Quine]

Carol Quine

Signed

[Signed L Sirdefield]

Lynn Sirdefield

Signed

[Signed R Halsall]

Richard Halsall

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To: The Hon Stephen C Rodan, President of Tynwald,
and the Hon Council and Keys in Tynwald assembled

REPORT OF THE SELECT COMMITTEE ON FREE TRAIN AND TRAM TRAVEL (PETITION FOR REDRESS) 2016-2017

I. THE COMMITTEE AND THE INVESTIGATION

1. This Committee was established by the following resolution of Tynwald on 18th October 2016:

That a committee of three Members be appointed with powers to take written and oral evidence pursuant to sections 3 and 4 of the Tynwald Proceedings Act 1876, as amended, to consider and report on the Petition for Redress of Carol Quine, Lynn Sirdefield and Richard Halsall presented at St John's on 7th July 2016 in relation to free train and tram travel for residents over retirement age.

2. We held a public oral evidence session with two of the petitioners, Ms Carol Quine and Mrs Lynn Sirdefield, on 1st December 2016.
3. We sought written evidence from the Department of Infrastructure, which is published in this report.¹
4. We received a number of letters from members of the public, which are published in this report.² These letters were mainly concerned with the restriction on bus travel for concessionary passholders between 4pm and 5.30pm, which goes beyond the remit of this Committee.

¹ Appendix 1, 2.

² Appendix 3, 4, 5.

II. BACKGROUND TO THE PETITION

5. Until 30th March 2015, all Isle of Man residents over the age of 60 were entitled to a concessionary travel pass that allowed them to travel for free on all bus, tram, and train services in the Isle of Man.
6. As part of a cost recovery initiative intended to account for a 13.7% reduction in net budget, the Department of Infrastructure introduced a number of restrictions to free travel on both the bus and rail network in April 2015.³
7. The changes to passholders' concessions involved the introduction of full fares on peak time (before 9am and between 4pm and 5.30pm on weekdays) bus services and before 9am on scheduled services of the Steam Railway, the Manx Electric Railway, and the Snaefell Mountain Railway. Outside of these peak times, passholders must now pay half fares.
8. The petitioners have asked us to 'inquire into the ways by which residents of the Isle of Man who are of State pension age be entitled not to pay for train and tram travel'.
9. In their Petition for Redress, the petitioners emphasised the cultural benefits of offering free travel on these services to senior citizens:

Grandparents should be able to afford to take their grandchildren for days out on our heritage railways. These children are our future; we need to encourage them to enjoy and respect their heritage and to take pride in what we have in our nation. We are unique and to keep what we have we need to promote our culture and community across the generations.

10. All three petitioners are members of the Manx Labour Party. At the time of the petition, they had already declared themselves as the Manx Labour Party's candidates for the 2016 General Election.

III. THE CONCESSIONARY FARE POLICY: AGE OF ELIGIBILITY

11. Formerly, Isle of Man residents were eligible for a concessionary travel pass from the age of 60.⁴ Following the rise in the state retirement age in the Isle of Man, the Department has decided to increase in increments the age at which a person can apply for a concessionary pass, as per the following table:

³ Appendix 1.

⁴ Appendix 1.

Age at which Island residents can apply for a concessionary travel pass⁵

Born	Bus pass issued on birthday in	At age
Before 31 December 1954	Now	-
1955	2017	62
1956	2019	63
1957	2021	64
1958	2023	65
1 January 1959 or later	2025 or later	State retirement age

12. We agree with this staged increase in the age of eligibility for concessionary fares, and so our conclusions and recommendation in the following are based on this current policy.

IV. TRAIN AND TRAM TRAVEL: ESSENTIAL TRANSPORT OR A LEISURE ACTIVITY?

13. In its media release of 27th March 2015, the Department explained that its decision to introduce half fares on train and tram services, and not bus services, is to 'reflect that this is overwhelmingly a leisure activity'.⁶
14. In its evidence to us, the Department made a useful distinction between 'a journey of necessity' and a 'journey of desire'.⁷ The former can, according to the Department, be made by bus, while the latter is to be considered a 'leisure pursuit' and not 'necessary for daily living'.⁸

⁵ Appendix 1.

⁶ Appendix 6.

⁷ Appendix 1.

⁸ Appendix 1.

15. We agree with the Department that the heritage railways do not represent an essential means of public transport. Most 'journeys of necessity' on the Island can be adequately facilitated by the bus network.
16. While the Manx Electric Railway and the Steam Railway can be used to travel to the towns of Douglas, Ramsey, Castletown, and Port Erin for shopping and other daily activities, the Snaefell Mountain Railway, which takes passengers to the top of a mountain, cannot be considered anything but a 'journey of desire'.
17. We recognise that the Manx Electric Railway is an important means of transport for residents in the Groudle Glen area, as residents are otherwise reliant on the limited bus service in that area.
18. Nevertheless, the railway network is limited to the North, South, and East of the Island, and so it cannot facilitate any 'journeys of necessity' for those living in the West of the Island. We do not consider it practicable to reinstate the Peel to Douglas railway line so as to facilitate such journeys, as suggested by the petitioners.⁹
19. It is also important to note that the heritage railways operate on a seasonal basis. Unlike the bus services, they cannot be relied upon for year-round travel.

We conclude that train and tram travel in the Isle of Man should be considered a leisure activity and not an essential means of public transport.

V. VALUING OUR HERITAGE: THE COST OF RAILWAY TRAVEL

20. For the petitioners, however, train and tram travel is important not so much as a mode of transport, but rather as an aspect of the Island's cultural heritage. When we asked the petitioners if they agreed that travel on the heritage railways was a leisure activity, Ms Quine responded:

No, I think it is more than a leisure activity. It is part of our heritage, our culture, and we need to be sharing that with our future generations. If they do not have an interest in that, we are just going to ultimately lose it, so it is to encourage the future generations as well.¹⁰

21. The petitioners' argument focused on the costs incurred by grandparents when taking their grandchildren out for a day on the heritage railways. As Ms Quine explained to us:

⁹ Q13.

¹⁰ Q3.

Getting these free train and tram passes is not just a case of getting from A to B. It is taking the children out to show them more of their heritage. It also creates more finances at the end destinations, because if the pensioners can save the money on the tickets they will spend at their end destination.

Lots of these grandparents have their children during school holidays and when you have a grandma and a grandpa and two or three grandchildren it can be quite expensive, so we would like to see the decision reversed.¹¹

22. Notwithstanding the fact that not all pensioners are grandparents (and not all grandparents are pensioners), the issue raised here is whether or not people over a particular age should have free access to this particular aspect of our cultural heritage.
23. We have considered the cost of admission to other heritage attractions in the Isle of Man.¹² Of the 11 sites operated by Manx National Heritage, only two—the Old Grammar School and the Manx Museum—offer admission free of charge. The other nine sites, with adult entry prices of £6 to £10, do not offer concessions for pensioners, and there is no concessionary rate for pensioners for either the Manx National Heritage Season Pass or membership of the Friends of Manx National Heritage. We therefore find the pricing structure of the heritage railways consistent with other heritage attractions available on the Island.

Do the concessionary fares offer value for money?

24. Concessionary passholders now pay half fares on train and tram services after 9am. In 2016, a return journey from Douglas to Port Erin on the Steam Railway therefore cost £6.20, a return journey from Douglas to Ramsey on the Manx Electric Railway also cost £6.20, and a return journey from Laxey to the summit of Snaefell cost £6.00.¹³
25. In addition, pensioners are entitled to a concessionary Go Platinum Rail card, which provides unlimited travel on the scheduled services of all three railways for one year from the date of purchase for a cost of £37.50. Pensioners who wish only to use either the Steam or Electric Railways can purchase a Go

¹¹ Q1.

¹² Appendix 9.

¹³ Appendix 7.

Platinum Steam or Electric card, which provides unlimited travel on the chosen form of railway for £30.¹⁴

26. We agree with the Department's statement in its submission to us that *[t]hose travellers in receipt of a concessionary travel pass wishing to make these journeys of desire are able to do so at a highly discounted fare compared with the fares being charged to others (and particularly low when compared to the cost of providing the service).*¹⁵
27. We have also considered the fares and concessions available at railway heritage attractions across the United Kingdom, and we agree that the fares for our heritage railways compare favourably.¹⁶ We noted that many of these attractions do not offer any concessions for pensioners.

We conclude that the concessionary fares available to pensioners are reasonable, and that the Go Platinum Rail card in particular offers good value for money.

VI. FREE TRAIN AND TRAM TRAVEL: A MATTER OF SOCIAL JUSTICE?

28. For the petitioners, the introduction of concessionary fares for train and tram travel is a 'social injustice'.¹⁷ The petitioners agreed with us that the price of concessionary fares is reasonable, but they stressed that there are some pensioners who are unable to afford these fares:

Q6. Mr Callister: *Can I have an additional? (The Chairman: Of course.)*

You mentioned the season tickets there: unlimited travel on all three railways at the moment is £37.50 per annum. Do you think this represents a fair price at the moment?

Ms Quine: *It is the what, sorry?*

Mr Callister: *Do you think it represents a fair price at the moment?*

Ms Quine: *It does, but there are lots of people out there that cannot afford that kind of extra money. There are an awful lot of people out there that cannot*

¹⁴ <https://www.gov.im/categories/travel-traffic-and-motoring/bus-and-rail/go-cards/annual-cards/> (accessed 27th February 2017).

¹⁵ Appendix 1.

¹⁶ Appendix 8.

¹⁷ Q5.

afford it. There are a lot of people that can and there are lots of people that would be entitled to benefits and the ones that could claim their bus passes, but they choose not to use them. I and the Labour Party are looking out for those that cannot, so we are a voice for them.

[...]

Q12. The Clerk: *I was going to ask a question which was related to that: if the fares are too high, would it not follow that the trams and trains would be empty?*

Ms Quine: *It is not a case that they are too high. I pay £75 for my season ticket. I do not think that is too high and I have just renewed my season ticket, even though the trains are not running, but it will run through for next year. It is not a case of that, it is a case of some of those people out there cannot afford £3 for a train trip. 'Do I go to the shop and get my potatoes and my bread, or do I put that £3 aside to pay my gas bill when it comes in?' Do you know what I mean?*

29. Mrs Margaret Brown explained in a letter to us how the introduction of half fares has had an impact on her spending decisions:

Certainly when there was free train and tram travel it was very beneficial for us particularly as we don't have job pensions so our income in retirement is limited. We had tried to be sensible and save very hard, thinking the interest would augment the State pension but little did we know how terribly low the interest rates would be. We used to use our passes to take the grandchildren on the trams and trains in the school holidays but even though it is now half price, when we pay for ourselves and them it amounts to quite a lot particularly when you have refreshments etc at the other end. It did benefit the economy around other parts of the Island because rather than stay locally, we and others would go further afield.¹⁸

30. We therefore asked the petitioners why they were not advocating a change to the benefits system or the state pension, which would enable all pensioners to be able to afford trips on the heritage railways. Ms Quine responded:

Ms Quine: *Not every pensioner applies to get benefits. There are lots of pensioners ... We have very proud pensioners and lots of them will not go and get benefits, so if you have a benefit system that applies to all, it is not going to*

¹⁸ Appendix 4.

*get to all. What we are asking for is something that was free for these pensioners that has been taken away, could they please have it back?*¹⁹

31. We accept that there are a number of pensioners who cannot afford these concessionary fares. Nevertheless, we do not believe that the answer to this wider problem is to be found in giving free train and tram travel to those of retirement age. Addressing the issue of pensions and the welfare system goes well beyond the remit of this Committee.

We conclude that offering free train and tram travel to pensioners is an ineffective means of addressing the wider problem of social welfare needs.

VII. AN ADVANCE PURCHASE DISCOUNT

32. Although the introduction of concessionary fares has been presented as a cost recovery initiative, the Department has not quantified either the costs recovered or what the cost of reinstating free travel would be.
33. Based on the figures provided by the Department, this would perhaps not be a substantial amount of money in terms of revenue generated,²⁰ but it could reduce capacity on services. The Department has stressed that it does not want to turn away fare-paying passengers, and that it is trying to match capacity to demand.²¹ We support its aim of recovering a minimum of 50% of operational costs from passenger income.²²
34. It is clear that, thanks to other initiatives, the heritage railways have seen an increase in passengers carried and an increased income from fares since the introduction of concessionary fares in March 2015.²³ The Steam Railway, indeed, has seen an increase in concessionary travellers since that time.²⁴
35. It is nevertheless also clear that the cost of operating the railways far exceeds the income generated by passengers.²⁵ We would not wish to reduce this revenue any further.
36. The Department has said in its written evidence that certain services that go against the peak flow could be offered for free to concessionary passholders.

¹⁹ Q13.

²⁰ Appendix 2.

²¹ Appendix 1.

²² Appendix 1.

²³ Appendix 2.

²⁴ Appendix 2.

²⁵ Appendix 2.

However, it has also commented that this would not be without cost.²⁶ For that reason we cannot recommend that the Department reinstate free travel for pensioners, even on these services.

37. Although we are unable to recommend that the Department reinstate free travel for pensioners on any train or tram services, we would like to recommend a new season ticket offer which we think would assist pensioners and other Island residents. We believe that the Department should offer a discount for an annual pass purchased before the start of the season for either the Steam Railway, the Electric Railway, or both. The new discounted rate should be available to all Island residents irrespective of age. It must, however, exclude the Snaefell Mountain Railway where intending passengers have already had to be turned away due to lack of capacity.
38. The discount we are proposing would make the concessionary travel card, which is currently priced at £37.50, even more affordable for those pensioners who would like to make regular trips on the trains and trams. Because it will be available to residents of all ages it will potentially generate more awareness of, and interest in, the annual cards.

We conclude that there is no compelling case to reverse the decision of March 2015. We would prefer to encourage more uptake of the concessionary travel pass.

Recommendation

That the Department of Infrastructure should consider offering an advance purchase discount on annual passes for the Isle of Man Steam Railway and Manx Electric Railway, but not for the Snaefell Mountain Railway.

VIII. CONSOLIDATED LIST OF CONCLUSIONS AND RECOMMENDATIONS

39. The conclusions and recommendations of this Report are reproduced here for ease of reference:

We conclude that train and tram travel in the Isle of Man should be considered a leisure activity and not an essential means of public transport. (Paragraph 19)

²⁶ Appendix 2.

We conclude that the concessionary fares available to pensioners are reasonable, and that the Go Platinum Rail card in particular offers good value for money. (Paragraph 27)

We conclude that offering free train and tram travel to pensioners is an ineffective means of addressing the wider problem of social welfare needs. (Paragraph 31)

We conclude that there is no compelling case to reverse the decision of March 2015. We would prefer to encourage more uptake of the concessionary travel pass. (Paragraph 38)

Recommendation

That the Department of Infrastructure should consider offering an advance purchase discount on annual passes for the Isle of Man Steam Railway and Manx Electric Railway, but not for the Snaefell Mountain Railway.

W C Shimmins (Chairman)

R E Callister

J M Edge

March 2017

ORAL EVIDENCE

**1st December 2016: Evidence of Ms C
Quine and Mrs L Sirdefield, Petitioners**



**SELECT COMMITTEE
OF
TYNWALD COURT
OFFICIAL REPORT**

**RECORTYS OIKOIL
BING ER-LHEH TINVAAL**

**PROCEEDINGS
DAALTYN**

**FREE TRAIN AND TRAM TRAVEL
(PETITION FOR REDRESS)**

HANSARD

Douglas, Thursday, 1st December 2016

PP2016/0167

FTTT, No. 1

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www.tynwald.org.im/business/hansard

Members Present:

Chairman: Mr W C Shimmins MHK
Mr R E Callister MHK
Ms J M Edge MHK

Clerk:

Dr J D C King

Assistant Clerk:

Miss F Gale

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Select Committee of Tynwald on Free Train and Tram Travel (Petition for Redress)

*The Committee sat in public at 2.30 p.m.
in the Legislative Council Chamber,
Legislative Buildings, Douglas*

[MR SHIMMINS *in the Chair*]

Procedural

The Chairman (Mr Shimmins): Good afternoon everyone and welcome to this public meeting of the Select Committee on the Free Train and Tram Travel Petition for Redress.

I am Bill Shimmins MHK and I chair this Committee, and with me are Rob Callister MHK and
5 Julie Edge MHK.

Please can you ensure that your mobile phone is off or on silent so that we do not have any interruptions. For the purposes of *Hansard* I will be ensuring that we do not have two people speaking at once.

This Committee was established by Tynwald on Tuesday, 18th October 2016 with a remit to
10 consider and report on the Petition for Redress of Carol Quine, Lynn Sirdefield and Richard Halsall. This Petition was presented on Tynwald Hill in July 2016 and it asks us to enquire into ways in which residents of the Isle of Man who are of state pension age be entitled not to pay for train and tram travel on the Island's heritage railways.

By way of background for anyone listening to this who is not familiar with the Isle of Man,
15 there are a number of heritage railways in the Island and three of these have been operated by the Island's central Government for many years: the Isle of Man Steam Railway, the Manx Electric Railway and the Snaefell Mountain Railway. The Manx Electric Railway and the Snaefell Mountain Railway are often referred to as 'the electric trams'.

Before Monday, 29th March 2015, travel on the three Government railways was free for
20 everyone over 60. Since that date, people over 60 have had to pay the full fare to travel before 9 a.m. and half fare to travel after 9 a.m. Alternatively, they can buy an annual pass. Such is the background to the Petition we are investigating.

Today we are going to hear from one of the Petitioners, Carol Quine, and also she is accompanied by another Petitioner, Lynn Sirdefield.

EVIDENCE OF Ms C Quine and Ms L Sirdefield, Petitioners

25 **Q1. The Chairman:** Perhaps I could ask the Petitioners if they would like to make any opening statements?

Ms Quine: We wish to see the return of free train travel for pensioners. Grandparents should be able to afford to take their grandchildren for a day out. These children are our future. We

30 need to encourage them to enjoy and respect their heritage and to take pride in what we have
in our nation. We are unique and to keep what we have we need to promote our culture and
community across the generations. MNH do this already with free child passes to their sites.

Getting these free train and tram passes is not just a case of getting from A to B. It is taking
the children out to show them more of their heritage. It also creates more finances at the end
35 destinations, because if the pensioners can save the money on the tickets they will spend at
their end destination.

Lots of these grandparents have their children during school holidays and when you have a
grandma and a grandpa and two or three grandchildren it can be quite expensive, so we would
like to see the decision reversed.

40 **The Chairman:** Okay, thank you, Carol.

Ms Quine: Do you want to add anything?

45 **Ms Sirdefield:** No.

The Chairman: If I could ask my colleagues, do you have any questions? Who would like to go
first?

50 **Q2. Ms Edge:** Free travel for pensioners on the railways was ended in March 2015. Why did
you choose to wait until July 2016 before bringing the Petition to Tynwald Hill? Did you make
any representation prior to that?

Ms Quine: No, the Manx Labour Party did, through the Party, ask some questions but it was
55 me that decided that perhaps we should make it more public and highlight the fact by doing the
Petition at Tynwald.

Could I also mention that lots of pensioners do still pay – those that can afford to pay will
probably continue to pay. It is really those that are struggling because they have limited income.
It is a static income and when the price of living keeps going up and up and up, I think it is just ...
60 If we cannot care for them, then it is a poor thing.

Q3. The Chairman: Okay.

In terms of the Department of Infrastructure, they said in a media of release of March 2015
that:

The decision was ... taken to implement half fares for resident pensioners on our heritage rail services to reflect
that this is overwhelmingly a leisure activity.

65 Do you accept that this is a leisure activity?

Ms Quine: No, I think it is more than a leisure activity. It is part of our heritage, our culture,
and we need to be sharing that with our future generations. If they do not have an interest in
that, we are just going to ultimately lose it, so it is to encourage the future generations as well.

70 **Q4. The Chairman:** Okay, I think that the point that was being made is the heritage railways
are not an essential public transport service – that is where the bus services comes in – and
making a distinction between a leisure activity rather than a journey of necessity.

75 **Ms Quine:** Well, I suppose for some people it might be. I cannot give an example of how ...
No, I cannot give an example, sorry.

Q5. Mr Callister: Mr Chairman, Carol, could I ask you both, in the scheme of the challenges facing this Island – and the list is long – where would you rank this as a priority?

80

Ms Quine: Socially, I would rank it high.

Just to give another example of the Steam Railway: we have a counterbalance where I know personally that single parent children actually have two season tickets because the dad has one when he takes the child on the train and the mum has one, so they are paying double for that and they do not mind paying double for that.

85

Socially: it is a social injustice that has been done to the pensioners. (**Ms Sirdefield:** Another!) Another social injustice.

Q6. Mr Callister: Can I have an additional? (**The Chairman:** Of course.)

90

You mentioned the season tickets there: unlimited travel on all three railways at the moment is £37.50 per annum. Do you think this represents a fair price at the moment?

Ms Quine: It is the what, sorry?

95

Mr Callister: Do you think it represents a fair price at the moment?

Ms Quine: It does, but there are lots of people out there that cannot afford that kind of extra money. There are an awful lot of people out there that cannot afford it. There are a lot of people that can and there are lots of people that would be entitled to benefits and the ones that could claim their bus passes, but they choose not to use them. I and the Labour Party are looking out for those that cannot, so we are a voice for them.

100

Q7. The Chairman: Just so I am clear, you presented a Petition for Redress. Are you seeking redress for a grievance which you yourself have suffered or are you acting on behalf of a political party?

105

Ms Quine: I personally started it and then the Manx Labour Party ... we are doing it together. I have not suffered because of it, but we are speaking on behalf of others.

110

The Chairman: Okay. Thank you.

Q8. Ms Edge: When the Department, in their media release in March 2015:

The decision was ... taken to implement half fares for resident pensioners on our ... rail services ...

You do not accept that that is a leisure activity; you feel that it is an essential activity. Obviously they changed the pricing structure and limited the times that people could travel. Is it the limited time that has caused the issue or the whole aspect?

115

Ms Quine: The limited time affects the bus travel, it does not affect the trains. The first train runs at 10 o'clock and the last train runs at 4 p.m.

120

The Clerk: Exception of TT.

Ms Quine: Except for TT, and the commuters. I do the commuters for two weeks – it is wonderful.

Outside those hours, the likes of the evening dining trains or whatever, yes, you would expect to pay full price for those.

125

Q9. Mr Callister: Offering free rail on all three facilities: do you think it is part of an inclusive society in the future of getting people out? Is that what you are asking, in a sense?

130 **Ms Quine:** Yes.

At the moment, it is discriminating against those that cannot afford to take the children out on the trains. If you have got a granddad and two or three children – or themselves ... A granddad and three children is £27 and that is before you get to your end destination and the children want an ice-lolly and you want a cup of tea. £27 is a lot of money out of a limited amount of income.

Q10. Mr Callister: Does the Labour Party see railway on the Isle of Man as a luxury form of transport?

140 **Ms Quine:** I do not know. I cannot comment.

Ms Sirdefield: We have not tabled that question.

Ms Quine: No, we have not.

145 **Ms Sirdefield:** But I will do.

Ms Quine: Yes.

150 **Q11. The Chairman:** Okay, in terms of subsidising rail travel for pensioners, that represents an increased cost to the Government and we are facing a number of financial pressures. I guess the question is how would you prioritise that against other needs for Government expenditure?

Ms Quine: I do not know, but like I have already said there are lots out there who are pensioners who already pay because they can afford to; there are lots of children out there who have got two tickets instead of one ticket.

I do not know what you would have to recoup because I do not know the numbers that do go on the trains, that use the trains that are pensioners. It could be 10, it could be 30 a week.

160 **The Clerk:** May I ask a question?

Ms Sirdefield: Sorry – and we would not know how many more would use it if it was available to them, so without that sort of information that is a difficult question to answer.

165 **Q12. The Clerk:** I was going to ask a question which was related to that: if the fares are too high, would it not follow that the trams and trains would be empty?

Ms Quine: It is not a case that they are too high. I pay £75 for my season ticket. I do not think that is too high and I have just renewed my season ticket, even though the trains are not running, but it will run through for next year. It is not a case of that, it is a case of some of those people out there cannot afford £3 for a train trip. 'Do I go to the shop and get my potatoes and my bread, or do I put that £3 aside to pay my gas bill when it comes in?' Do you know what I mean?

175 **Ms Sirdefield:** There is a wider picture as well, it impacts ... That generation of people, we should not be limiting their access to things. It impacts on mental health, as well, which impacts on health. There is a bigger picture as well.

180 **Q13. The Clerk:** If you are concerned about people above a certain age not being able to afford things, have you considered advocating policy levers which apply to people above that age throughout the Island, not those who happen to live near the train and tram network?

Ms Sirdefield: Sorry, I do not see what you are getting at.

185 **The Clerk:** Well, you are talking about a policy development which would improve the lot of people over 60 who like to go on a tram ride, but if you live in Peel, for example, you cannot go on a tram ride, so why aren't you instead advocating a change to the benefit system, the state pension, for example?

190 **Ms Sirdefield:** Good idea, we will do that!

Ms Quine: That is a good idea.

The Clerk: We will have that as well.

195 **Ms Quine:** Or we could petition to have the Douglas to Peel line reinstated. That is another ...

Ms Sirdefield: You have opened up a can of worms here!

200 **The Chairman:** Perhaps I could ask that we could just keep focused on the question that we face today, which is the steam train and the trams.

Ms Quine: Not every pensioner applies to get benefits. There are lots of pensioners ... We have very proud pensioners and lots of them will not go and get benefits, so if you have a benefit system that applies to all, it is not going to get to all. What we are asking for is something that was free for these pensioners that has been taken away, could they please have it back?

Q14. The Chairman: Okay, you have asked for a return to free travel throughout the season; if we do not recommend that, is there anything else that we could recommend which would go some way to addressing your concerns?

Ms Quine: Perhaps if it is not free travel – I do not know – a minimum charge of £1 or something, perhaps.

215 **Q15. The Chairman:** And would you think it would be helpful for the Committee to perhaps do some analysis of what pensioners pay on other heritage railways in the UK and Ireland and use that as a comparable?

Ms Sirdefield: No. Why would we do that? We are talking about our pensioners here. We want to look after our pensioners. Things have been cut over –

Ms Quine: The last administration, it was cut, cut, cut.

Ms Sirdefield: And the vulnerable and the pensioners were the ones hit with everything.

225 **Ms Quine:** The cost of living is dearer here than the UK.

The Chairman: Okay. Any more questions?

230 **Q16. Mr Callister:** I have one, if possible, Mr Chairman.

Looking at the Island's tourism market – which is obviously a priority to the Isle of Man in the future – what sort of timetable would the Labour Party like to have imposed? Are you looking for free travel full stop? Are you looking for some sort of restriction on times to fit in with the Island's tourism agenda?

235

Ms Quine: Well, the free train travel would be from the season, which I think is March through to the beginning of November. Obviously, when there are cruise ships in, which happens now – they get bused to the trains – if the trains are full, those extra people then get on a bus to go to the next destination or the train puts extra carriages on.

240

Ms Sirdefield: It could be revisited though. If our tourist trade takes off, that is brilliant, then we revisit it, of course.

Q17. Mr Callister: Can I ask a question because you obviously ... Just to clarify your point there, Carol: are you actually saying that the tourists should go onto the bus (**Ms Sirdefield:** No, no.) or should they be given –

245

Ms Quine: That is what happens now. If the train is too full, then the extra people, if they want to, can get a bus to the destination, or if there are extra carriages, they put extra carriages on.

250

Q18. Mr Callister: Okay, but the pensioners should not have priority over the tourists?

Ms Quine: No, because the tourists are already pre-booked.

255

The Chairman: Okay, are you done?

Mr Callister: I think so, yes.

260

Q19. The Chairman: Before we close, is there anything else you would like to say?

Ms Sirdefield: Just, we really like you. You made the right decision.

Ms Quine: Yes, hopefully you have made the right decision.

265

The Chairman: Okay, well listen, thank you very much for coming and helping the Committee. The Committee will now sit in private.
Thank you.

The Committee sat in private at 2.50 p.m.

WRITTEN EVIDENCE

**APPENDIX 1: Submission received on 8th
November 2016 from the Department of
Infrastructure**

Written Evidence to Select Committee on Free Train and Tram Travel (Petition for Redress)

Select Committee on Free Train and Tram Travel

On Tuesday 18th October 2016, Tynwald appointed a Select Committee to consider and report on the Petition for Redress presented at St John's on 5th July 2016 by Carol Quine, Lynn Sirdefield and Richard Halsall, in relation to free train and tram travel for residents over retirement age.

The Select Committee has asked the Department of Infrastructure to submit written evidence to the Committee by 4th November. The Committee have advised that "*they would be particularly interested in seeing the data that led to the decision to change the concessionary rates on train and tram travel for pensioners, including information on passenger numbers (if possible, distinguishing between 'ordinary' passengers and pensioners) at different times of the day*".

Background information that led to the decision to change the concessionary rates on train and tram travel for passengers:-

1 Budget Rebalancing and the Implications to Bus and Rail travel on the Isle of Man

- 1.1 As part of the Government's overall budget rebalancing initiative, the budget for Public Transport like many other budgets across Government, was reduced. Between 2010/11 and 2013/14 as part of the rebalancing exercise it faced a 13.7% reduction in net budget. The reduction in the net budget is almost entirely accounted for by an increase in income target rather than a reduction in spend.
- 1.2 The then Department of Community Culture and Leisure took a number of significant steps to reduce costs but with its Public Transport Division having a significant proportion of the Departmental budget it was clear that significant changes were to be made to Divisional budgets. The Department engaged on a significant program of cost reduction which was most visible in changes to staffing costs that were delivered through a series of voluntary and compulsory redundancies and the issue of revised terms and conditions to a number of staff groups.
- 1.3 In terms of the operation of the bus network it was recognised that the biggest challenge was to cut costs and maintain levels of service appropriate to demand. For this reason a complete network review was undertaken to ensure the appropriateness of service levels.

- 1.4 The result of this review saw the introduction of changes which reduced the bus fleet from 89 to 68 whilst increasing bus revenue from £1.5m to £2.4m even though ticket prices have not increased since April 2013.
- 1.5 It was clear that reducing costs would not meet the budget challenges alone and that it was vital to increase revenue. This has been achieved with only one increase in bus fares but mainly by increasing demand. Various initiatives such as the 'Go Card' scheme were and are being introduced and the effect of these, as well as effective marketing efforts, has seen income increase by 32% since 2010/11.
- 1.6 Part of the net cost reduction was achieved by a pricing strategy to remove free travel in the peak periods. By introducing a 25p charge for children payable only by smart card, demand has been reduced by up to 400 children who were travelling fewer than 4 stops. The introduction of the 25p charge has a number of benefits including creating capacity during peak travel times meaning that there is not a requirement to operate additional vehicles and for those children who avoid the charge by walking or cycling to school there are health benefits and contribution to the public health objective of reducing obesity levels.
- 1.7 An examination of other peak travel patterns showed a considerable number of passengers with concessionary passes issued to the over 60's who paid half fare in the morning peak and travelled free in the afternoon peak. The restriction on free travel was introduced between the hours of 16.00 and 17.30 and this again has reduced demand for travel thereby freeing up some capacity and gained a small amount of revenue.
- 1.8 This work reflected only one element of the Public Transport service and therefore alongside the bus review it was also appropriate to undertake a similar exercise with regards to the Heritage Railways to ensure that they were contributing to the overall budget reduction targets.
- 1.9 At the start of the recent economic pressures and Government's need to undertake a budget restructuring exercise, the railways covered just 18% of their operating costs through the fares received. As with buses, simply cutting operating costs was not going to solve the problem of the budget reduction and the Minister set the target that the Department should be seeking to recover 50% of the costs. This required an increase in the number of users. Working with Manx National Heritage, there has been some success in this regard with increasing numbers of groups to the Island who pre-book railway journeys. In 2015 visitors staying in paid accommodation increased 6.5% to 134,610 which represents, to some extent, the success of these initiatives and can create capacity restrictions on all the railways when these groups travel in the mornings.

2 Concessionary Fare Policy

- 2.1 For some time those over 60 years of age have been entitled to obtain a concessionary travel pass. The rise in the Manx state retirement age to bring this in line with that of the UK, would have resulted in the age for those receiving a concessionary travel pass being raised to reflect this. However a decision was made by the Department that this increase in age should be introduced incrementally to the provision of these passes. This is illustrated in Figure 2, below.

Figure 2 – Age at which Island residents can apply for a concessionary travel pass

Born	Bus pass issued on birthday in	At age
Before 31 December 1954	Now	-
1955	2017	62
1956	2019	63
1957	2021	64
1958	2023	65
1 January 1959 or later	2025 or later	State retirement age

3 Ensuring Social Inclusion

- 3.1 At the present time a concessionary travel pass entitles the holder to the following benefits:
- Free travel on bus services on public holidays, bank holidays and weekends.
 - Half fare travel on bus services before 9.00 a.m. Mondays to Friday and from 4.00 p.m. to 5.30 p.m. on weekdays
 - Free travel on bus services from 9.00 a.m. to 4.00 p.m. and after 5.30 p.m. on weekdays.
 - Half fare on the Night Owl/Hullad Oie services.
 - Half fare after 9.00 a.m. on scheduled services of the IOM Steam Railway. Full fare before 9.00 a.m.
 - Half fare after 9.00 a.m. on scheduled services of the Manx Electric Railway. Full fare before 9.00 a.m.
 - Half fare after 9.00 a.m. on scheduled services on the Snaefell Mountain Railway. Full fare before 9.00 a.m.

- 3.2 This entitlement demonstrates that the present policy is aimed at social inclusion and providing journeys of necessity free of charge to those in the most need. These journey requirements are capable of being met in the main by the bus service which can be accessed free of charge for the majority of the time. As demonstrated earlier, the half fare in relation to peak service times on the buses is a way by which the capacity at those peak times can be managed so that it is able to accommodate those needing to travel at that time thereby eliminating the necessity to run additional services at significant cost.
- 3.3 For those not on a bus route the Department is introducing Demand Responsive Transport (DRT). This will provide flexible routing and scheduling of vehicles operating in response to passenger's requirements. This is scheduled to begin trialling in the North of the Island in 2017.

4 The rationale for introducing a half fare charge on the Heritage Railways

- 4.1 There is a distinction to be made between a journey of necessity, which can be met by the bus network and a journey of desire, that is, one which the traveller determines that they would prefer to travel by a different means essentially by way of a leisure pursuit than needing to get to a destination. Those travellers in receipt of a concessionary travel pass wishing to make these journeys of desire are able to do so at a highly discounted fare compared with the fares being charged to others (and particularly low when compared to the cost of providing the service). It should be noted that the same resident who is entitled to reduced travel on the railways receives no discount whatsoever at Manx National Heritage sites.
- 4.2 Under the former charging regime, free rail travel was offered to those of retirement age, it was possible for two concessionary fare holders to take with them their two grandchildren for any journey at any time on the Heritage Railway. As such, all could travel free of charge on peak trains and trams including to the top of Snaefell. This is entirely a journey of desire and not necessary for daily living. Should these instances outlined above coincide at points when the capacity had reached a critical level, this would then result in tourists and other potential fare paying passengers being turned away with an obvious loss in revenue.
- 4.3 Because these journeys are essentially leisure trips, and that there is an unintended negative consequence of free travel in that it reduces capacity, a concessionary fare was introduced on the Heritage Railways which was set at a half fare.
- 4.4 In addition to the ability for those holding a concessionary pass to travel at specified times at a half fare these residents also have the option to purchase an annual railways pass. These can be obtained for a single railway (i.e. the Steam Railway or the Electric Tram or the Snaefell Mountain Railway) or for all three railways. A single railway annual pass is available for a Manx pensioner at a price of £30 and for £37.50 for all three railways. To put this into perspective, a tourist is charged £16 per day to travel on the railways or they can pay £47 for a week's travel on the Island's buses, trains and trams. A visiting pensioner will therefore pay either £16

per day or £47 for a week to travel on all three of the railways in comparison to a one off charge of £37.50 for an on Island pensioner to travel throughout the season. As with the charging of school children on buses, this small charge has given a value to the concession and removed some passengers who can travel on the more frequent parallel bus services free of charge.

- 4.5 The provision of peak hour capacity for free travel on the railways would result in the need to increase the number of coaches on the steam railway and trams available on the MER and Snaefell. This will increase operating costs on peak days and require an increase in staffing costs in order to provide an effective service for no additional income. It will affect the ability to achieve 50% cost recovery and if there is no alternative means by which to increase revenue, there will be a subsequent increase in both capital and revenue costs to the taxpayer. To date, the aim to reduce the cost to the taxpayer by 15% has been met through passenger growth, resulting in no serious service cuts. If the budget had to accommodate additional cost, then effectively consideration will need to be given to turning more people away than at present and reducing off peak services which have been so successful in bringing additional visitors to the Island.

5 Data requested by the Committee

- 5.1 As evidenced above, the rationale for the introduction of a charge for travel on the Heritage Railways was in relation to a recognition between the difference between those journeys which are essential and those which are leisure trips and that it was right for those who needed to access public transport to be able to continue to do so free of charge at certain points of the day. It was also recognised that these journey requirements were best met by the bus network rather than the Heritage Railways which transport leisure users and are primarily used for journeys of desire to which there is an alternative and therefore it is appropriate that a fare should be applied to such leisure trips.
- 5.2 As such the numbers of pensioners travelling on the railways was not fundamental to determining whether or not to introduce a charge. However the Department has been able to provide the Committee with some broad analysis to determine the percentage of Island pensioners travelling on the Heritage Railways. This data has been obtained from the Ticketer machines which were first utilised during August 2014. The first complete month of data is September 2014 which is therefore the starting point for the comparison of data. The charge was introduced at the end of March 2015 therefore in order to be able to provide a full years' worth of data the end point of analysis is March 2016.
- 5.3 Annex 1 contains a table setting out the comparison month by month from September 2014 to March 2016. Should the Committee require any further or more detailed analysis this can be provided on request.

ANNEX 1¹

Table showing number of pensioners compared with total number of passengers travelling on the Heritage Railways between September 2014 and March 2016

¹ Please note that this information has been superseded by the information provided in Appendix 2.

**Number* of pensioners compared with total number*of passengers travelling on the Heritage Railways
Between September 2014 and March 2016**

Month/Year Number of OAP travellers and total passengers	Sept 2014	Sept 2015	Difference	Oct 2014	Oct 2015	Difference	Nov 2014	Nov 2015	Difference	March 2015	March 2016	Difference
STEAM RAILWAY												
Steam Railway OAP	419	629	+ 210	367	389	+22	76	122	+46	555	312	-243
Steam Railway total passengers	3793	13376	+ 9583	2942	7427	+ 4485	777	2087	+ 1310	4110	6315	+ 2205
% OAPs of total passenger	11.0%	4.7%		12.5%	5.2%		9.8%	5.8%		13.5%	4.9%	
ELECTRIC RAILWAY (incorporating figures for the Snaefell Mountain Railway)												
Electric Railway OAP	1399	744	- 655	958	371	-587	190	37	-153	63	139	+76
Electric Railway total passengers	16408	27579	11171	7473	9730	2257	598	799	201	633	4113	3480
% OAPs of total passengers	8.5%	2.7%		12.8%	3.8%		31.8%	4.6%		10.0%	3.4%	

Notes:

Charge was introduced at the end of March 2015

Service levels may differ in the comparator months which may result in differences in numbers

* **Figures should be treated as indicative as they rely on conductors accurately entering the number of passengers the introduction of smart cards will alleviate this issue (in particular the figures in September 2014 are probably lower than actual figures due to staff learning how to operate the Ticker system)**

**APPENDIX 2: Submission dated 6th
January 2017 from Mr Nick Black, Chief
Executive, Department of Infrastructure**



**Isle of Man
Government**

Reilrys Ellan Vannin

Ms F Gale
Information Executive
Office of the Clerk of Tynwald
Legislative Buildings
DOUGLAS IM1 3PW

Office of the Minister
and Chief Executive

Contact: Christine Wilson
Telephone: (01624) 686603
Email: Christine.wilson@gov.im
Date: 6th January 2017

Dear Ms Gale

**Select Committee on Free Train and Tram Travel (Petition for Redress)
Request for Further Evidence**

Thank you for your email dated 1st December 2016 requesting additional evidence for the above Committee. I shall address each point in turn.

- *Financial information to supplement the table on passenger numbers already provided, including an annual summary.*

Passenger numbers and financial information is provided at Appendix 1. Please note that this information supersedes information previously provided to the Committee.

In terms of the revenue for the railways the following table gives details relating to the overall income from passengers. This is shown for the Steam Railway and the Electric Railway which includes revenue from both the Manx Electric Railway and the Snaefell Mountain Railway. The revenue figures include an allocation of Explorer ticket sales and non-passenger revenue such as souvenir sales. They do not include income from pre-booked tours.

Railway	2014/15	2015/16
Steam	£340,903	£411,894
Electric	£413,894	£509,793
Other income	£562,417	£684,089
Total	£1,317,214	£1,605,776

The costs associated with this revenue are shown in the table overleaf. Please note that it has been assumed that 50% of Engineering Management, Operational Management and Administration and Central Management, Administration and Marketing costs relate to rail services.

Cost Centre	2014/15 – Actual Costs	2015/16 – Actual Costs
Direct Steam Costs	£723,200	£555,092
Direct MER (Inc SMR) Costs	£598,015	£662,335
Direct Engineering Costs	£2,143,997	£2,531,147
Total Direct Costs	£3,465,212	£3,748,574
Indirect Costs		
Engineering Management Costs	£75,000	£66,000
Management, Admin and Marketing Costs	£324,968	£320,250
Operational Management and Admin	£150,000	£150,000
Total Gross Cost	£4,015,180	£4,284,824

The total cost of the railways to the taxpayer is significant and the Department seeks to reduce this wherever possible. Due to the pressure on the public purse the Department has set a target of recovering a minimum of 50% of the operational cost from income. In doing this it has already sought to ease the impact on local people above retirement age- in addition to half price travel, a ticket giving free travel for a year is priced at £37.50; a visitor is asked to pay £47 for a week's bus and train travel.

- *Information on the capacity of services and the average passenger numbers on each day of the week, broken down into morning and afternoon (and, where applicable, evening) services. (In other words, the Committee would like to know if there are any days of the week or times of the day when the services are regularly not running at full passenger capacity and to what extent).*

Data regarding passenger carryings is collated by the Department. This can be provided if the Committee desires however this data is complex; the Department is happy to supply the information but would suggest that it might benefit the Committee more if this were to be the subject of an informal briefing. The issue of capacity is somewhat more complex.

Railway timetables are designed to allow capacity to match predicted demand. There are 3 main Steam Railway timetables with 2 variations, 8 Manx Electric Railway timetables and 7 Snaefell Mountain Railway timetables across weeks with 7, 5, 4, 3 or no days of operation. Clearly the timetable is the key driver of cost but with the Steam Railway and the Manx Electric Railway rolling stock provision can be varied such that fewer seats are provided on less popular services. The aim is to reduce operating costs to the minimum required to operate the services advertised. Various other factors can impact on capacity including single track working to allow track repairs, operational issues such as rolling stock serviceability, group bookings and weather conditions. This can mean that the number of seats available on any one day can vary significantly: even on the MER capacity may vary from 32 passengers to 48 passengers depending on tram serviceability.

Information with regards each of the railway services is as follows:

Snaefell Mountain Railway

In the 2016 season 49,000 travellers used the Snaefell railway; in the 2015 season there were 52,000 travellers. The decrease in travellers in 2016 was due to single track working to allow the repair of December 2015 storm damage. It is expected that repair work will take a further 2 years to complete.

The Department's records indicate that the number of travellers carried is largely weather dependent. As an example of this, a warm and sunny April day could see a total of between 800 and 1000 travellers depending on the time of pre booked coaches. A rainy April day may see as few as 75 passengers travelling. Overall, the Department estimates that about 3000 intending passengers were unable to travel this year as a result of lack of capacity.

The only regularly quiet journey is the last tram of the day at 15.45hrs but this gives limited time at the summit.

Manx Electric Railway

As with the Snaefell Mountain Railway, trams do not operate every day outside the peak season and the timetable is refined to provide the correct capacity. There is some spare capacity in the afternoons from Douglas and the mornings from Ramsey as these journeys are against the average passenger flow. The extent of spare capacity varies with the type of tram operating the service.

Steam Railway

The Department operates 2 different steam railway timetables to match capacities, again not every day of the week. In winter when services operate Thursdays to Sundays, the morning trains at 0950hrs and 1150hrs regularly load to 300 which is capacity. On peak days when Timetable S is running, a shortage of carriages and capacity can mean that buses are used to assist. The least used trains of the day (although not during TT or at the height of the summer) are the 1550hrs ex Douglas and the 0950hrs ex Port Erin.

The Department has considered ways in which journeys with capacity could be used at no cost by certain passenger groups and feels that the complexity of the timetables and its wish to make sure that no potential fare paying passenger is turned away make this very difficult to determine in advance of the service operating. Any free travel could mean that those current purchasing annual or individual tickets choose not to make that purchase which would be detrimental to the overall level of subsidy required to support the railways.

Whilst accepting that any free travel opportunity could impact on income earned, there are some services that should have the capacity to accommodate free travel with reduced risk of preventing sales to those intending to travel on the day. These are:

- Steam Railway departures at 0950hrs from Port Erin and 1550hrs from Douglas
- Manx Electric Railway departures southbound arriving in Douglas before 1400hrs and northbound departing Douglas after 1400hrs.

The Department is of the view that these services could be made available on school days outside the peak season but would not accept that this can be seen as a no cost offering.

- *The number of concessionary season tickets that have been sold to pensioners (both Go Platinum Rail and Go Platinum Steam or Electric options) since March 2015.*

The total number of concessionary ticket sold since March 2015 is 649. Concessionary tickets include those sold to children and pensioners. Data cannot be broken down for each of the individual groups however the trend of figures prior to March 2015 would suggest the number of children who travelled would be well under 200.

As advised in my previous letter of the 8th November, I am happy to assist the Committee in whatever way is requested.

Yours sincerely
[Signed : N Black]

N J Black
Chief Executive

Enc.

Information on the number of concessionary travellers, total travellers and associated revenue from the Isle of Man Heritage Railways between September 2014 and March 2016

NB -This table supersedes the earlier table which should be viewed as being withdrawn from the DOI evidence

Month/Year	Sept 2014	Sept 2015	Difference	Oct 2014	Oct 2015	Difference	Nov 2014	Nov 2015	Difference	March 2015	March 2016	Difference
STEAM RAILWAY												
Steam Railway concessionary travellers	419	766	347	367	587	220	76	208	132	562	910	348
Revenue from concessionary travellers	£0	£2,605.60	£2,605.60	£0	£1,578.90	£1,578.90	£0	£492	£492	£0	£1,733.30	£1,733.30
Steam Railway total passengers	2,411 (+ 89 on commuter train)	7,957	5,546 (excludes commuter train)	1,151 (+67 on commuter train)	5,018 (+ 36 on commuter train)	3,867 (excludes commuter train)	93	989 (+101 on commuter train)	896 (excludes commuter train)	5,216	5,788 (+58 on commuter train)	572 (excludes commuter train)
Total Revenue	£21,244.90	£31,826.30	+£10,581.40	£14,598.35	£14,598.35	-£128.95	£5,956.40	£5,662.80	-£29.36	£20,882.76	£12,258	-£8,624.76
ELECTRIC RAILWAY (incorporating figures for the Snaefell Mountain Railway)												
Electric Railway concessionary travellers	1,399	910	-489	958	537	-421	190	66	-124	67	369	302
Revenue from concessionary travellers	£0	£3,637.35	£3,637.35	£0	£1,832	£1,832	£0	£155.20	£155.20	£0	£795.30	£795.30
Electric Railway total passengers	11,350	21,788	10,438	5,513	8,432	2,919	483	656	173	482	5,267	4,785
Total Revenue	£42,807.05	£63,789.84	+£20,982.79	£15,568.30	£22,874.60	+£7,306.30	£3,341.80	£4,445.30	+£1,103.50	£2,903.50	£6,262.05	£3,358.55

Notes:

- Charge for OAPs to use the railways was introduced at the end of March 2015.
- Service levels may differ in the comparator months which may result in differences in numbers ie in the March figures the number of days of operation may be different depending on when the season started.
- Figures should be treated as indicative as they rely on conductors accurately entering the number of passengers. The introduction of smart cards will alleviate this issue (in particular the figures in September 2014 are probably lower than actual figures due to staff learning how to operate the Ticketer system).
- For September 2015, October 2015, November 2015 and March 2016 the figure covers both OAPs and Children as concessionary travellers. The Ticketer information that has been analysed is not capable of differentiating between the two concessionary fares. By analysing trends from previous years this would suggest that the proportion of travellers in this category who are children are relatively low but there is no statistical evidence to support this statement. The introduction of the Go Silver cards which will be issued to those with an OAP entitlement should make this analysis possible in future years.
- The data on revenue from concessionary travellers has been derived from analysing the Ticketer information as this provides the most reliable data source for this.
- The data on total revenue has been derived from the Government accounting software programme Axapta as this provides the most reliable data source in relation to revenue derived purely from travelling passengers. The figure that has been provided does not include any groups bookings made through travel agents, any school bookings or any revenue derived from special events.
- The passenger numbers for the steam railway commuter trains have been separated out – these services allow passengers to travel at the same cost of travelling by bus but at the times that they operate those in receipt of a concessionary travel pass are not eligible for travel.

**APPENDIX 3: Submission dated 3rd
November 2016 from Mr C A Brown**

[Address
given]

3/11/16

Dear Sirs

When you consider whether or not to reintroduce free travel for the elderly on the trains and trams, no doubt you will take into account the potential of enhancing a pensioners well being if offering a stress free incentive to get out and about, thereby potentially saving on social care and health costs, probably in the long term more than negating any extra income accrued by a charge.

The alternative of free travel on the buses, up to 4.00pm at any rate and after 5.30, is not quite the same. Stress free choice of travel, at present, has gone for a low income pensioner.

The policy of imposing a charge n4 to 5.30 seems to have been ill thought out. It has resulted in an inconvenience rather than the said purpose of freeing up seats in the rush hour and saving money.

There is some justification in charging working pensioners if they catch a bus between 4 and 5.30 from Douglas, nut why is it extended to those who catch the bus during those hours throughout the Island? The large majority are not working, rather they are pensioners on a single state pension getting on half empty buses. It's simply an irritation as they attempt to comply with the free fare hours, again potentially detrimental to their well being.

Finally, pensioners who use public transport are most ly of relatively low income status with no car and the financial inability to afford regular paid journeys, especially after the well documented punitive charges and cuts that have eroded into their incomes, together with non-pensioners on low incomes, even as the IOM's economy is supposedly thriving, if GDP growth figures are to be taken at face value - £50,000 per capita seems a fictional figure to the majority of families on the IOM.

Yours sincerely

C A Brown

**APPENDIX 4: Submissions dated 2nd
November 2016 and 14th November 2016
from Mrs M Brown**

From: Colin & Margaret Brown [
Sent: 02 November 2016 10:09
To: Harmer, Ray (MHK)
Subject: Concessionary travel

]

Dear Mr Harmer

Firstly, congratulations on your appointment as Minister for the Department of Infrastructure. I know the situation regarding possible free transport on trains, trams and buses is being examined by a Select Committee, so I hope it is alright if I give you some thoughts.

Certainly when there was free train and tram travel it was very beneficial for us particularly as we don't have job pensions so our income in retirement is limited. We had tried to be sensible and save very hard, thinking the interest would augment the State pension but little did we know how terribly low the interest rates would be. We used to use our passes to take the grandchildren on the trams and trains in the school holidays but even though it is now half price, when we pay for ourselves and them it amounts to quite a lot particularly when you have refreshments etc at the other end. It did benefit the economy around other parts of the Island because rather than stay locally, we and others would go further afield.

However, equally my husband and I can both see how trams and trains need the income from visitor and local fare paying passengers to run and we wouldn't ever want to see their demise due to them being filled up with non fare paying passengers. Therefore we do understand if it is decided not to subsidise the trams and trains, but one thing we really do feel strongly about is the bus situation. Again it is totally understandable that free bus travel for pensioners does not start before 9.30am because you don't want to clog the buses up with non fare paying passengers when people are wanting to get to work and this has always been the case. However, latterly it was brought in that pensioners have to pay half price on the buses between 4pm and 5.30pm. We often used to go to Ramsey or South on the bus in the afternoon for a hot drink and teacake or afternoon tea which, as mentioned above, spreads the money spent around the Island and also by travelling on the bus it protects the environment. However, it is usually after 4pm when we come back and therefore, once we have each paid half price, it would have been cheaper to pay for petrol for the car or more likely we just stay in the Douglas area. Even more important is that we pick up our grandchildren up from Kirk Michael school a couple of times a week. By doing so, it means our daughter can work and thus contribute to the Manx economy. We always used to take the bus there and back, getting the 4.50pm home from Kirk Michael to Douglas. This again meant it was better for the environment and also saved us fuel but now that there is a half fare charge on the bus for us both, it works out cheaper to take the car.

Regarding free travel for pensioners on heritage transport, we have heard you say that if pensioners do want an outing they can go on the bus rather than have free tram and train travel. We can totally appreciate this point but if this is the case, we really feel very strongly that free bus travel times should be extended in the afternoon and hope you can look to implement this and thereby at least make some positive gesture for pensioners. Even if Government wanted to cover the busy period when workers are going home, there could still be a charge from 5-6 or 6.30pm and then at least it would allow pensioners time to get the bus to a venue around the Island and back before the charge came in at 5pm. When we used to get the bus back from Kirk Michael at 4.50pm there were hardly any passengers on it so there doesn't seem to be a good reason to make a charge before 5pm and any bus drivers we spoke to said the same themselves. We hope you feel we are being reasonable in understanding the position on payment for heritage transport (albeit it would obviously be great if the IOM economy were ever in a position where travel for pensioners would be free again) and that the small concession we feel is so important - for buses to be free from 9.30am to 5pm can be implemented in due course once the Select Committee have reported. Thanks in anticipation of your help with this. Best wishes.

Margaret (Brown)

From: Colin & Margaret Brown []
Sent: 14 November 2016 09:04
To: Wilson, Christine
Subject: Re: Concessionary travel

Hi Christine

Just a couple of extra things I would be very grateful if you could pass on to the Select Committee. Firstly, I noticed in last week's newspaper there was an letter on transport for pensioners and it was signed by C Brown from Colby. It said they had also made a submission to the Select Committee but although they have the same surname, I don't know them so I didn't want the Select Committee to think we were related and had both done similar submissions. It is just coincidence.

In the letter to the newspaper C Brown was advocating free bus travel right throughout. I tried to be more measured and asked that it be considered after 9.30am and if there was an evening charge, after 5pm and not 4pm as it is at the moment. The latter time impinges on pensioners picking up grandchildren from school or out for a social afternoon spending money around the IOM and between 4 and 5pm is not a peak time and buses are nowhere near full. However, whereas I do think free travel should never be before 9.30am in order that it doesn't fill buses when people need to get to work, should the Select Committee decide to not charge for the rest of the day I and very many other pensioners would be very happy. I simply suggested in my submission that if there had to be a charge in the evening it would be much better to make it after 5pm and not 4pm but would it would be great if it were not there at all after 9.30am.

I appreciate it if you could update the Select Committee with the above information.
Thanks a lot.

Margaret (Brown)

**APPENDIX 5: Submission dated 6th
December 2016 from Mrs M Ashcroft**

From: < >
Date: 6 December 2016 at 16:46:55 GMT
To: < >
Subject: Pensioners fares

Dear Sirs

I have received this message in an email from my MHK, in response to one of my questions, so am sending you this email which copies the points I made to him.

"On pensioner's fares, there is currently a Tynwald Select Committee looking into Tram and Train travel (Select Committee on Free Train and Tram Travel) which you might want to give evidence to,".....

My original query:

Is it possible for the issue of pensioners paying half fare on early evening buses to be reviewed?

I wrote to the minster at the time and was told that this measure was required so that with the anticipated lower usage, the number of buses could be cut saving running costs. As far as I can see, no buses have been cut so that argument appears to have been spurious. Secondly to that point, in all the time I travelled as a 'free' pensioner, I never saw buses so overcrowded that paying passengers were unable to travel (other than on occasion when overcrowded with students returning home) so I fail to see the need to 'price out' pensioners. The limited travelling options now make a simple shopping trip into Douglas, a 'treat' much more difficult to manage as unless one wishes to take lunch in town (and on my pension that cannot be afforded) the trip has to be crammed in to a relatively short space of time (bear in mind one has to allow an hour each way for the journey), there is limited time after 9.00 a.m. till before lunch or after lunch till one has to pay.

On the same subject the rather odd response to why we have to be charged to use the trams and trains, this was apparently an alternative to charging for under 5's. Why should either need to be charged? The trams and trains continue to run, with or without the non-paying pensioners. I would like to see some figures proving, for example that the charges have now raised a justifiable additional income, whilst I rather suspect that what has happened is that pensioners have in fact ceased to use trams or trains, other than on very rare occasions such as family outing with grandchildren and are avoiding buses except at need. I have in fact ceased to use the buses as it is almost as cheap to revert to using the car – though for less frequent visits - and - with the additional convenience of no long slow bus journey, - much preferable.

However, I consider myself to be an average working class pensioner. My total pension income per month is £799. I have service charges of nearly £1000 per year, rates, fuel, food clothing and the cost of 4 trips a year to see my family in the U.K. Then there's insurance costs (house, contents, car, travel etc.) and so on. I am forced to work to provide for the shortfall (for example when a washing machine packs up as recently happened). Fortunately I have one day a week of regular work and odd income from occasional dog walking and 'charring'. When my current car expires (it is only used when absolutely necessary as I cycle whenever possible and the car is now 10 years old) I cannot afford to replace it. That will

lead to absolute reliance on public transport other than local shopping. At some point in the not too distant future my employer is bound to decide I am 'over the age' at which they want to employ me, regardless of my ability. Then it really will be difficult. (The car would have to go then anyway as the running costs would be impossible). Do you regard that income as putting me amongst the 'rich pensioners' of the Isle of Man that can afford all these additional expenses? (there are many who argue that when – as I have – we have worked and contributed as required all our lives – to place these additional unexpected burdens on us when we expected to at least have these little 'advantages' to help is morally unfair).

I am not the exception, so I ask if you would be prepared to speak up for this large and largely powerless group of residents.

Incidentally, I have thought of a way to make the fare paying issue perhaps fairer in that you can provide free for lower income pensioners, whilst charging those who are in a better financial position. Perhaps the totally free travel version could be offered to all pensioners who DON'T pay tax, whilst others only get free travel in designated hours. An easy method that doesn't involve a lot of form filling or disclosure of earnings / other income. Easy to apply too, as the tax office will know everyone who does or does not have an income above the tax threshold.

I hope this may help you in your deliberations.

Thank you

Marion Ashcroft

**APPENDIX 6: Media Release dated 27th
March 2015 from the Department of
Infrastructure regarding Changes to
concessionary bus and rail travel**

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Changes to concessionary bus and rail travel

Friday, 27 March 2015

Changes to concessionary rates of travel for pensioners announced in November are being introduced on Monday (30 March 2015).

Kate Beecroft MHK, Member responsible for Public Transport, said: 'The revisions to the concessionary travel benefits are aimed at ensuring concessionary bus travel continues for pensioners to support social inclusion but introduces half fares at commuter travel times. This has dual benefits, reducing the load at peak times while ensuring pensioners who are still economically active contribute to their fare.

'The decision was also taken to implement half fares for resident pensioners on our heritage rail services to reflect that this is overwhelmingly a leisure activity.

'These measures offset the cost of last year's decision to defer aligning the eligibility for pensioners' travel concessions to the state retirement age. The new arrangements are part of a package of measures to help Government achieve its budget targets. Changes are needed to ensure the long-term sustainability of the Isle of Man's bus services, which are currently subsidised to the tune of £5.5 million a year,' Mrs Beecroft added.

The updated list of concessions for pensioners holding a valid 60+ travel card, which take effect from Monday, are below (changes in bold):

- Free travel on bus services on public holidays, bank holidays and weekends.
- Half fare travel on bus services before 9am Mondays to Friday and from 4pm to 5.30pm on weekdays.
- Free travel on bus services from 9am to 4pm and after 5.30pm on weekdays.
- Half fare on the Night Owl /Hullad Oie services.
- Half fare after 9am on scheduled services of the IoM Steam Railway.
- Half fare after 9am on scheduled services of the Manx Electric Railway.
- Half fare after 9am on scheduled services on the Snaefell Mountain Railway.

A further change is to allow free travel to accompanied under 5s on both bus and rail (excluding nursery or group travel).

The changes have been timed to coincide with the new bus timetable being introduced on Monday.

Pensioners can apply for a concessionary season ticket permitting unlimited travel on all three railways. Go Platinum Rail vouchers are available from Douglas Railway Station priced £75 adults, £37.50 concessions (children and pensioners). Vouchers can be used to travel until the Go Platinum rail cards become available. The cards will be valid for one year from the first day of use. More details tel +44 1624 697457.

Issued By

- Infrastructure

APPENDIX 7: Fares for the Isle of Man Steam Railway, Manx Electric Railway and Snaefell Mountain Railway 2016

Isle of Man Steam Railway

Fares 2016

Adult Fares: Single Return

1. Douglas		2. Port Soderick		3. Santon		4. Ballasalla		5. Castletown		6. Colby/Ballabeg		7. Port St Mary		8. Port Erin	
£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£4.00
£3.80	£7.60	£3.80	£7.60	£3.80	£7.60	£3.80	£7.60	£3.80	£7.60	£3.80	£7.60	£3.80	£7.60	£3.80	£7.60
£5.40	£10.80	£3.80	£7.60	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£4.00
£5.40	£10.80	£5.40	£10.80	£3.80	£7.60	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£5.20	£2.60	£4.00
£6.20	£12.40	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80
£6.20	£12.40	£6.20	£12.40	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80
£6.20	£12.40	£6.20	£12.40	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80	£5.40	£10.80

*Child (5-15) Fares: Single Return

1. Douglas		2. Port Soderick		3. Santon		4. Ballasalla		5. Castletown		6. Colby/Ballabeg		7. Port St Mary		8. Port Erin	
£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.00
£1.90	£3.80	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80
£2.70	£5.40	£1.90	£3.80	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.00
£2.70	£5.40	£2.70	£5.40	£1.90	£3.80	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.60	£1.30	£2.00
£3.10	£6.20	£2.70	£5.40	£2.70	£5.40	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80	£1.90	£3.80
£3.10	£6.20	£3.10	£6.20	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40
£3.10	£6.20	£3.10	£6.20	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40	£2.70	£5.40

* - Children under 5: limited to 2 per fare paying adult

Isle of Man Senior Citizens concessions available - on production of a Valid Card

No concession for visitors

Rail & Bus Information Line 662525

Isle of Man Railways is a Division of the Department of Infrastructure

MANX ELECTRIC RAILWAY & SNAEFELL MOUNTAIN RAILWAY

Fares 2016

I. Douglas, Derby Castle Adult Fares: Single Return

2. Onchan Head/Far End		3. Groudle/Eskdale		4. Half-W-House/Baldrine/Garwick		5. B'Beg/Fairy Cott/S.Cape		6. Laxey/Minorca		7. Ballaragh/Dhoon Glen		8. Glen Mona		9. Ballaglass/Cornaa		10. Ballajora/Dreemskerry		11. Lewaigue		12. Ramsey	
220	440	220	440	220	440	220	440	220	440	220	440	220	440	220	440	220	440	220	440	220	440
260	520	260	520	260	520	260	520	260	520	260	520	260	520	260	520	260	520	260	520	260	520
380	760	260	520	220	440	220	440	220	440	220	440	220	440	220	440	220	440	220	440	220	440
540	1080	380	760	260	520	220	440	220	440	220	440	220	440	220	440	220	440	220	440	220	440
540	1080	540	1080	380	760	260	520	220	440	220	440	220	440	220	440	220	440	220	440	220	440
540	1080	540	1080	540	1080	380	760	260	520	220	440	220	440	220	440	220	440	220	440	220	440
620	1240	540	1080	540	1080	540	1080	380	760	260	520	220	440	220	440	220	440	220	440	220	440
620	1240	620	1240	540	1080	540	1080	540	1080	380	760	260	520	220	440	220	440	220	440	220	440
620	1240	620	1240	620	1240	540	1080	540	1080	540	1080	380	760	260	520	220	440	220	440	220	440
620	1240	620	1240	620	1240	620	1240	540	1080	540	1080	540	1080	380	760	260	520	220	440	220	440

++ During TT also gives all day unlimited SMR travel on day of purchase

I. Douglas, Derby Castle Child (5-15) Fares: Single Return

2. Onchan Head/Far End		3. Groudle/Eskdale		4. Half-W-House/Baldrine/Garwick		5. B'Beg/Fairy Cott/S.Cape		6. Laxey/Minorca		7. Ballaragh/Dhoon Glen		8. Glen Mona		9. Ballaglass/Cornaa		10. Ballajora/Dreemskerry		11. Lewaigue		12. Ramsey	
110	220	110	220	110	220	110	220	110	220	110	220	110	220	110	220	110	220	110	220	110	220
130	260	130	260	130	260	130	260	130	260	130	260	130	260	130	260	130	260	130	260	130	260
190	380	130	260	110	220	110	220	110	220	130	260	130	260	130	260	130	260	130	260	130	260
270	540	190	380	130	260	110	220	110	220	190	380	130	260	130	260	130	260	130	260	130	260
270	540	270	540	190	380	130	260	110	220	190	380	130	260	130	260	130	260	130	260	130	260
270	540	270	540	270	540	190	380	130	260	190	380	130	260	130	260	130	260	130	260	130	260
310	620	270	540	270	540	270	540	190	380	270	540	190	380	130	260	130	260	130	260	130	260
310	620	310	620	270	540	270	540	270	540	270	540	190	380	130	260	130	260	130	260	130	260
310	620	310	620	310	620	270	540	270	540	270	540	270	540	190	380	130	260	130	260	130	260
310	620	310	620	310	620	310	620	270	540	270	540	270	540	270	540	190	380	130	260	130	260

Go Explore	Adult	Child	Family 2 Adults and up to 3 children*
1 Day	16.00	8.00	39.00
3 Days	32.00	16.00	75.00
5 Days	39.00	19.50	95.00
7 Days	47.00	23.50	115.00
Heritage	55.00	27.00	Not available
Go Explore cards cost £2.00 plus product			

Isle of Man Senior Citizens concessions available - on production of a Valid Card

No concession for visitors

* - Children under 5: limited to 2 per fare paying adult

**APPENDIX 8: Paper dated 18th November
2016 from the Committee Secretariat –
Heritage Railways in the UK – Fares and
concessions available**

SELECT COMMITTEE ON FREE TRAIN AND TRAM TRAVEL (PETITION FOR REDRESS)

Heritage Railways in the UK – Fares and Concessions Available

This paper provides fare information for heritage railways in different parts of the UK, drawn from their websites as accessed on 17th November 2016.

Committee Secretariat
18th November 2016

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Aberystwyth Cliff Railway¹

Single	Return	
Child:	£2.00	£2.50
Adult:	£3.00	£4.00
Student:	£2.50	£3.50
Senior:	£2.50	£3.50
Disabled:	N/A	£3.00
Family (2 adults & 2 children):	N/A	£11.00
Family (2 adults & 3-5 children):	N/A	£13.00

Bluebell Railway²

Ticket Type	Adult	Child (Age 3 - 15)	Family (x2 Adults & up to 3 children)
3rd All Line Return	£17.00	£8.50	£45.50
Bluebell Bonus 3rd	£14.50	£7.25	£40.00
3rd All Line Single	£10.50	£5.30	N/A
3rd Half Line Return	£14.50	£7.30	£40.50
3rd Half Line Single	£9.50	£4.80	N/A
1st All Line Return	£25.50	£12.80	N/A

Dartmouth Steam Railway³

PRICES FROM

Adult Return	£16.00
Concession Return	£15.00
Child Return	£9.50
Family Ticket (2 Ad & max 3ch)	£43.25
Under 3	£0.00

¹ <http://www.aberystwythcliff railway.co.uk/>

² <http://www.bluebell-railway.com/timetable-and-fares/fares-2015/>

³ <http://www.dartmouthrailriver.co.uk/tours/steam-train>

Foxfield Railway⁴

2016 Fares	Normal Steam Day	Special Events
Adult	£8.00	Please check the special event pages nearer to the event date as prices may vary.
Concession	£6.50	
Children (U16)	£3.50	
Family (2+2)	£21.00	
Under 2's	FREE	

Giant's Causeway and Bushmills Railway⁵

Fares

Adult Ticket	£5.00
Child Ticket	£3.00
Concession Ticket	£4.00
Family Ticket	£17.50

Children are chargeable between the ages of 3 and 15

16 years and over are classed as adults

Concession tickets are issued to over 60 year olds

Family tickets are for 2 adults and 3 children

These fares cover either a single or a return journey.

⁴ <http://foxfieldrailway.co.uk/timetable.php>

⁵ <http://www.freewebs.com/giantscausewayrailway/2015fares.htm>

Isle of Wight Steam Railway⁶

Third Class Day Rover Ticket (Valid all day)

BOOKED ONLINE:

Adult £11.50

Child £6.00 (5-15 yrs)

Infant FREE (0-4 Yrs) subject to a maximum of two infants per fare paying adult.

Family £29.00 - Available for two adults and two children travelling together

Dogs £3.00

BUY ON THE GATE:

Adult £13.00

Child £6.50 (5-15 yrs)

Infant FREE (0-4 Yrs) subject to a maximum of two infants per fare paying adult.

Family £32.50 - Available for two adults and two children travelling together

Dogs £3.00

Lavender Line⁷

Ticket Prices

Adults	£9.00
Senior citizen	£7.00
Children aged 3 to 15	£6.00
Children under 3	Free

Leadhills and Wanlockhead Railway⁸

Day Ticket Prices (pay once, travel as often as you like)

Produce a valid railway ticket to the mining museum or vice versa within 7 days to receive a 10% discount.

Adult	£4.00
Senior Concession	£3.00
Child (3 - 16 years)	£2.00
Family (2 Adults and up to 2 Children	£10.00

⁶ <http://www.iwsteamrailway.co.uk/fares.aspx>

⁷ http://www.lavender-line.co.uk/Timetable_Fares/Fares.htm

⁸ <http://www.leadhillsrailway.co.uk/info>

Ravenglass and Eskdale Steam Railway⁹

2016 Fares

Ticket Type	Child (under 5)	Child	Adult	Family
Return Journey	Free	£6.75	£13.50	£38.00
Single Journey	Free	£4.00	£8.00	n/a
Ratty Rover Pass*	Free	£20.00	£40.00	£110.00

* 5 days unlimited travel

<p>Dogs: £1.50</p> <p>(Dogs are accepted on the trains, in both Gift Shops and Fellbites Cafe ground floor)</p>	<p>Cycles: £3.50</p> <p>Must be pre-booked - can't be accepted on the 11:25 & 2:25 from Ravenglass OR 12:50 & 2:25 from Dalegarth during yellow timetable</p>
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PLEASE NOTE: On the weekend of 1st & 2nd October 2016 (Peppa Pig Weekend), Children aged over 3 will be chargeable at the standard 5 - 15 child rate. Children under 3 will travel for free.



[> Book Online & Save](#)

These fares are staying at 2015 online prices.

FREE Travel for local residents

CA18/19 postcodes on the last Friday of every month. Please bring a household bill as proof of address to the ticket office and exchange for your travel ticket. Two persons per household. Not valid on special events.

Ribble Steam Railway¹⁰

Admission Charges (Normal Operating Day) 2017

Day Ticket - includes entry to the Museum, Workshop and Unlimited Train Rides (Pay on the day of your visit)

Adults	£7.00	
Children	£4.50	Children under 3: Free
Concessions	£4.50	
Family	£20.00	2 Adults plus 2 Children

* Disabled visitors and their carers are charged at Concession rate

* We do not do advance bookings (except Santa Specials) - you just turn up and pay on the day

* RSR Members enjoy Half Price rate (*except Santa)

* (an additional charge may be made for certain Special Events)

⁹ <http://ravenglass-railway.co.uk/timetables/>

¹⁰ <http://www.ribblesteam.org.uk/enquiry-desk/info>

Strathspey Railway¹¹

Prices	Whole line Return 2016	Whole line Single 2016	One Stop Return 2016	One Stop Single 2016
Adult	£14.25	£11.25	£11.25	£7.65
Senior	£12.80	£9.75	£9.75	£6.15
Child over 5	£7.15	£5.65	£5.65	£3.85



Swindon and Cricklade Railway¹²

Standard Train Fares for 2016
 unless Special Events are advertised below
Subject to revision when Taw Valley Halt opens

For steam-hauled trains
 Adult £8, Senior £7, Child £6, Family (two adults + two children) £24.

For diesel-hauled trains
 Adult £6, Senior £5, Child £4, Family (two adults + two children) £18.

All tickets allow the holder to ride on as many available trains as desired from the time of purchase on the day concerned, with the exception of Santa Specials.

PLEASE NOTE that these fares will be revised for some special events. These fares will be advertised on this web site in advance of the events concerned.

¹¹ <http://strathspeyrailway.co.uk/daily-timetable/>

¹² <http://www.swindon-cricklade-railway.org/events.php#top>

Vale of Rheidol Railway¹³

PRINCIPAL FARES <small>All prices shown apply to our regular excursion trains. Special prices may apply for special events.</small>			
	Amount you pay	Voucher you receive	Net cost to you
Donation Adult Return (16+)	£22.00	£3.30	£18.70
Basic Adult Return (16+)	£20.00	£0.00	£20.00
Donation Senior Return (60+)	£21.00	£3.15	£17.85
Basic Senior Return (60+)	£19.00	£0.00	£19.00
Donation Child Return (3 - 15)	£9.00	£1.35	£7.65
Basic Child Return (3 - 15)	£8.00	£0.00	£8.00
Donation Family 2 Adults 2 Children	£55.00	£8.25	£46.75
Basic Family 2 Adults 2 Children	£50.00	£0.00	£50.00

(Other Family Tickets available for larger groups.)

West Somerset Railway¹⁴

2016 Prices	Advance	On the day
Adult Rover (16-59)	£17.10	£19.00
Senior Rover (60+)	£15.40	£17.00
Young Person (5 -17)	£8.55	£9.50
Family	£42.30	£47.00

Discounts and Concessions

Local Residents travel at 25% off on production of their [Local Residents Pass](#). The pass costs £10.00 per person and is valid for two calendar years.

Wirral Transport Museum and Heritage Tramway¹⁵

Tram fares: £2.00 Adults, £1.00 Children & Concessions.

¹³ <http://www.rheidolrailway.co.uk/fares.htm>

¹⁴ <http://westsomersestrailway.vticket.co.uk/article.php/49/prices-and-tickets>

¹⁵ <http://www.mtps.co.uk/openingtimes.htm>

**APPENDIX 9: Paper dated 19th December
2016 from the Committee Secretariat –
Manx National Heritage – Admission
Prices and concessions**



**SELECT COMMITTEE ON FREE TRAIN AND TRAM TRAVEL
(PETITION FOR REDRESS)**

Manx National Heritage – Admission Prices and Concessions

This paper provides information on admission prices and concessions available at attractions operated by Manx National Heritage. All information is taken from www.manxnationalheritage.im as accessed on 19th December 2016.

Committee Secretariat
19th December 2016

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Standard admission prices for all MNH attractions

Attraction	Admission Price for Adults	Admission Price for Children
Castle Rushen	£8	£4
Peel Castle	£6	£3
House of Manannan	£6 (2016) / £10 (2017)	£3 (2016) / £5 (2017)
Nautical Museum	£6	£3
Rushen Abbey	£8	£4
Cregneash	£6	£3
Grove Museum	£6	£3
Laxey Wheel	£8	£4
Old House of Keys	£6	£3
Old Grammar School	Free	Free
Manx Museum	Free	Free

Concessions

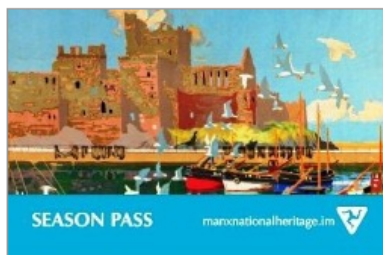
There are no concessions available specifically for pensioners.

Concessions available:

- Holiday Passes providing multi-site admission.
- Group discounts available to pre-booked group visitors of 15 or more paying visitors. [Pre-book in advance](#).
- Free entry available to Isle of Man School children with a valid ACE card.
- Season Passes for Isle of Man residents.
- Go Explore Heritage Passes for use with trams, trains and bus transport.
- Free entry available to members of the Friends of Manx National Heritage, National Trust, English Heritage, CADW, Historic Scotland and organisations holding an agreement with Manx National Heritage. Entry available to the named member only on presentation of a valid membership card. Restrictions may apply. For details, please consult your membership handbook.
- Please note concessions may not apply for special events.

Manx National Heritage Season Pass – Adult (£20)

Manx National Heritage Season Pass



[View Large Image](#)
[Click To Zoom](#)

SKU: 20670672
In Stock

This pass is valid for use exclusively by the named Isle of Man resident cardholder, and provides free entry to all Manx National Heritage Sites.

Valid for 12 Months from the first date of use

Not valid for use at special events or for reciprocal admission to properties operated by organisations such as English Heritage, National Trust for England, Historic Scotland etc.

5 Day Go-Explore Transport Heritage Pass – Adult (£57)

5 Day Go-Explore Transport Heritage Pass - Adult



[View Large Image](#)
[Click To Zoom](#)

SKU: 20670733
In Stock

Travel on IOM Transport Bus & Rail services plus free entry into all Manx National Heritage Sites.

Valid for 5 Days from first day of use

Friends of Manx National Heritage¹

Membership Rates

Membership fees as at 1st January 2016

Annual membership	
Adult	£31.50
Additional Adult at the same address	£21
Children under 5 Under 15	Free £6
10 year membership	
Adult	£265
Additional Adult at the same address	£160
Life membership	£775

¹ This includes free or reduced admission to properties operated by e.g. National Trust, English Heritage.

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March 2017

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