



Isle of Man

Government

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Department of Community, Culture and Leisure

Public Transport Division

Summary of Responses to the Consultation on the Bus Network Review

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Part One: Introduction

Background

For some time there has been a need to review the Island's bus network and consider its fitness for purpose. An initial review of the bus network was completed by the Director of Public Transport and his staff. They considered comments made by interested parties on the appropriateness of the current network, the results of surveys of current and potential bus users and a thorough analysis of ridership and ticket sales data. This concluded in the production of the Bus Network Review document which has subsequently been consulted upon as part of this exercise.

1.2 Why change?

During the last 20 years there have been considerable changes in demand which have only been dealt with by amending the existing network; for example, the services to the new Hospital have been provided by diverting and extending existing routes.

It was recognised that a number of changes needed to be borne in mind when producing the Bus Network Review which included:-

- Changes to working patterns, in particular the impact of flexible and weekend working patterns on demand
- Changes in the location and size of the Island's residential areas, noting the increase in out of town centre residential areas and the redundancy of other areas
- Increases in travel by airline, and subsequently increased demand for bus services to Ronaldsway Airport
- Achieving cost effectiveness. As a service funded by public monies, it was considered prudent that the Department should review the cost effectiveness of the current bus services to ensure maximum benefits were achieved for all.

1.3 What was consulted upon?

The Bus Services Review highlighted specific routes that failed to provide passengers with an efficient service and Government with a cost effective operation. Addressing the key proposals, the Bus Services Review sought to explain why the particular service required a review, what the proposed change was and how this would impact on the service provision. The Review also presented a complete set of proposed timetables and routes, some of which would see minor changes whereas others were more significant.

Part Two: The Consultation Exercise

2.1 Consultation Period

A full public consultation period of six weeks took place between Monday 1st February 2010 and Friday 12th March 2010, conducted by the Department of Tourism and Leisure, as the Department then responsible for bus services.

The consultation was advertised in the local media and on the Government website. Groups and organisations who were considered to be key stakeholders were also contacted and invited to contribute their views.

2.2 Methodology

As the consultation document was a significant size and the route timetables were best viewed on coloured paper it was not practical or cost effective to print and distribute large numbers of the document. Members of the public were therefore encouraged to visit one of the Island's main libraries, the Isle of Man Welcome Centre or the Bus depots where it had been made available and could be reviewed. The consultation document was also available on the Government Website where it was presented in such a way to enable members of the public to review their specific route/area of interest with relative ease.

In addition the following actions were taken:-

- All Members of Tynwald received a hard copy of the review.
- All Local Commissioners / Authorities and a number of key individuals across Government were informed via e-mail that the Consultation Document could be viewed via the Government Consultations web page using the link provided.
- Hard copies of the document were sent to all libraries, including the Tynwald Library and IOM College Library and other interested parties such as Travel Watch and the Isle of Man Steam Packet.
- A press release was issued on 1st February 2010 informing the public of the review and location of Consultation Documents.
- Notices advising bus passengers of the Consultation were placed on buses and in a number of bus shelters at key locations.
- In addition a public meeting of Travelwatch was held on 6th March, which was widely publicised and well attended, at which the Director of Transport gave a full presentation of the proposals.

All responses were acknowledged. A number of stakeholders sought clarification of the proposals and were responded to directly by senior officials in the Public Transport Division on a case by case basis.

Part Three: Summary of Responses

3.1 Analysis of Comments Received

In relation to the written comments received, we have identified 3 broad types of comment.

- a) There are those that are fully positive - for example, many people welcome the introduction of late night services or the increased frequency and coverage of direct services to the Airport.
- b) There are comments from people who are not satisfied with specific proposals or have identified specific services they would wish to be incorporated into the network and timetables, but due to resource constraints we will be unable to meet their needs. For example, many of the requests would require unnecessary duplication of the network to avoid people changing buses, or require additional buses relatively close to existing ones to suit individual needs, which cannot be supported within current resources.
- c) The third group relate to matters of detail raised which are actually covered in the proposals, but have essentially been missed by the respondent. This includes cases where an old route has been taken over by a new route with a different service number. This group also covers very specific issues which will be included in the detailed timetables. For example, some respondents have suggested that services at morning peak time have been removed whereas, in fact, these passengers are travelling on school bus services the timetables for which were not shown in the document. Passengers will, of course, still be able to travel on these services. In addition some respondents have suggested that a bus no longer calls at a given intermediate stop on an otherwise unchanged route - yet the consultation document made it clear that the timetables provided were a summary and were only for the purposes of illustration. Most of these issues will be resolved when the detailed timetables are produced and the school bus network incorporated.

3.2 Conclusions

Overall we received 225 responses, many of which incorporated comments covering two or more of the categories identified above. Therefore, unlike a consultation process which asks specific questions, which can attract clearly positive or negative responses, it is difficult to quantify precisely the types of responses received.

However, our analysis suggests the following:-

a) Supportive	20%
b) Not supportive/New request	33%
c) Resolvable matters of detail	47%

In general, therefore, about a third of the comments received relate to issues which the Department is unable to resolve. Otherwise, we are in a position to address the issues raised, which will be clarified within the detailed timetables. In addition many of the issues raised, and our response to them, are explained in more detail in the following section.

Part Four: Consideration of Responses

This section highlights the key issues made by respondents to the consultation. The rationale for the individual proposals are re-stated and our conclusions on the comments made, including any changes now proposed, are shown in bold.

4.1 Central Douglas and the Promenades

In respect of Douglas Promenade the increased level of service and links to the Airport were warmly welcomed, however, a small number of adverse comments were received in respect of the Promenade north of the Villa Marina no longer having a direct link to many of the estates of Onchan.

However, by making these changes we are able to use Lord Street as the departure point for all long distance services out of Douglas, ensuring that passengers wishing to traverse Douglas do not need to travel on foot to Loch Promenade for connecting services.

To balance the frequency at which buses serve upper and lower Douglas there was a requirement to redirect some of those currently travelling along Douglas promenade and the provision of a regular service on Buck's Road received positive comments. However, the impact of this change was noted by a number of members of the public and the Douglas Community Safety Partnership who expressed concern at the reduction of services travelling past the Gaiety Theatre and Villa Marina.

In practice, the bus that currently travels down Victoria Road onto the promenades will be redirected via Ballaquayle Road and Bucks Road. All other services to this area remain unchanged and the area will remain adequately serviced throughout the day.

The core of the proposals is to provide regular services on Buck's Road and the Promenade to aid the understanding of irregular users, non users and visitors. Therefore we remain of the view that the changes to the Buck's Road services should be progressed as planned.

However, we recognise there may be an adverse impact for some passengers, particularly those currently using routes 23 and 24 and will keep this issue under regular review. If it is concluded that the impact is unsatisfactory we will seek to re-introduce services to Loch Promenade via Victoria Road, where possible.

In addition, in respect of central Douglas, we will be making some adjustments to improve services around Westmoreland Road.

4.2 Willaston

This is the area that attracted the most high profile public comment, in particular in respect of the Willaston Estate. This included correspondence from Mr J R Houghton MHK and Mr R W Henderson MHK, as well as a petition (signed by 212 residents) requesting that the Department continues to maintain a dedicated service through Willaston estate and it not be extended into Governor's Hill and Onchan.

The comments of Douglas Community Safety Partnership also reflected those of a number of respondents who felt that the intention on evening services to route the service via Watterson Lane as opposed to penetrating the Willaston estate was viewed as a significant negative.

The proposal to route the evening and weekend bus services via Watterson Lane, was intended to provide a more reliable service to residents of Willaston during these times. At present the narrow roads in the estate combined with the high numbers of cars parked at the road side has made it unreasonably dangerous and difficult to manoeuvre buses through the roads. The bus services are regularly disrupted and delayed through their inability to negotiate the roads the result of which is that passengers are left stranded on buses or at bus stops.

It is suggested that since this issue really concerns parked cars blocking the bus route it is considered that it is a local matter which could be pursued outside the bus review. A decision regarding whether the buses can or cannot penetrate the estate, will not affect the timetable, and as such will be considered separately. The two Members of the House of Keys for Douglas North are currently facilitating meetings to try and resolve this matter.

The proposals also envisaged reducing the frequency of service from every 20 to 30 minutes which provides a more efficient use of resources in view of the level of demand. Only a small number of respondents expressed concern at this.

The proposal to extend the service through Governors Hill to Onchan enables us to ensure Bucks Road/Woodbourne Road is served with an evenly spaced 10 minute frequency made up of three services each running at 30 minute intervals.

In terms of journey times, Douglas to Willaston is unchanged, Douglas to Hailwood Ave increases by 2 minutes. The other benefit is a better use of resource to give a regular 30 minute service. Hailwood Avenue is currently served by three hourly services on three different routes.

In conclusion we remain of the view that revised Service 22 should extend beyond Willaston to serve Governors Hill and Onchan.

However, we do intend to explore with the Members of the House of Keys for Douglas North, the opportunities for retaining the service through the Willaston estate in the evenings and on Sundays, as at present. We will continue to operate this service for a further period of three months from implementation of the new network, during which time it is essential that the parking problems can be permanently resolved. After three months the situation will be reviewed.

4.3 Hailwood Avenue and Governor's Hill

Residents in the area of Hailwood Avenue and Governor's Hill commented on the reduction of direct destinations served. In particular many passed comment that they were excluded from the proposals to link to the Promenade and the Airport on the extended service 1 and 2. The current proposal is for three journeys an hour on the 1 and 2 to serve Birch Hill and for Hailwood Avenue only to be served by the service 22.

Residents of lower Onchan were disappointed with the proposed changes to the routes 23, 24 and 27 and in particular, the lack of service to Ballachrink after 6.00pm and at weekends. This could be provided by either services 1 and 2 or service 3.

We now intend to revise our proposals for route 1 and 2 so that two journeys per hour serve Birch Hill and one journey per hour serves Hailwood Avenue.

We also propose to serve the Ballachrink estate during evenings and on Sundays, using service 3 which runs from Douglas to Ramsey.

4.4 Onchan

In respect of the routing of the 13 service it is currently proposed that this service provides the link between Old Laxey, Groudle Road, Promenade, Douglas and the Hospital. In providing the link in this manner we remove the facility for the passengers in Groudle Road to access local facilities in Onchan.

Therefore, to enable passengers from Groudle Road to continue to travel to Onchan we now intend to divert the route 13 via Royal Avenue and Summerhill Road. This will be done on a trial basis to ascertain whether there is sufficient demand to support its long term retention.

By re-routing service 13, we remove the important link with the MER station. This will be resolved by providing additional journeys on Service 30 from the Steam Railway Station to Derby Castle and return.

4.5 Anagh Coar and Pulrose

In relation to the No.21 service representations were made by the MHK for South Douglas, Mr D C Cretney, MHK , for a full evening service that we cannot at this time find resources to support. However, we will be providing an enhanced service along Vicarage Road.

During the day, the Saddlestone estate will continue to be served hourly. In the evenings, from Monday to Saturday, service 21 will now be provided on Vicarage Road hourly until 8.09pm, and at 8.17pm on Sundays, although it will not penetrate the estate. However, both these changes provide public transport beyond that which was previously available in the Saddlestone area.

At this time, we intend to improve and introduce new services on a gradual basis. This provides for the phased generation of demand as opposed to providing an unsuitable level of buses which have no opportunity to cover any of their costs. In the case of Vicarage Road, and having considered the representations made, this will, as indicated, now include an evening service from Douglas and an all day Sunday provision where nothing has previously been provided.

Our proposals for route 21 (Anagh Coar and Pulrose) will include improved services for Vicarage Road representing a first step to improving public transport in this area. At future reviews it should be possible to increase the service provision further if our initial efforts have been rewarded with establishing greater demand.

4.6 Noble's Hospital & Peel Road

This is an area where we also received many comments. The Onchan Branch of Royal British Legion responded on behalf of its 80 members and requested that Onchan residents be served with a direct route to the Hospital, rather than the proposal which requires individuals to travel into Douglas before heading towards the Hospital. Indeed similar requests were received from residents around the Island, such as Castletown, the South and Peel, who wished to be served by a direct route from their respective residential estate to the Hospital.

Whilst it would be desirable to be able to provide bespoke services from the Island's regions to the Hospital, it is not financially viable or possible within the resources available. The method of bringing buses into the Douglas area and linking buses to the Hospital is intended to achieve the greatest convenience for the greatest number of people. Buses will travel from central Douglas to the Hospital at a 15 minute frequency throughout the day which will minimise waiting times for the individuals travelling to and from the facility. The service from Peel is effectively reduced from every 30 to every 60 minutes directly to the Hospital which has drawn some adverse comment. However, the residents of Strang Road and Peel Road (Snugborough area) and Marown Commissioners were supportive of this re-routing.

We also received comments, from Mr G D Cregeen, MHK, Mr J P Watterson, MHK and Mr Q B Gill, MHK among others, that there is no direct service from the South of the Island to the Hospital. An analysis of 3 weeks' outpatient appointments suggests 6 patients per hour make this journey by all modes. The resource cost of this service would be 3 buses which is the equivalent of providing 4 journeys an hour between Douglas and the Hospital. We therefore conclude that a frequent service with a change is a better option than running dedicated services from the entire Island.

The frequency of journeys from the South, will increase from every 30 minutes to every 20 minutes, thus by linking to more frequent services from Douglas town centre, the service to Noble's Hospital for residents from the south of the Island will be much improved.

The current proposals significantly increase the number of buses serving Noble's Hospital. Whilst many respondents believe that their location should have a direct service to the Hospital this is clearly not a practical option. However, it is agreed that this should be revisited in future reviews, to ascertain whether there has been an increase in demand.

4.7 Ramsey and the North

The Department's intention to enhance and develop the provision to Ramsey and the North attracted several positive comments. However, we also received adverse comment due to the complex nature of the changes. We will ensure this is properly communicated in our publicity confirming the new arrangements.

A number of people currently served by the number 12 'Ramsey Skipper' route responded to the Consultation. Most notably a letter from 56 residents from the Kerroglass housing estate, which asked for the service to be retained

At the present time the Ramsey Skipper, operates twice per hour, providing different loops of the town for local journeys within Ramsey. However connections for journeys beyond Ramsey are poor with the service ending at 5.30pm with no evening or Sunday provision. The proposals provide all the links the current Skipper does but using the longer distance services across Ramsey enables journeys to be provided over a longer period. An example would be the evening peak service from Douglas which now provides a link to Mooragh Promenade and north Ramsey rather than terminating at the Bus Station with no ongoing connection.

Where we have provided a detailed explanation and answered specific questions we have received positive comments.

We remain of the view that converting the resource of the Ramsey Skipper into the provision of a regular service pattern during the day and into the evenings improves the penetration of bus services in the greater Ramsey area. Consequently our proposals for Ramsey remain unchanged.

4.8 North of Ramsey

The group of services to the northern plains, numbered 17 to 20, are rationalised to provide a regular hourly service to Jurby and the prison with the second regular service for Andreas and Bride. This has the effect of breaking the link from Jurby to Andreas but this needs to be balanced against the other frequency increases long requested by places such as the prison.

Mr JDQ Cannan, MHK submitted a petition containing 283 signatures calling on the Department to provide an evening bus service north of Ramsey.

This is dealt with below in the section under evening services.

4.9 Peel and the West Coast

Very few responses were received from Peel itself although a meeting was held with Peel Commissioners and a letter received from Mr TM Crookall, MHK. Mr Crookall raised concerns regarding reduced frequency of services to the Hospital, provision of services to Niarbyl, Patrick and Dalby and Sunday Services. Whilst these issues will be considered as part of future reviews, current budgetary limitations prevent us from addressing these issues at present.

This highlighted the difficulties we face balancing resource with use and maintaining social inclusion. One specific point was the 7 service which runs hourly to Patrick and 2 hourly beyond and this is revised to give the area an approximate 90 minute frequency including links to Niarbyl and Douglas to try to encourage demand, particularly in the tourist sector.

We also received comments from the Foxdale area concerning peak buses which will be satisfactorily resolved when the school services are added to this route.

On balance, therefore, we have no plans to amend the original proposals in respect of Peel and the West.

4.10 Castletown and the South

The increase in service from the Airport and the extension across Douglas to key markets received many positive comments. However, the lack of provision of a direct bus to the Hospital drew adverse comments. As described in the Noble's Hospital paragraph above we continue to believe that the resource of 3 buses that this service would cost is not affordable.

From the basic proposal in the document we will be making further adjustments in the Airport service to reflect advice received from the Airport Director on check in times.

Service 8 linking Castletown with Peel will increase from 3 journeys per day to 4 journeys per day although we received comments suggesting this should be more frequent. The peak hour service is currently directed to people working in Castletown and it would cost an additional bus to provide a peak hour service into Peel. From the comments received there is some demand for this but we don't feel in the current climate able to commit an additional peak hour bus to provide an experimental service here. If we see any revenue growth from the current proposals then we will be able to consider an additional bus when resources allow.

In conclusion, the proposals for Castletown and the South have generally been well received and will be implemented without any changes.

4.11 Evenings and Sunday Networks

The current infrequent and erratic nature of services in the evenings and Sundays drew many adverse comments. For example, Victoria Road is only served by 2 buses in each direction in the entire evening. Historically, the resource commitments for evening services have involved just 7 buses Monday to Saturday and 5 buses on a Sunday to cover the whole Island. In our proposals this increases to 10, which is a significant increase, including a doubling of services on Sundays, but still does not satisfy all the requests.

The additional late night bus services drew considerable positive comment and we are going to pursue the discussion of these services with the Trade Union. We will be proposing a premium fare the details of which have yet to be finalised.

Within this evening network we will be looking to make further changes so the additional late bus on Fridays and Saturdays from Ramsey to Peel can operate via Jurby for an experimental period to ascertain demand.

We will also modify the timetable for buses serving the Isle of Man College so that it matches college finishing times.

It is obvious from the comments received that the current poor provision of evening services is disliked by many bus users. The proposals we have made are a significant increase in resource, actually doubling the Sunday evening commitment. Having considered the views expressed our proposals for evening and Sunday services will remain as originally proposed other than the re-routing of the late night service from Ramsey to Peel on Fridays and Saturdays to include Jurby.

4.12 Service Frequency

The proposed increases in frequencies such as the main Douglas to Port Erin corridor were generally warmly received. To achieve this increased frequency, the proposals envisage reducing the frequency of some Douglas area services. We believe this reduction in frequency is acceptable because demand does not exist to maintain services at present levels. These corresponding reductions were not the source of many adverse comments.

The frequency of services proposed in the original document will therefore be maintained.

Part Five: Conclusions

5.1 Summary of Actions in Response to Consultation

The core of the proposals for Central Douglas is to provide regular services on Buck's Road and the Promenade to aid the understanding of irregular users, non users and visitors. Therefore we remain of the view that the changes to the Buck's Road services should be progressed as planned.

However, we recognise there may be an adverse impact for some passengers, particularly those currently using routes 23 and 24 and will keep this issue under regular review. If it is concluded that the impact is unsatisfactory we will seek to re-introduce services to Loch Promenade via Victoria Road, where possible.

In addition, in respect of central Douglas, we will be making some adjustments to improve services around Westmoreland Road.

We remain of the view that revised Service 22 should extend beyond Willaston to serve Governors Hill and Onchan. However, we do intend to explore with the Members of the House of Keys for Douglas North, the opportunities for retaining the service through the Willaston estate in the evenings and on Sundays, as at present. We will continue to operate this service for a further period of three months from implementation of the new network, during which time it is essential that the parking problems can be permanently resolved. After three months the situation will be reviewed.

We now intend to revise our proposals for route 1 and 2 so that two journeys per hour serve Birch Hill and one journey per hour serves Hailwood Avenue. We also propose to serve the Ballachrink estate during evenings and on Sundays.

To enable passengers from Groudle Road to continue to travel to Onchan we now intend to divert the route 13 via Royal Avenue and Summerhill Road. This will be done on a trial basis to ascertain whether there is sufficient demand to support its long term retention.

By re-routing service 13, we remove the important link with the MER station. This will be resolved by providing additional journeys on Service 30 from the Steam Railway Station to Derby Castle and return.

Our proposals for route 21 (Anagh Coar and Pulrose) will include improved services for Vicarage Road representing a first step to improving public transport in this area. At future reviews it should be possible to increase the service provision further if our initial efforts have been rewarded with establishing greater demand.

The current proposals significantly increase the number of buses serving Noble's Hospital. Whilst many respondents believe that their location should have a direct service to the Hospital this is clearly not a practical option. However, it is agreed that this should be revisited in future reviews, to ascertain whether there has been an increase in demand.

We remain of the view that converting the resource of the Ramsey Skipper into the provision of a regular service pattern during the day and into the evenings, improves the penetration of bus services in the greater Ramsey area. Consequently our proposals for Ramsey remain unchanged.

We have no plans to amend the original proposals in respect of Peel and the West.

The proposals for Castletown and the South have generally been well received and will be implemented without any changes.

It is obvious from the comments received that the current poor provision of evening services is disliked by many bus users. The proposals we have made are a significant increase in resource, actually doubling the Sunday evening commitment. Having considered the views expressed our proposals for evening and Sunday services will remain as originally proposed other than the re-routing of the late night service from Ramsey to Peel on Fridays and Saturdays to include Jurby.

The frequency of services proposed in the original document will be maintained.

5.2 Summary of Revised Proposals

The Department believes that the new network and timetables will be welcomed by a majority of the Island's residents who utilise the existing bus network. By using our limited resources more effectively we are able to introduce new and extended routes, provide a more consistent service and encourage greater use of public transport by both residents and visitors.

The principal improvements to the service are summarised below:-

- ***We will provide services that are matched to demand and that are run at regular frequencies.***
- ***We will increase Sunday services to meet rising demand.***
- ***We will introduce new late services commencing from Douglas , Port Erin, Peel and Ramsey***
- ***We will be increasing the frequency of buses travelling to the south of the Island and extend the route to cover Douglas promenades and Onchan.*** This will improve services from the Airport and the Sea Terminal to the principal hotel district of the town as well as providing a substantial area of Onchan with a direct link to the NSC and beyond to the Airport. Service 1 will be increased to a 20 minute frequency to maximise the demand potential.
- ***We will provide services from central Douglas to Noble's Hospital at 15 minute intervals:*** one journey an hour each way between Peel and Douglas via the Hospital, one journey an hour each way between the Hospital and Laxey via Douglas and the Promenades and two journeys an hour each way between the Hospital and Onchan via lower Douglas, Woodbourne Road and Victoria Road.
- ***Bucks Road will be served with an evenly spaced 10 minute frequency,*** compared to the inconsistent service currently provided.

- ***During the summer period we will operate additional journeys as far as Derby Castle to connect with the services of the Manx Electric Railway***
- ***Services to Anagh Coar and Pulrose will be re-routed to give greater penetration of the new housing developments.***
- ***We will extend service coverage in Ramsey and particularly the northern suburbs.*** Service 3, arriving from the south, would continue in a loop via Bowring Road to Ormly Estate and Ramsey Cottage Hospital before returning to Douglas via Peel (as service 5 or 6). Similarly, on arriving from Peel, buses would return to Douglas as service 3, first operating via Mooragh Promenade and north Ramsey (via Clifton Drive) or Cloughbane Estate alternatively before heading south.
- ***Services between Douglas and Peel, via Foxdale, will be linked to Dalby and Niarbyl so as to provide an enhanced rural service providing journey opportunities to both Peel and Douglas.***
- ***We will provide dedicated services to Bradda and the Sound.***

5.3 Next Steps

The revised proposals have been approved by the Council of Ministers and will be implemented as soon as practicable. The exact choice of date will depend on progress with the negotiations with the bus drivers to allow the necessary changes to the Working Agreement. The current terms and conditions of service prevent some aspects of the new services to be operated which includes the new additional early and late services. These specific proposals were the subject of much positive comment and we need to consult on the changes required to ensure we can now deliver these proposals.

The new arrangements will need to be well publicised and we note the difficulty some existing users experience in understanding the existing format of our publicity. It is intended the initial publicity will be in A4 format (previously A5) to include suitable descriptions and maps of each service.

During the initial period we will also provide additional staff at Lord Street to provide on the spot information and assistance to boarding passengers.

We anticipate that it will take up to 8 weeks for the network to settle in as people adjust to the new patterns of services. This is a result of the summer holiday period having significantly different demands to the school periods. The end of the School Holidays will represent a second phase of introduction of revised patterns of travel, and we will ensure that further advice and information is available at this time to assist customers.

5.4 Further Information

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Isle of Man
IM1 5PT

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Fax. (01624) 663637

Email: marianne.bridges@gov.im

List of Respondents

Public

181 members of the public replied

Members of Tynwald

Mr J P Watterson MHK
Mr Q B Gill MHK
Mr J D Q Cannan MHK
Mr P Karran MHK
Mr D J Quirk MHK
Mr J R Houghton MHK
Mr R W Henderson MHK
The Hon S C Rodan SHK
Hon A J Earnshaw MHK
Mr T M Crookall MHK
Mr G D Cregeen MHK
Hon P A Gawne MHK
Hon D C Cretney MHK
Mr W M Malarkey MHK
Hon A V Craine MHK
Hon A R Bell MHK

Local Authorities

Andreas
Arbory
Ballaugh
Braddan
Douglas Council
Jurby
Lonan
Marown
Maughold
Michael
Onchan
Patrick
Port Erin
Port St Mary
Ramsey
Rushen

Businesses

Bushys
Robinsons
Shoprite

Other

Bunscoill (Head Teacher)
Harbourside Womens
Institute Committee
Ian Cannell Court
Isle of Man Airport /
Department of Transport
Isle of Man College
Manx National Heritage
Ramsey & Northern District
Housing Committee
Royal British Legion
Travel Watch
IOM Water Authority