Providing Rural Transport

Early Findings on the management and delivery of rural public transport

Ela Ashton, October 2026



Kings Cross station by Hugh Llewelyn, CC BY-SA 2.0

Generated using National Rail Enquiries (nre.co.uk)

Doleham to Ashford International

This table is valid from Monday 28 September 2026 until Friday 2 October 2026

Correct as of 28-09-2026

Monday to Friday 1 of 1

Operator		SN	SN	SN
Doleham	DLH d	0733	1737	2237
Ashford International	AFK d	0807	1810	2310



ABt Typ Domino by David Gubler. CC BY-NC-SA 2.5 CH



Andrew Riley / Cursiter Farm A965. CC BY-SA-2.0

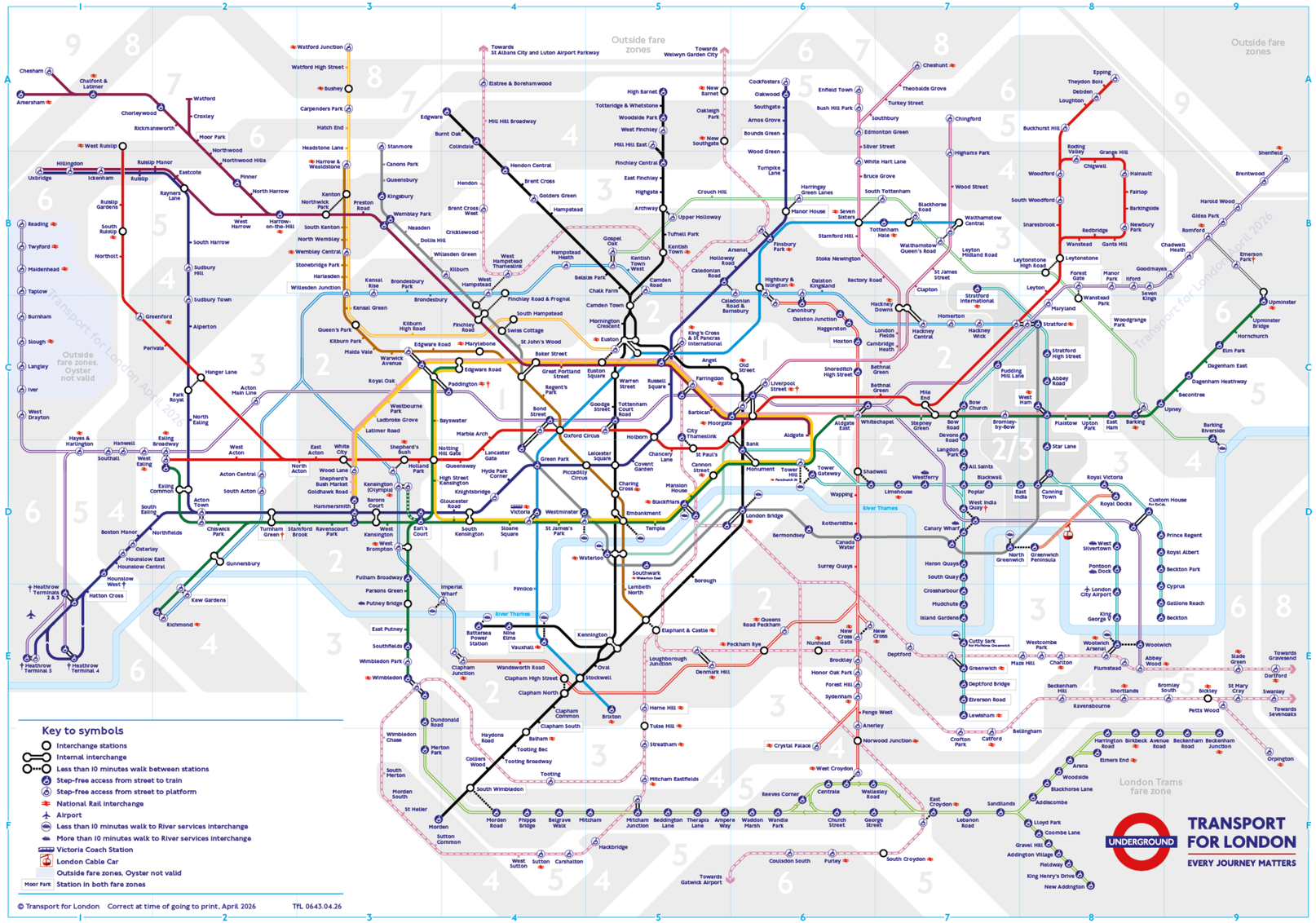

Tokyo Skyline by Morio - Own work, CC BY-SA 3.0

Tube map

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24 hour travel information
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Check your travel
tfl.gov.uk/travel-tools



Check before you travel

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For more detailed accessibility information, please use the Step-free Tube guide by visiting tfl.gov.uk/tube-map

† Elizabeth line Heathrow Airport stations
Special fares apply on Elizabeth line services to/from Heathrow Airport.

† Hounslow West
Step-free access for manual wheelchairs only.

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Key to lines

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- Central
- Circle ❄
- District ❄
- Hammersmith & City ❄
- Jubilee
- Metropolitan ❄
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- Elizabeth line ❄
- London Trams
- London Cable Car
  Special fares apply
- Thameslink ❄
  Service not operated by TfL. If you need assistance, please speak to staff at your origin station so this can be arranged at the destination station or check assisted travel at thameslinkrailway.com
- District ❄
  Open at weekends and on some public holidays

London Overground

- Liberty line ❄
- Lioness line ❄
- Mildmay line ❄
- Suffragette line ❄
- Weaver line ❄
- Windrush line ❄

❄ Air-conditioned trains

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Strategic

Environmental Goals
Modal Shift
System Efficiency
Equitable Access

Tactical

Network Design
Timetabling
Mode Selection
Fare Structures
Fare Systems

Operational

Crew Hiring and Rostering
Equipment Maintenance
Fare Collection

Mees, *Transport for Suburbia* (Earthscan, 2010)

Utility Maximisation







Public



Private

Isle of Man TRANSPORT





Profit Maximisation

Mees, *Transport for Suburbia* (Earthscan, 2010)
Tennent, *Profit or Utility Maximising?* (2017, JMH, Vol. 23 No. 4 pp. 401–422)

Modernism

Utility Maximisation

Profit Maximisation

Heritage





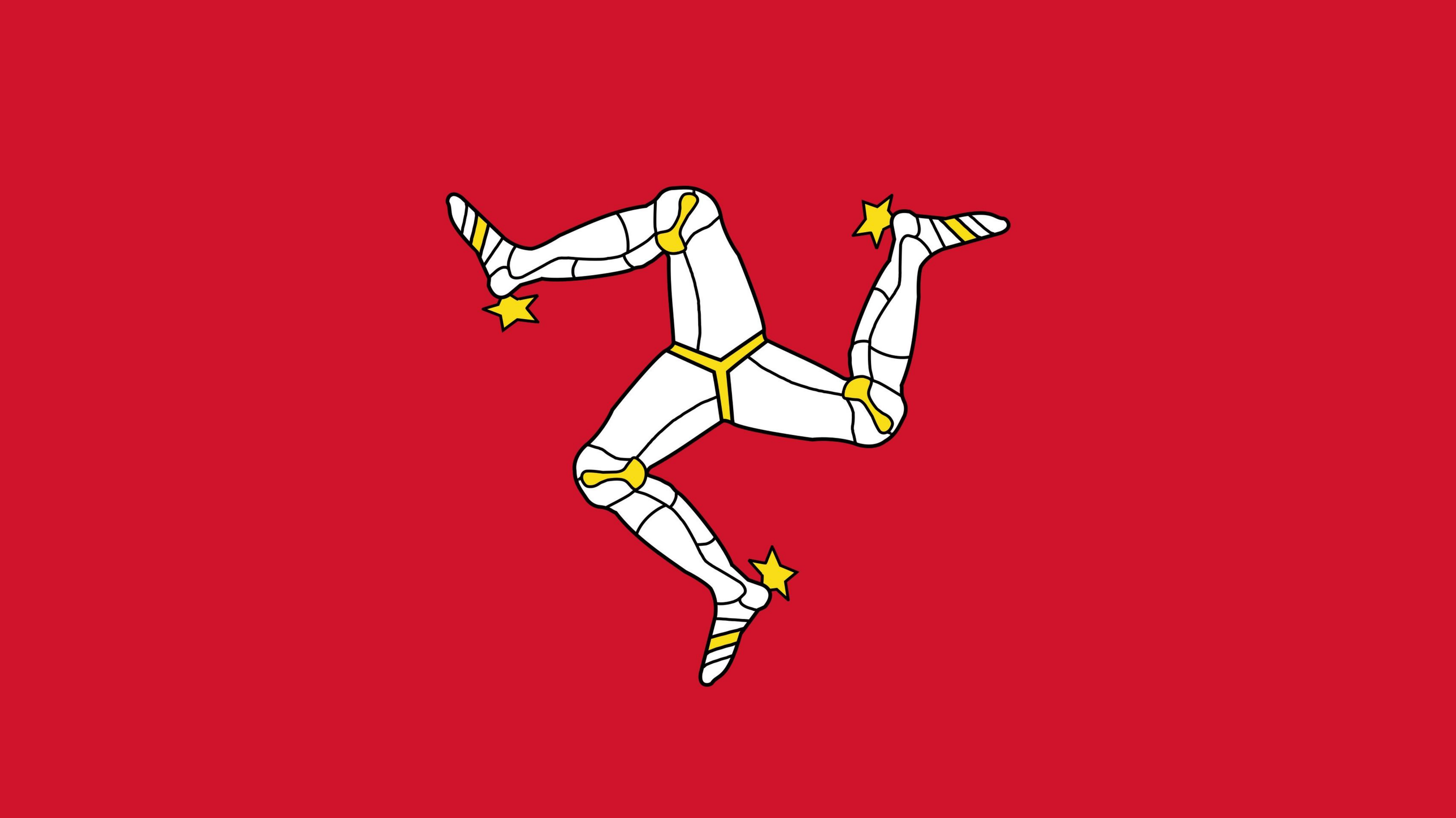








Mees, *Transport for Suburbia* (Earthscan, 2010)
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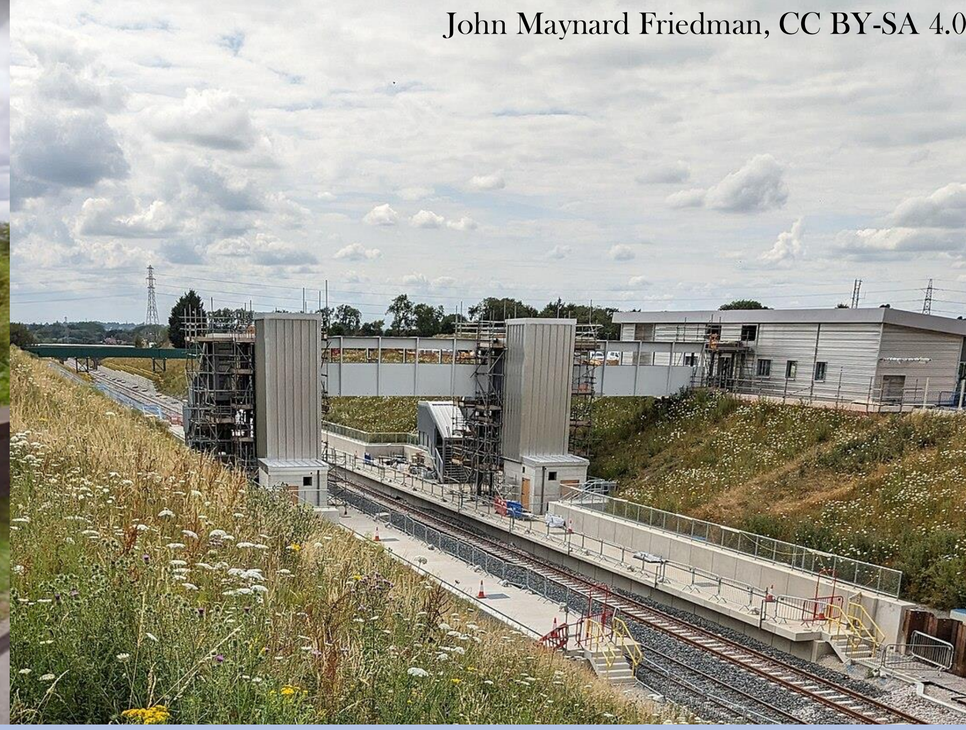




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Startseite

Landesregierung finanziert 20 neue Schnellbus-Linien, um ländliche Räume zu stärken



X-Bus / © VRR

Landesregierung finanziert 20 neue Schnellbus-Linien, um ländliche Räume zu stärken

Vor allem Kommunen, die nicht an den Schienenverkehr angebunden sind, werden künftig angesteuert

26.09.2025

Kontakt
Pressestelle



Pressestelle MUNV
E-Mail: presse@munv.nrw.de

GOV·UK

Home > Transport > Local transport > Buses

Press release

Major boost for bus services as PM outlines new vision for local transport

Bus services across the country will be transformed with simpler fares, thousands of new buses, improved routes and higher frequencies.

From: Prime Minister's Office, 10 Downing Street, Department for Transport, HM Treasury, The Rt Hon Sajid Javid, The Rt Hon Boris Johnson and The Rt Hon Grant Shapps

Published: 10 February 2020

This was published under the 2019 to 2022 Johnson Conservative government

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News
2026
Archive
2020
2021
2022
2023
2024
2025
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct

New bus route links west with south

Thursday, 7 August 2025



A new bus service linking the west of the island directly to the airport and the south begins on Saturday.

The route, from Peel to the Sound, goes via St John's, Foxdale, Silverdale, Ballasalla, the airport, Castletown, Port Erin, Port St Mary and Cregneash.

The total journey takes one hour and 14 minutes.

The Department of Infrastructure was keen to meet the demand from people in the west and south to be able to travel directly rather than have to make a trip to Douglas and change buses there.

Infrastructure Minister Dr Michelle Haywood said:

'We are delighted to introduce this link between the two areas of the island.

'As the population of Peel and the west has grown, there has been greater demand for a link to the airport from residents and visitors alike.

'For holidaymakers who stay in the south, they can travel to Peel to see the castle and the House of Manannan directly, for example. Similarly, those in the west can visit Castle Rushen and the many attractions of the south

Key Finding № 1

The railways slipped into a heritage status due to the lack of actio



MNH PG/7974



MNH PG/6263



MNH PG/13051/1/89



Own Work, Fuji 200/Nikon FG + Nikkor 50mm

Key Finding № 2

Both bus and rail were seen as key assets that the government had to preserve, both for islanders and for tourists.

"Is This Any Way to Run a Railway?" MERS, 1976

THE 1976 GENERAL ELECTION

The present term of the House of Keys expires this year, and the railways, tramways and inseparable tourism policies are clearly a key issue in the elections that ensue. All of the Island's electors are urged to determine every candidate's views and degree of concern and support for the future of the railways which are key adjuncts of paramount importance to the success—or failure—of tourism. In addition, every householder in the Island will receive a petition form which duly completed will be handed to the constituents' elected representative as soon as the results of the elections are known.

1966 TSC Report conclusions

(vi) CONCLUSIONS

115. The Commission recommend :—

(a) the acquisition by the Isle of Man Government of the Douglas Corporation Transport undertaking excluding the horse trams, which should be retained by the Corporation in view of their essentially local character.

(b) the closure of the Manx Electric Railway line between Ramsey and Laxey together with any other sections which it may seem desirable to close in the light of the Consultant's Report.

(c) the purchase by Government of the whole of the assets Rail and Road now owned by the Isle of Railway Company. In this connection the Island Government would doubtless wish to avail themselves of the services of an independent financial expert in an advisory capacity.

(d) the closure of those sections of the Isle of Man Railway system not required as a tourist attraction and the disposal of unwanted assets.

116. These measures would then lead to the integration of the bus services presently provided by the Isle of Man Road Services and Douglas Corporation. They should be placed under a single management together with the retained Railway routes.

MANX ELECTRIC RAILWAY

THE VITAL QUESTIONS

A secret Manx Government report in 1974 recommended major changes in the operation of the Manx Electric Railway. These changes were introduced in 1976. Facts now show that the effects were disastrous. The year's operating results have been calamitous. The Manx Government have refused to consider alternative proposals for the future of the line. At election time, your candidates should be prepared to state their views on these vital questions:

ANNUAL LOSSES UNDERESTIMATED BY £100,000

YOU SHOULD KNOW THAT:

1. The Government appointed consultants in Table H of their secret report stated that after the closure of the Laxey to Ramsey section, operation of the remaining lines would mean a net annual loss of £23,700, excluding loan charges.
2. The Manx Electric Railway Board Revenue Estimates for 1976/77 show that, in fact, £134,820 will now be required to cover the loss on the truncated system.
3. Even generously allowing for inflation, there is now therefore a **further** loss, over and above that estimated, of around £100,000 in 1976.

WERE THE GOVERNMENT CONSULTANTS SO FUNDAMENTALLY WRONG? — OR WERE THE ADVISORS TO THE RAMSEY TOWN COMMISSIONERS SO RIGHT? IN THEIR DETAILED PROPOSALS, THE ADVISORS STRESSED THE URGENT NEED FOR ENLIGHTENED, IMAGINATIVE AND PROFESSIONAL MANAGEMENT OF THE COMPLETE RAILWAY TO AVOID THE PRESENT DISASTROUS RESULTS.

£150,000 WASTED?

YOU SHOULD KNOW THAT:

1. An investment of £150,000 was wasted on needlessly replacing the Fell braking rail on the Snaefell Mountain Railway. This was already obsolete and unnecessary when the railway was built in 1895 because electric traction was finally chosen in place of steam.
2. A further £150,000 has been speculatively authorised recently for the purchase of second-hand German tramcars, hopefully to re-use their electrical equipment on the existing Snaefell cars. This concept has yet to prove to be technically feasible.
3. Over £200,000 was spent on constructing the three-miles Marine Drive roadway for tourist purposes in recent years, on the site of a former electric tramway.
4. Renovation of the eleven-miles Laxey to Ramsey section would only cost £233,000 over the next eighteen years to restore the essential safe working standards. This is under one per cent of the island's net revenue estimate for 1976.

WHY HAS THE VITAL LAXEY TO RAMSEY SECTION, WHICH CARRIED THREE TIMES AS MANY PASSENGERS AS THE SNAEFELL LINE, BEEN STARVED PERSISTENTLY OF THE NECESSARY CAPITAL FOR TWENTY YEARS?

COMPLETE SHUT-DOWN SOON?

YOU SHOULD KNOW THAT:

1. Escalating annual losses are now several times greater than those originally anticipated by the Government appointed consultants in their secret report. They show no signs of being effectively controlled, or reduced.
2. Tenders are being invited from scrap dealers, who will be asked to shortly dismember and destroy an essential part of this unique and irreplaceable transport heritage, which if properly managed, could be developed into the major tourist attraction in the island.

WILL NOT THE **NEW** HOUSE OF KEYS EVENTUALLY REFUSE TO INHERIT THIS CALAMITOUS SITUATION AND DECIDE THAT THE EASIEST COURSE OF ACTION OPEN TO THEM IS COMPLETE SHUT-DOWN AND ABANDONMENT?

IS THERE ANY HOPE?

YOU SHOULD KNOW THAT:

1. The consultants invited by the Ramsey Town Commissioners to report on the future opportunities for the railway, working in close cooperation with the Speaker of the House of Keys, produced carefully evaluated and detailed proposals to exploit fully the potential of the complete railway.
2. These proposals, contained in the Ramsey Town Commissioners' consultants' Report are fully and enthusiastically supported by the Speaker, and several leading members of the House of Keys, and by the Ramsey Town Commissioners.

DO **YOU** NOT THINK THAT THE MANX ELECTRIC RAILWAY SHOULD BE SAVED BY BEING ENTHUSIASTICALLY PROMOTED?

WHY THE SECRECY?

YOU SHOULD KNOW THAT:

1. The present Manx Government has persistently refused to consider fairly, the alternatives proposed to develop the railway. Instead, it has based its decision on its secret, expensive, outdated and now discredited consultants' report.
2. Approaches made to the present Government for adequate consideration and discussion of the Ramsey Town Commissioners' proposals by the Steering Committee on Transport, have been firmly rebuffed.

WHY HAS THE PRESENT GOVERNMENT PERSISTENTLY REFUSED FOR SO LONG TO CONSIDER CONSTRUCTIVE ALTERNATIVE PROPOSALS FOR THE MANX ELECTRIC RAILWAY? WHY THE SECRECY? WHAT DOES IT FEAR?

THE RAMSEY TOWN COMMISSIONERS BELIEVE THAT THE FUTURE OF THE MANX ELECTRIC RAILWAY IS VITAL TO THE ECONOMY AND PROSPERITY OF THE WHOLE ISLAND.

IT IS A KEY ELECTION QUESTION.

MAKE SURE YOU KNOW WHERE YOUR CANDIDATE STANDS ON THIS CRITICAL ISSUE.

Issued by the Ramsey Town Commissioners. November 1976

Key Finding № 3

The “heritage” aspect becomes more and more important to the railways, making modernisation less palatable and potentially losing customers.

IMPORTANT TO VISITORS

MANX ELECTRIC RAILWAY

The Direct Coast Route to LAXEY AND RAMSEY

A Continuous Panorama of Mountain, Glen and Marine Scenery

2 Day Excursion 'ROVER' Ticket

ANYWHERE . . . ANYTIME

(Within Seven Days of Date of Issue)

Including ONE RETURN JOURNEY to

SUMMIT OF SNAEFELL MOUNTAIN

Don't miss this golden opportunity to see MANXLAND'S FINEST SCENERY

TICKETS obtainable at the SEFTON BOOKING OFFICE
DERBY CASTLE STATION, LAXEY and RAMSEY

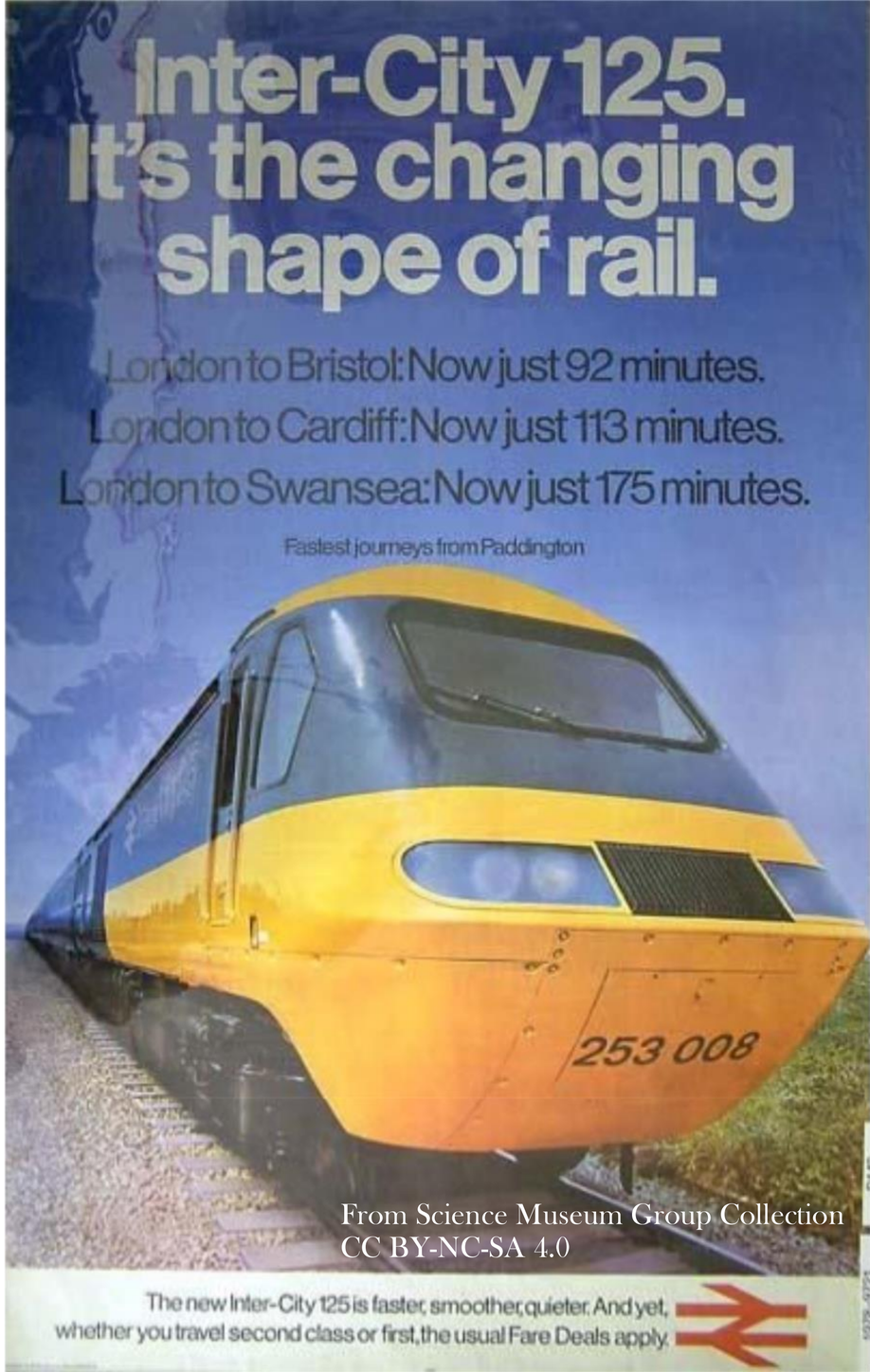
ASK FOR AN M.E.R. 'ROVER' TICKET

1 Strathallan Crescent
Douglas

H. GILMORE, General Manager

The Norris Modern Press Ltd., Douglas, Isle of Man

Manx Electric R.
(1976)



From Science Museum Group Collection
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British Rail
(1976)

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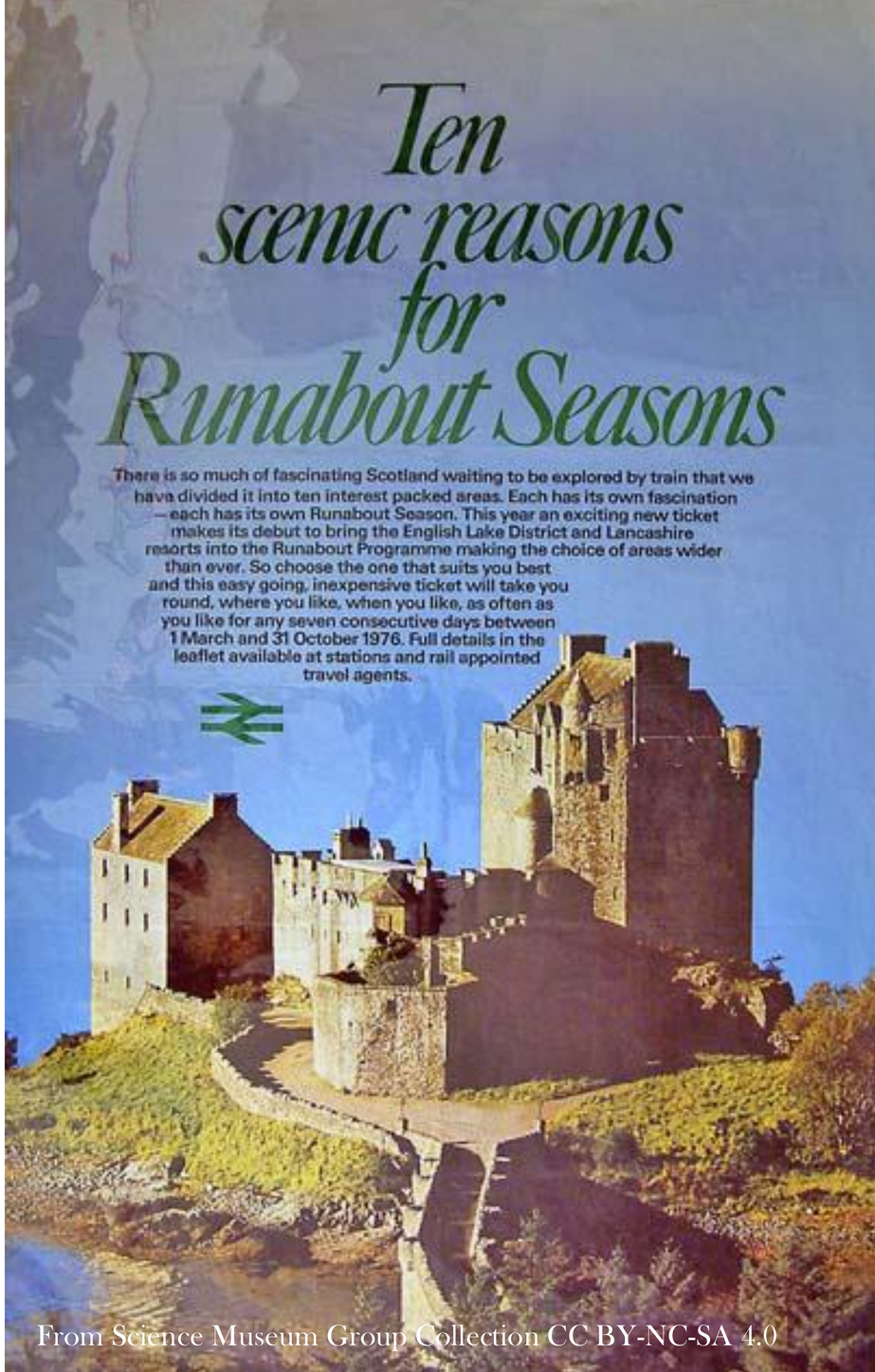
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Manx Electric R.
(1976)



British Rail
(1976)

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Key Finding № 4

There is a near constant feeling that integration of the buses and/or rail is needed, but it never fully occurs.

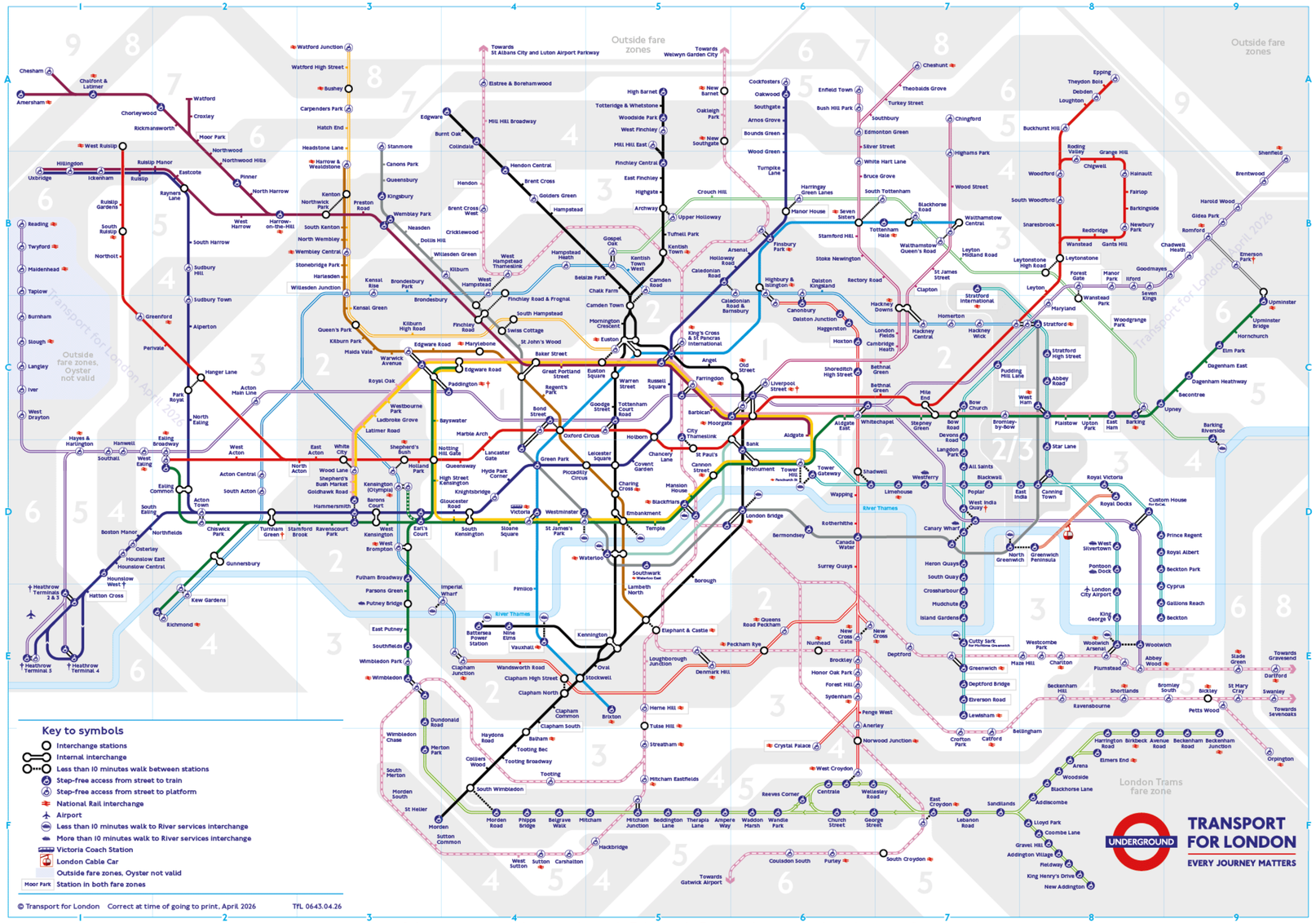
The closest was the formation of the National Transport company for the buses.

Tube map

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- Windrush line ❄

❄ Air-conditioned trains

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The buses record 5 million passenger/journeys a year, and are essentially a public utility. The railways record 600,000 passenger/journeys a year, and are a seasonal tourist facility, although it is perhaps conceivable that there could be an element of public utility in the future in a co-ordinated internal transportation policy. However, although their objectives are different, there is no reason why one controlling organisation should not operate both undertakings for different purposes.

FARE STRUCTURE.

6.1 A revised fares policy, and possibly interchangeable tickets, could be advantageous to both undertakings and the public. This is a matter which

/should

Interim Report of the Steering Committee on Transport. Amalgamation of Bus and Railway Undertakings. March 1980. Tynwald Library.

The Future?

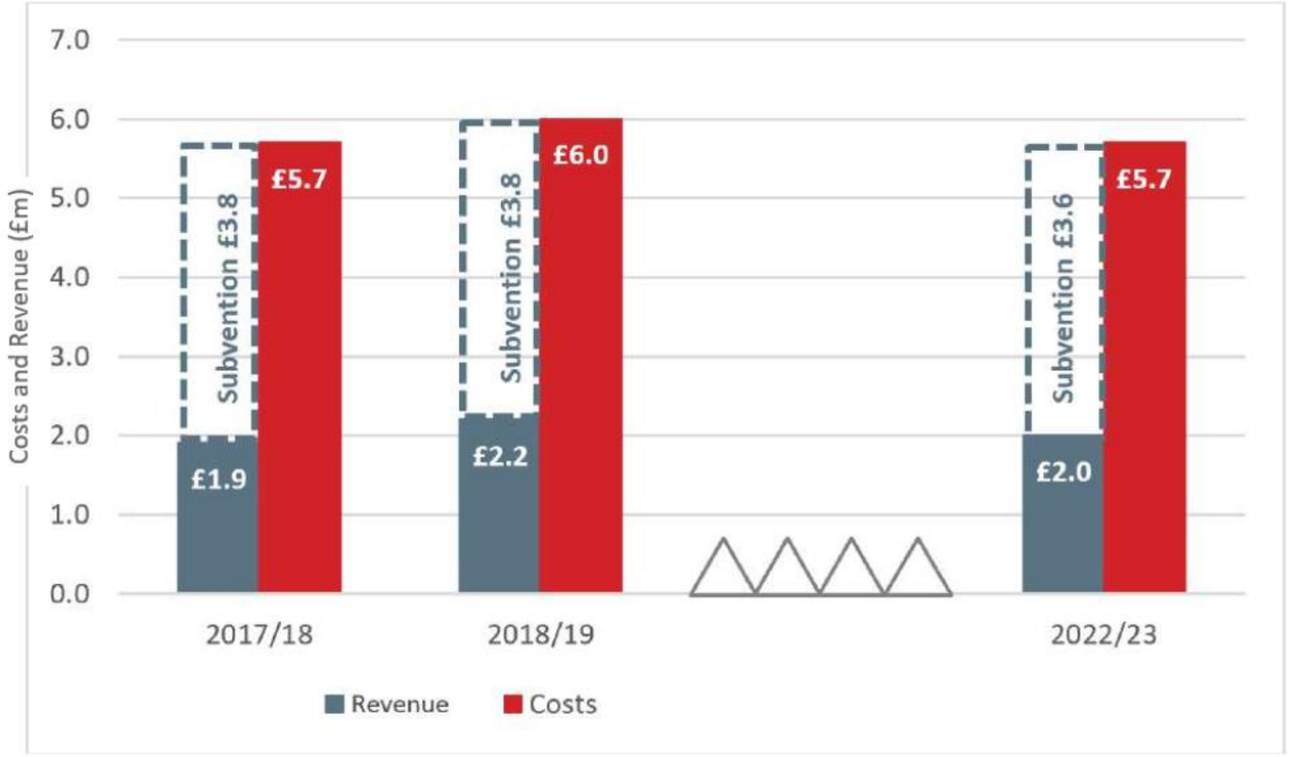


Figure 2. Railways: Comparison of Cost, Revenue and Subvention in Inflation adj. 2022 Prices (£m)[1]

"Heritage Railways Independent Review", Systra 2024



3FM, November 2024

infrastructure
bun-troggalys

A Bus Strategy for Transport Connectivity & Accessibility

Isle of Man Government
Reiltys Ellan Vannin

August 2021

Modernism

Utility Maximisation

Profit Maximisation

Heritage









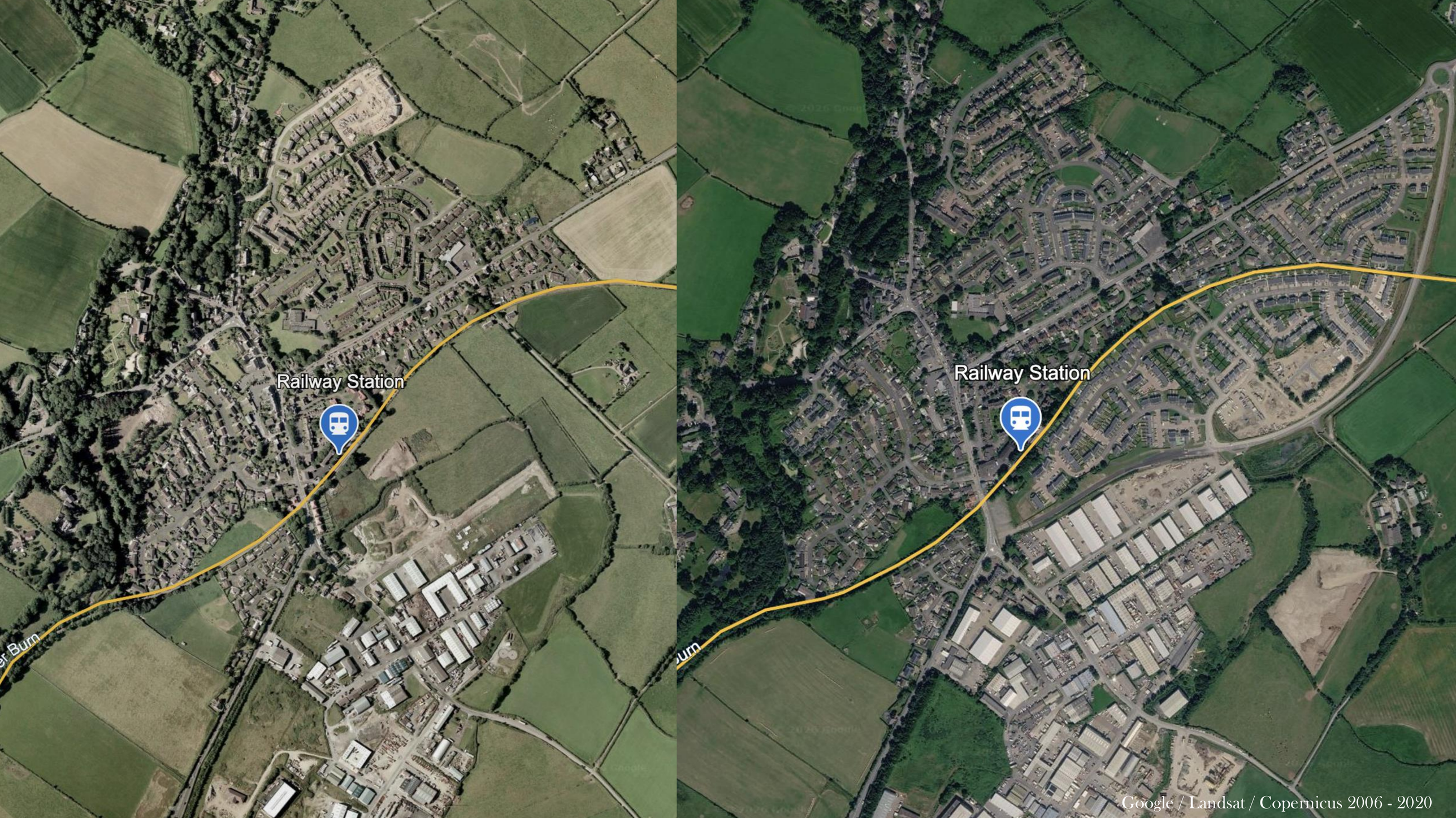




Mees, *Transport for Suburbia* (Earthscan, 2010)
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Google / Landsat / Copernicus 2000 - 2020


Railway Station
Railway Station
Google / Landsat / Copernicus 2006 - 2020



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