

ARE FARES FAIR ON GREAT BRITAIN'S TRAINS ?

1. Preface

After reading an article in The Guardian on 22nd October 2022, which bemoaned the state of train services in the North West of England, I took time to read some of the 424 opinions of other readers. One such comment, submitted by *mitsterful*, highlighted the high cost of local train travel. He wrote:

Thank you for writing this, I'm glad that someone in power is aware of this issue. For me to get a train from Wigan to Burscough each day to work and back, it costs around £150 a month with a monthly pass, for what is a 17 minute journey. In addition, multiple trains on the Manchester - Southport route are cancelled every day (usually at least 2 to 3). And then the trains themselves are nothing to shout about, certainly not deserving of £150 a month. Ridiculous. Thank God for the train crews who keep the services from completely collapsing.

This prompted me to a) check that the commentator was telling the truth (which he was) and b) carry out a survey into the costs of train travel across the North West region.

Using data from the web – National Rail Enquiries and Northern – I selected 20 typical commuter-type return journeys on local trains, each lasting between 14 and 18 minutes in each direction. For each route segment I was able to determine the unit cost of four types of ticket; a peak time return, an off-peak return, a one month season ticket and the recently introduced Flexi Season ticket. It was the cost of the monthly season ticket which *mitsterful* was highlighting. I measured the length of each route segment by reference to Ordnance Survey maps.

It immediately became obvious that there is a very wide variation in train fares across the North West even allowing for the varying distances travelled. Comparison was made between the costs of Anytime Returns, Off-peak Returns, Monthly Seasons and the recently new Flexi Seasons (introduced to satisfy the needs of new trend in employment when a five day week in the office may no longer be the norm).

The short report produced was circulated via TravelWatch NorthWest and picked up by Barry Doe, RAIL magazine's timetable and fares expert. After doing a quick survey Mr Doe declared that train fares 'down south' were cheaper than those 'up north'. The report in question is available at:

<https://travelwatch-northwest.org/are-fares-fair-on-north-west-trains>

As a result of the supportive comments and the interest shown in the topic of fares, I decided to widen the enquiry to encompass the whole of Great Britain. The aim has been to determine if there is a south-north bias, or a significant difference across the three countries of Great Britain.

2. Survey design

The following criteria were established, with a view to achieving consistency across the countries concerned.

- a. Six individual surveys were carried out, using regions across GB. The regions are North West England, North East England, East and Central England, Southern England (excluding London), Wales and Scotland.
- b. Within each region 20 routes were chosen by applying the criterion that each route chosen should have a journey time between 12 and 22 minutes. Such journeys are generally provided by stopping services as opposed to express.
- c. The chosen routes encompassed inter-urban and country areas as far as possible. There was no prior knowledge of fare levels on any of the chosen routes.

For each selected route the website www.brfares.com was used to establish the fares charged for each of Off-peak and Anytime Singles, Off-peak and Anytime Day Returns and Flexi tickets (when offered for sale). Traditional Season tickets have been ignored as they are becoming less popular given the change in work patterns.

The resulting grid of individual fares for each ticket type was sorted by route distance, with the first entry being the shortest.

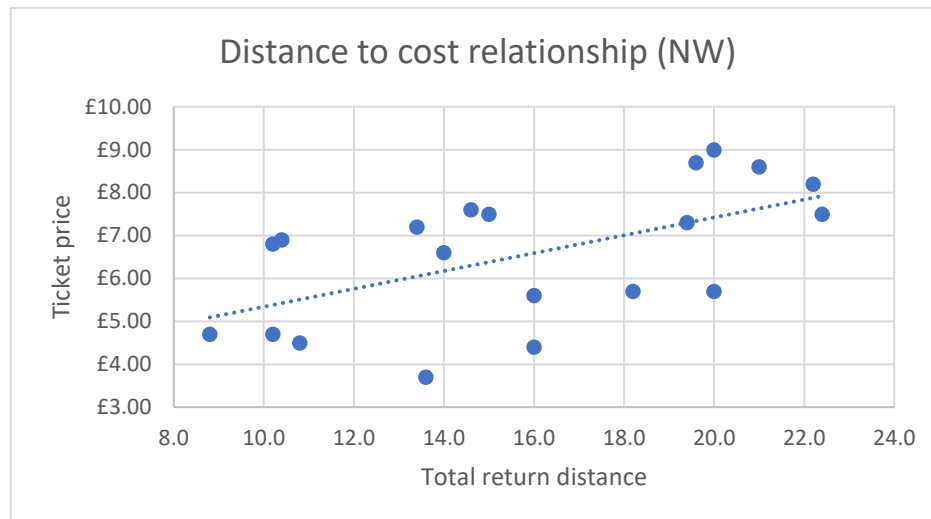
For each ticket type the average (arithmetic mean) cost, together with the cheapest and most expensive fares were listed.

3. Observations and comments:

- a. Inspection of the complete tabulated fares listings (on Pages 9 to 14) shows that there is a very wide variation in the 'cost per mile' for the selected journeys. Whether a passenger is using Anytime, Off Peak or a Flexi ticket the rate per mile for the chosen journey appears to have been plucked out of thin air, as there is such a wide variation within both a single region and across the whole of GB. For the randomly selected journeys (but all linked by journey time) there is an unreasonably wide range of costs per mile, with no clear understanding of why this should be the case. A traveller from Crosskeys to Ebbw Vale Parkway (a journey of around 11 miles) pays 27p per mile, whilst someone going from Crawley to Horsham (seven miles) will pay 65p per mile. These are the two extreme values within this survey for an Anytime (which includes peak time) day return, perhaps to and from a place of work. The latter fare is reduced to 57p per mile if a Flexi ticket is bought and used for the selected eight days per month.
- b. The majority of routes selected for this survey are serviced by a single operator. On some routes, for example Cambridge to Ely, a cheaper Flexi offer is made which saves £17.90 compared with the 'any operator' price. The reduced fare limits use to Greater Anglia trains which are less frequent on the chosen route. A classic example of 'buyer beware'.
- c. It is expected that the sale of Single fares will be significantly fewer than Return fares for the same route. For many routes Anytime Single fares are the same as they are for Off-peak, so it begs the question as to why other routes do not follow this pattern. In the North West and North East only 50% of listed Singles cost the same throughout the day whilst in the Central & Eastern and Southern

England regions the 'match rate' is 80%. In both Wales and Scotland, even for routes close to urban areas, there is no distinction between the cost of Anytime and Off-peak Singles.

- d. Using the Anytime Day Return (ADR) in the North West as an example, there does not appear to be a direct relationship between distance travelled and ticket price as the scatter diagram below demonstrates.



This creates a wide variation in the cost per mile. In the North West an ADR between Whitehaven and Workington will cost the passenger 27p per mile (over 13.6 miles), whilst a journey between Guide Bridge and Manchester Piccadilly will cost 67p per mile for the 10.2 mile journey (there and back).

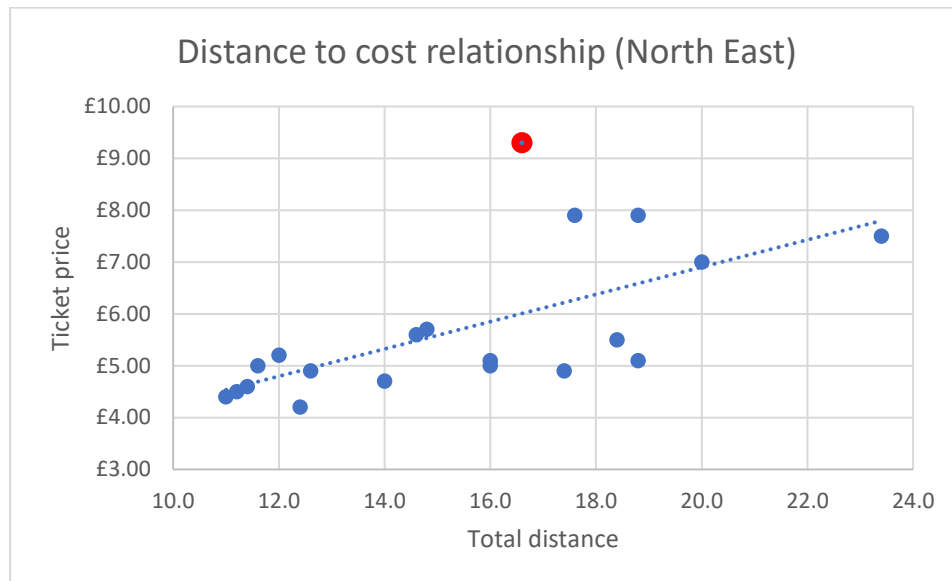
Apart from the Guide Bridge – Manchester route enjoying a higher frequency operation and being heavily used at peak times there is on the face of it little to justify a 148% uplift on the Cumbria fare.

It is interesting to note that the only route which fits the graph's trendline is from Wigan Wallgate to Burscough Bridge, the very route highlighted in the Guardian reader *mitsterful's* comment on the £150 cost of his monthly season ticket. For the sample 20 routes in the North West this is the optimum cost – and all the other fares are either too high or too low!

Given that fares on all the routes for the North West in this survey are set by Northern Trains it is clear that there is not a single fare-making formula. If there were to be one the scattergram points would be on or close to the trend line.

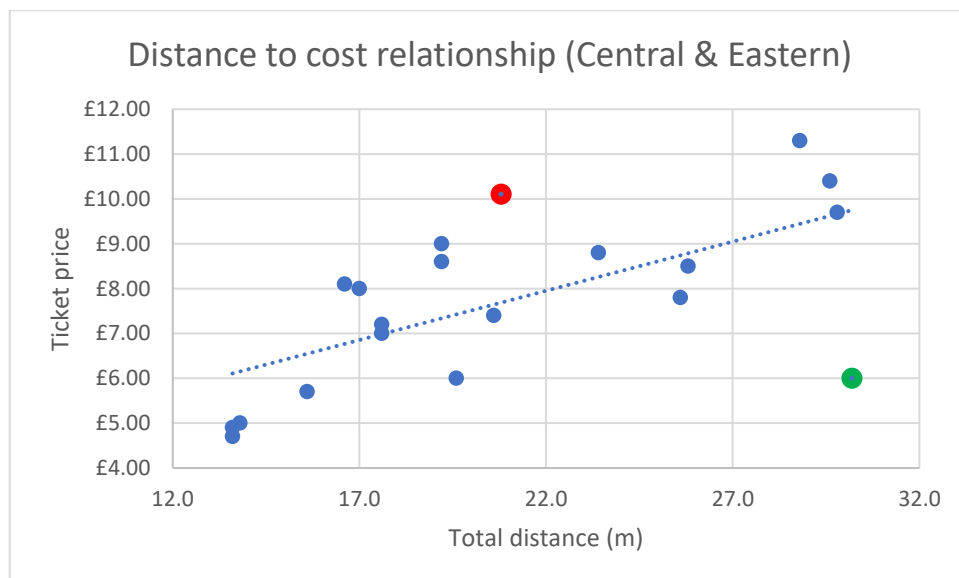
- e. The above distance/cost analysis was carried out for the remaining seven geographic areas of Great Britain, with the following results:

North Eastern England



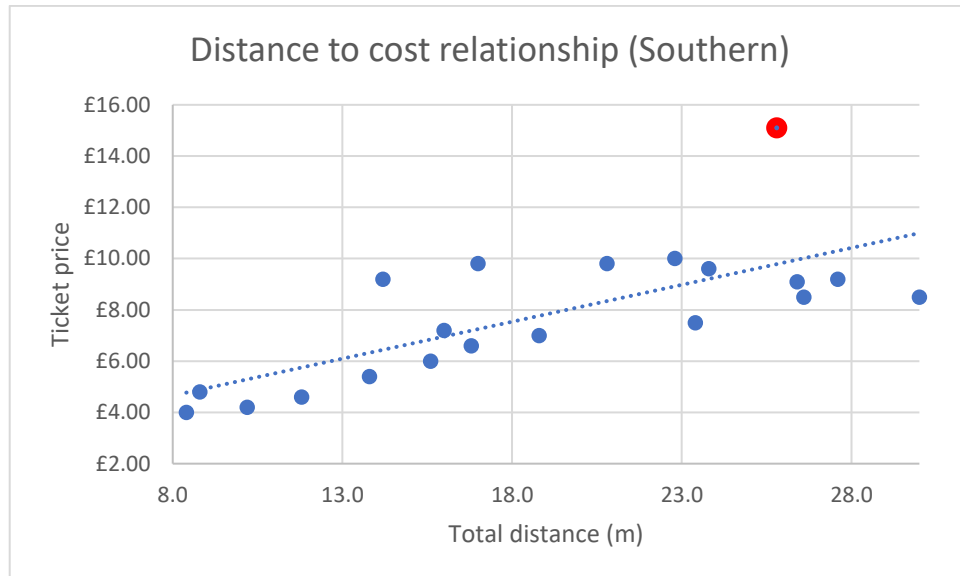
Of the 20 routes selected in this region eight of them follow the trend line for the sample. Apart from the excessive charge on the Beverley to Hull route (£9.30 for 16.6 miles, the **red** dot) the other fares, whilst not totally compliant with the trend, are not too far removed (with the majority being cheaper).

Central and Eastern England



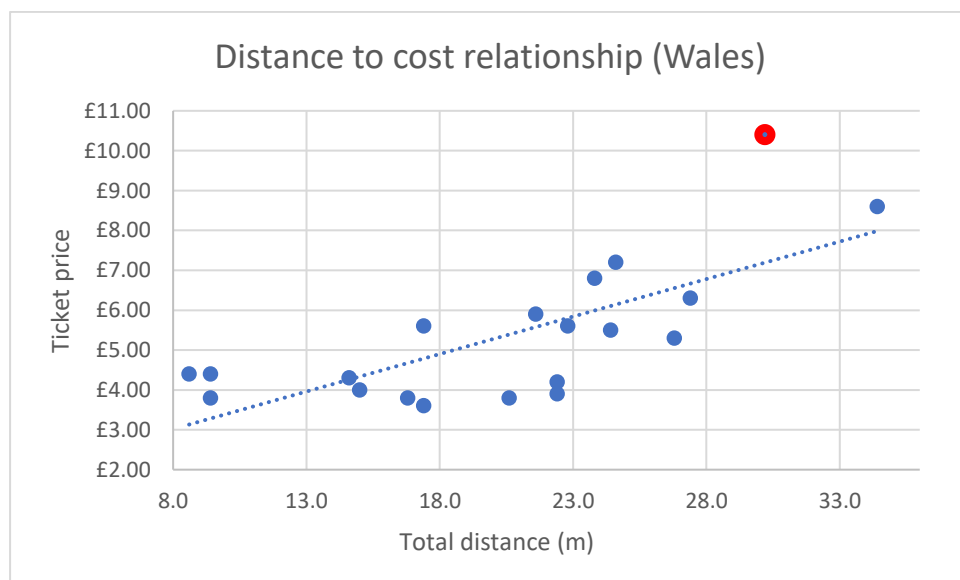
For this region only five routes are on or close to the trendline (the calculated optimum fare for a chosen journey) whilst the rest are randomly spread. The Cambridge – Ely route offers wonderful value for money (at £6 for a total return journey of 30 miles, the **green** dot). Conversely the St Albans City to Luton journey looks to be expensive (at £10.10 for 20.8 miles overall, the **red** dot).

Southern England (excluding London)



There is a high level of consistency for the data in this sample. Had it not been for the 'rogue route' with an exorbitant fare (Brighton – Haywards Heath, 25.8 miles overall costing £15.10, the **red** dot) the trendline would be slightly lower, bringing nine routes close to the ideal range (as regards the selected sample). With this one exception all the fares are reasonably close to what may be expected if fares were more closely related to distance.

Wales



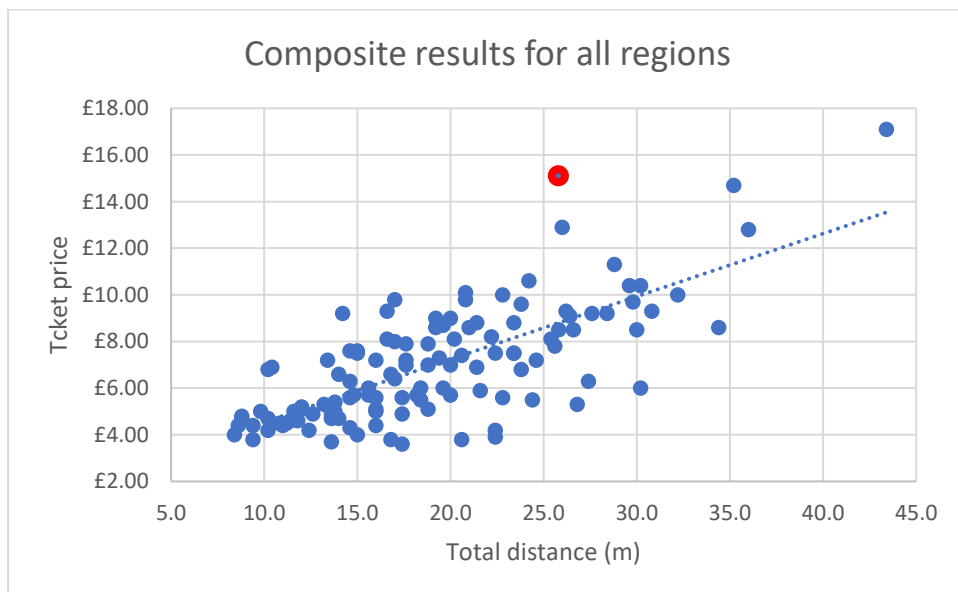
Seven routes are fairly close to the trendline with, again, just one which appears to be excessively costly in comparison with the others (Clarbeston Road to Fishguard and Goodwick, at £9.80 for 30 miles, the **red** dot).

Scotland



The Anytime Day Return fares for Scotland are the most closely aligned to the calculated trendline and may be considered to be acceptable. The only outlier is the fare on the Kingussie to Dalwhinnie route (£12.90 for 26 miles, the **red** dot).

Combined results for all regions (120 routes)



The graph shows that for journeys up to about 20 miles return distance the fare versus distance results are reasonably close to the trendline for the whole sample. Beyond 20 miles there is a widening, with a few results well away from what might be expected.

- Brighton to Haywards Heath ADR is the most extreme case from the 120 sampled journeys.

Review of the overall results

Region	Off-peak single			Off-peak return			Anytime single			Anytime day return			Flexi		
	Min	Mean	Max	Min	Mean	Max	Min	Mean	Max	Min	Mean	Max	Min	Mean	Max
North West England	£0.39	£0.65	£0.92	£0.28	£0.36	£0.55	£0.33	£0.44	£0.57	£0.30	£0.38	£0.51	£0.26	£0.36	£0.70
North East England	£0.44	£0.58	£0.94	£0.23	£0.32	£0.48	£0.44	£0.60	£0.95	£0.27	£0.37	£0.56	£0.24	£0.33	£0.49
Central & Eastern England	£0.24	£0.56	£0.75	£0.17	£0.32	£0.44	£0.33	£0.57	£0.75	£0.20	£0.38	£0.49	£0.25	£0.35	£0.46
Southern England (excl London)	£0.39	£0.65	£0.92	£0.28	£0.36	£0.55	£0.39	£0.66	£0.92	£0.28	£0.43	£0.65	£0.27	£0.37	£0.57
Wales	£0.30	£0.50	£0.79	£0.17	£0.28	£0.51	£0.30	£0.50	£0.79	£0.17	£0.28	£0.51			
Scotland	£0.33	£0.44	£0.57	£0.18	£0.31	£0.51	£0.33	£0.44	£0.57	£0.30	£0.38	£0.51	£0.26	£0.36	£0.70
Mean fare overall	£0.35	£0.56	£0.82	£0.22	£0.33	£0.51	£0.35	£0.54	£0.76	£0.25	£0.37	£0.54	£0.26	£0.35	£0.58

The average cost per mile for each of the 20 routes sampled across the regions and for each ticket type is shown in the table above.

The cheapest tickets, rated as pence per mile, were as follows:

Off-peak single	Central & Eastern England	£0.24
Off-peak return	Central & Eastern England & Wales	£0.17
Anytime single	Wales	£0.30
Anytime day return	Wales	£0.17
Flexi ticket	North East England	£0.24

The most expensive tickets, rated as pence per mile, were as follows:

Off-peak single	North East England	£0.94
Off-peak return	North West & Southern England	£0.55
Anytime single	North East England	£0.95
Anytime day return	Southern England	£0.65
Flexi ticket	North West England & Scotland	£0.70

Barry Doe, writing in RAIL 271, came to the conclusion that fares in the South East are cheaper than in the north of England by around 20%. Whilst he may have been referring specifically to Season tickets (monthly or annual) the overall impression given by the results in this survey as regards Anytime Day Returns is that Southern England tickets are more expensive. Had the 20 route sample been a different set the outcome may have itself been different, such is the clear lack of a single rule in determining train fares.

4. Conclusions

It clearly does not make sense that the rate per mile cost of a train ticket should vary according to where one is travelling. As noted, the survey deliberately focussed on short journeys lasting between 12 and 22 minutes so that the journeys concerned will be 'local' as opposed to 'express' services.

In the case of the latter there can often be a variety of fares set by individual operators who serve the route. The route from Preston to Lancaster is a good example (deliberately not in the survey sample) where the 'any operator' Anytime Day Return (ADR), set by Northern, is £10.10, but a ticket with the same name (ADR) but set by Avanti West Coast is £8.50 and, to save a wee bit more, an ADR set by TransPennine Express is 10p cheaper at £8.40. Armed with one of the reduced fare tickets the passenger has to take care which train is used.

In a similar vein the ADR journey from Sheffield to Manchester can cost £30.90 for a ticket which can be used on any train, but is set by TransPennine Express, whilst a ticket at £16.50

permits travel only on Northern's trains, which take longer as they are 'stoppers'. The presence of more than one service provider on a given route has made it necessary when buying a ticket to specify a train to be used, both outward and return. The ticket may allow travel on certain other services but the user may find it hard to establish which other services are permitted.

If, as rumoured, more ticket offices are closed, passengers will increasingly need to either purchase their tickets by using their mobile phone or computer or use the station based Ticket Vending Machine (TVM). Such machines are getting better and more customer friendly than they were some time ago but they still present a challenge to naïve users, those who rarely or perhaps have never travelled by train. Both outward and return trains have to be specified. Other trains on the route may well be available to use with the ticket chosen but the ticket itself does not list alternative trains.

In spite of certain routes being serviced by more than one operator, with fares being given free rein in the spirit of 'competition' (whatever that means), it would seem logical to ensure that every station to station ticket has a unique price, with the ticket being available for use on any train. This policy would ensure that a) each TVM transaction is as brief as possible, to reduce queuing, and b) the passenger will avoid falling foul of on-board revenue protection officers.

The long awaited inception of Great British Railways (or some other title) may bring about a more sensible attitude to 'open' ticketing, as the concept of competition should be long gone. Yes, there will be separate operators for each area, etc. but, just as London buses are run by independent operators, the users just pick the appropriate bus to take them from A to B at a fare determined by Transport for London, not the operator. The back-office systems deal with revenue allocation and usage statistics. This system is in startling contrast to the soon to be disbanded scheme in Manchester where at present a holder of a return ticket on a 'Blue Bus' may not use it to return on a 'Red Bus'. The creation of a unified system with understandable, publicly available fares should attract more bus users. Britain's railway system could well work in like manner.

5. There is another way !

I wish to travel from Spiez to Thun in Switzerland (10km) by train or bus. The SBB web timetable lists all available means around the selected time.

14.22	IC 61 towards Basel	10 min	CHF 7.40
14.23	IC 8 towards Romanshorn	11 min	CHF 7.40
14.31	Bus towards Steffisburg	33 min	CHF 7.40
14.50	Regional train towards Bern	8 min	CHF 7.40
14.54	IC 62 towards Basel	9 min	CHF 7.40
15.01	Bus towards Steffisburg	33 min	CHF 7.40
15.22	ICE towards Frankfurt	10 min	CHF 7.40

One website, full travel details, no exclusion from certain trains, multi-modal offers, AND consistent pricing by either long distance or local train or bus.

David J Butterworth, Chairman, TravelWatch NorthWest

January 2023

<https://travelwatch-northwest.org.uk/>

FROM	TO	Journey time (min) (one way)	One-way distance (miles)	Off-peak single	Cost per mile	Off Peak Day Return	Cost per mile	Anytime single	Cost per mile	Anytime Day Return	Cost per mile	Flexi Season (8 days/month)	Cost per day	Cost per mile per work day	
NORTH WEST ENGLAND															
Carlisle	Wetheral	15	4.4	£3.80	£0.86	£3.90	£0.44	£4.20	£0.95	£4.70	£0.53	£32.90	£4.11	£0.47	
Guide Bridge	Manchester Piccadilly	15	5.1	£4.60	£0.90	£5.70	£0.56	£4.60	£0.90	£6.80	£0.67	£47.60	£5.95	£0.58	
Roby	Liverpool Lime Street	15	5.1	£3.30	£0.65	£4.70	£0.46	£3.30	£0.65	£4.70	£0.46	N/A			
Urmston	Manchester Oxford Road	16	5.2	£4.60	£0.88	£5.80	£0.56	£4.60	£0.88	£6.90	£0.66	£48.30	£6.04	£0.58	
Colne	Burnley Central	14	5.4	£3.70	£0.69	£3.80	£0.35	£4.10	£0.76	£4.50	£0.42	£31.50	£3.94	£0.36	
Altrincham	Knutsford	15	6.7	£5.60	£0.84	£6.10	£0.46	£5.60	£0.84	£7.20	£0.54	£54.60	£6.83	£0.51	
Whitehaven	Workington	17	6.8	£3.00	£0.44	£3.10	£0.23	£3.30	£0.49	£3.70	£0.27	£25.90	£3.24	£0.24	
Rainford	Wigan Wallgate	17	7.0	£4.60	£0.66	£5.60	£0.40	£4.60	£0.66	£6.60	£0.47	£48.60	£6.08	£0.43	
Croston	Preston	17	7.3	£5.70	£0.78	£6.40	£0.44	£5.70	£0.78	£7.60	£0.52	£54.40	£6.80	£0.47	
Adlington (Cheshire)	Stockport	15	7.5	£5.20	£0.69	£6.20	£0.41	£5.20	£0.69	£7.50	£0.50	£56.20	£7.03	£0.47	
Darwen	Hall-i-th-Wood	16	8.0	£4.60	£0.58	£4.70	£0.29	£5.30	£0.66	£5.60	£0.35	£42.20	£5.28	£0.33	
Clitheroe	Ramsgreave & Wilpshire	15	8.0	£3.60	£0.45	£3.70	£0.23	£4.00	£0.50	£4.40	£0.28	£30.80	£3.85	£0.24	
Grange over Sands	Carnforth	17	9.1	£4.70	£0.52	£4.80	£0.26	£5.10	£0.56	£5.70	£0.31	£42.50	£5.31	£0.29	
Kirkham & Wesham	Blackpool North	16	9.7	£6.10	£0.63	£6.20	£0.32	£6.60	£0.68	£7.30	£0.38	£52.20	£6.53	£0.34	
Wigan Wallgate	Burscough Bridge	17	9.8	£6.40	£0.65	£7.30	£0.37	£6.40	£0.65	£8.70	£0.44	£39.20	£4.90	£0.25	
Hellifield	Skipton	17	10.0	£4.70	£0.47	£4.80	£0.24	£5.30	£0.53	£5.70	£0.29	£42.00	£5.25	£0.26	
Delamere	Chester	17	10.0	£6.50	£0.65	£7.60	£0.38	£6.50	£0.65	£9.00	£0.45	N/A			
Rochdale	Manchester Victoria	15	10.5	£3.10	£0.30	£6.40	£0.30	£3.30	£0.31	£8.60	£0.41	£60.20	£7.53	£0.36	
Moss Side	Preston	18	11.1	£6.80	£0.61	£6.90	£0.31	£7.40	£0.67	£8.20	£0.37	£59.10	£7.39	£0.33	
Blackburn	Burnley Manchester Rd	16	11.2	£6.20	£0.55	£6.30	£0.28	£6.80	£0.61	£7.50	£0.33	£53.70	£6.71	£0.30	
				Minimum =	£0.30	Minimum =	£0.23	Minimum =	£0.31	Minimum =	£0.27	Minimum =			£0.24
				Mean =	£0.64	Mean =	£0.37	Mean =	£0.67	Mean =	£0.43	Mean =			£0.38
				Maximum =	£0.90	Maximum =	£0.56	Maximum =	£0.95	Maximum =	£0.67	Maximum =			£0.58
Fares in GREEN are the same throughout the day								Fares in RED are the same throughout the day							

NORTH WEST ENGLAND

FROM	TO	Journey time (min) (one way)	One-way distance (miles)	Off-peak single	Cost per mile	Off Peak Day Return	Cost per mile	Anytime single	Cost per mile	Anytime Day Return	Cost per mile	Flexi Season (8 days/month)	Cost per day	Cost per mile per work day	
NORTH EAST ENGLAND															
Blaydon	Newcastle	18	5.5	£3.60	£0.65	£3.70	£0.34	£4.00	£0.73	£4.40	£0.40	£30.80	£3.85	£0.35	
Bingley	Bradford F S	17	5.6	£3.50	£0.63	£3.80	£0.34	£3.50	£0.63	£4.50	£0.40	£31.50	£3.94	£0.35	
Horsforth	Leeds	16	5.7	£3.50	£0.61	£3.90	£0.34	£3.50	£0.61	£4.60	£0.40	£32.20	£4.03	£0.35	
Fitzwilliam	Wakefield Westgate	15	5.8	£3.50	£0.60	£4.20	£0.36	£3.50	£0.60	£5.00	£0.43	£35.00	£4.38	£0.38	
Guiseley	Ilkley	14	6.0	£3.70	£0.62	£4.40	£0.37	£3.70	£0.62	£5.20	£0.43	£36.40	£4.55	£0.38	
Stocksmoor	Huddersfield	17	6.2	£3.40	£0.55	£3.50	£0.28	£3.40	£0.55	£4.20	£0.34	£29.40	£3.68	£0.30	
Grosmont	Whitby	18	6.3	£4.00	£0.63	£4.10	£0.33	£4.40	£0.70	£4.90	£0.39	£36.20	£4.53	£0.36	
Newton Aycliffe	Darlington	17	7.0	£3.80	£0.54	£3.90	£0.28	£4.20	£0.60	£4.70	£0.34	£32.90	£4.11	£0.29	
Chapeltown	Sheffield	15	7.3	£4.30	£0.59	£4.70	£0.32	£4.30	£0.59	£5.60	£0.38	£39.20	£4.90	£0.34	
Penistone	Barnsley	16	7.4	£4.40	£0.59	£4.80	£0.32	£4.40	£0.59	£5.70	£0.39	£39.90	£4.99	£0.34	
Pontefract Tanshelf	Wakefield Kirkgate	18	8.0	£3.50	£0.44	£4.30	£0.27	£3.50	£0.44	£5.10	£0.32	£35.70	£4.46	£0.28	
Halifax	Bradford Interchange	14	8.0	£3.80	£0.48	£4.20	£0.26	£3.80	£0.48	£5.00	£0.31	£35.20	£4.40	£0.28	
Beverley	Hull	16	8.3	£7.80	£0.94	£7.90	£0.48	£7.90	£0.95	£9.30	£0.56	£65.10	£8.14	£0.49	
South Elmsall	Doncaster	16	8.7	£3.90	£0.45	£4.10	£0.24	£3.90	£0.45	£4.90	£0.28	£34.30	£4.29	£0.25	
Hammerton	York	17	8.8	£6.60	£0.75	£6.70	£0.38	£7.10	£0.81	£7.90	£0.45	£55.90	£6.99	£0.40	
Skipton	Keighley	14	9.2	£4.50	£0.49	£4.60	£0.25	£4.80	£0.52	£5.50	£0.30	£40.20	£5.03	£0.27	
Leeds	Bradford Interchange	18	9.4	£4.90	£0.52	£6.70	£0.36	£4.90	£0.52	£7.90	£0.42	£55.30	£6.91	£0.37	
Filey	Scarborough	17	9.4	£4.20	£0.45	£4.30	£0.23	£4.60	£0.49	£5.10	£0.27	£35.70	£4.46	£0.24	
Cramlington	Newcastle	13	10.0	£5.60	£0.56	£5.90	£0.30	£5.60	£0.56	£7.00	£0.35	£49.80	£6.23	£0.31	
Eastrington	Selby	16	11.7	£6.20	£0.53	£6.30	£0.27	£7.30	£0.62	£7.50	£0.32	£55.70	£6.96	£0.30	
				Minimum =	£0.44	Minimum =	£0.23	Minimum =	£0.44	Minimum =	£0.27	Minimum =			£0.24
				Mean =	£0.58	Mean =	£0.32	Mean =	£0.60	Mean =	£0.37	Mean =			£0.33
				Maximum =	£0.94	Maximum =	£0.48	Maximum =	£0.95	Maximum =	£0.56	Maximum =			£0.49
Fares in RED are the same throughout the day															

NORTH EAST ENGLAND

FROM	TO	Journey		One-way distance (miles)	Off-peak		Off Peak		Anytime		Anytime		Flexi		Cost	
		time (min) (one way)			single	Cost per mile	Day Return	Cost per mile	single	Cost per mile	Day Return	Cost per mile	Season (8 days/month)	Cost per day	per mile per work day	
CENTRAL & EASTERN ENGLAND																
Kings Norton	Birmingham New St	17	6.8	£3.20	£0.47	£3.50	£0.26	£3.20	£0.47	£4.90	£0.36	£36.80	£4.60	£0.34		
Matlock	Ambergate	14	6.8	£4.60	£0.68	£4.70	£0.35	£4.60	£0.68	£4.70	£0.35	£35.50	£4.44	£0.33		
Shoeburyness	Leigh-on-Sea	16	6.9	£4.40	£0.64	£4.90	£0.36	£4.40	£0.64	£5.00	£0.36	£37.40	£4.68	£0.34		
Pershore	Worcester Shrub Hill	14	7.8	£5.00	£0.64	£5.10	£0.33	£5.60	£0.72	£5.70	£0.37	£43.20	£5.40	£0.35		
Southend Victoria	Rayleigh	16	8.3	£6.20	£0.75	£7.30	£0.44	£6.20	£0.75	£8.10	£0.49	£56.80	£7.10	£0.43		
Beccles	Lowestoft	18	8.5	£5.40	£0.64	£5.90	£0.35	£5.40	£0.64	£8.00	£0.47	£56.00	£7.00	£0.41		
Hoveton & Wroxham	Norwich	16	8.8	£4.50	£0.51	£6.60	£0.38	£4.50	£0.51	£7.20	£0.41	£51.80	£6.48	£0.37		
Nottingham	Bingham	15	8.8	£6.30	£0.72	£6.40	£0.36	£6.40	£0.73	£7.00	£0.40	£52.70	£6.59	£0.37		
Gainsborough Lea Road	Retford	14	9.6	£5.80	£0.60	£7.60	£0.40	£5.80	£0.60	£9.00	£0.47	£65.00	£8.13	£0.42		
Walsall	Hednesford	19	9.6	£5.00	£0.52	£5.80	£0.30	£5.00	£0.52	£8.60	£0.45	£57.70	£7.21	£0.38		
Ulceby	Grimsby Town	21	9.8	£4.50	£0.46	£5.10	£0.26	£4.50	£0.46	£6.00	£0.31	£42.40	£5.30	£0.27		
Woodbridge	Ipswich	18	10.3	£5.20	£0.50	£5.30	£0.26	£5.30	£0.51	£7.40	£0.36	£53.50	£6.69	£0.32		
St Alban's City	Luton	16	10.4	£6.70	£0.64	£7.30	£0.35	£6.70	£0.64	£10.10	£0.49	£76.80	£9.60	£0.46		
Marks Tey	Sudbury	20	11.7	£5.40	£0.46	£8.30	£0.35	£5.40	£0.46	£8.80	£0.38	£61.60	£7.70	£0.33		
Church Stretton	Shrewsbury	16	12.8	£7.20	£0.56	£7.80	£0.30	£7.20	£0.56	£7.80	£0.30	N/A				
Royston	Hitchen	16	12.9	£6.70	£0.52	£7.30	£0.28	£6.70	£0.52	£8.50	£0.33	£64.60	£8.08	£0.31		
Oakham	Corby	19	14.4	£9.90	£0.69	£11.30	£0.39	£9.90	£0.69	£11.30	£0.39	£79.10	£9.89	£0.34		
Market Rasen	Lincoln	19	14.8	£7.10	£0.48	£7.50	£0.25	£7.10	£0.48	£10.40	£0.35	£75.00	£9.38	£0.32		
March	Peterborough	18	14.9	£8.60	£0.58	£9.00	£0.30	£8.60	£0.58	£9.70	£0.33	£73.50	£9.19	£0.31		
Cambridge	Ely	16	15.1	£3.60	£0.24	£5.10	£0.17	£5.00	£0.33	£6.00	£0.20	£60.30	£7.54	£0.25		
				Minimum =	£0.24	Minimum =	£0.17	Minimum =	£0.33	Minimum =	£0.20	Minimum =				£0.25
				Mean =	£0.56	Mean =	£0.32	Mean =	£0.57	Mean =	£0.38	Mean =				£0.35
				Maximum =	£0.75	Maximum =	£0.44	Maximum =	£0.75	Maximum =	£0.49	Maximum =				£0.46
Fares in GREEN are the same throughout the day								Fares in RED are the same throughout the day								

CENTRAL & EASTERN ENGLAND

FROM	TO	Journey time (min) (one way)	One-way distance (miles)	Off-peak single	Cost per mile	Off Peak Day Return	Cost per mile	Anytime single	Cost per mile	Anytime Day Return	Cost per mile	Flexi Season (8 days/month)	Cost per day	Cost per work day
SOUTHERN ENGLAND (excl London)														
St Ives	St Erth	12	4.2	£3.00	£0.71	£4.00	£0.48	£3.00	£0.71	£4.00	£0.48	£30.40	£3.80	£0.45
Gunnislake	Bere Alston	18	4.4	£3.50	£0.80	£3.60	£0.41	£3.50	£0.80	£4.80	£0.55	£33.60	£4.20	£0.48
Liskeard	Causeland	16	5.1	£3.50	£0.69	£3.60	£0.35	£3.50	£0.69	£4.20	£0.41	£29.60	£3.70	£0.36
Ryde Esplanade	Sandown	18	5.9	£3.50	£0.59	£4.40	£0.37	£3.50	£0.59	£4.60	£0.39	£33.60	£4.20	£0.36
Exeter St David's	Crediton	15	6.9	£2.70	£0.39	£5.40	£0.39	£2.70	£0.39	£5.40	£0.39	£40.80	£5.10	£0.37
Crawley	Horsham	15	7.1	£4.80	£0.68	£5.20	£0.37	£4.80	£0.68	£9.20	£0.65	£64.40	£8.05	£0.57
Sheerness-on-Sea	Sittingbourne	19	7.8	£5.10	£0.65	£5.70	£0.37	£5.10	£0.65	£6.00	£0.38	£42.40	£5.30	£0.34
Newton Abbott	Paignton	18	8.0	£5.40	£0.68	£5.50	£0.34	£5.60	£0.70	£7.20	£0.45	£50.40	£6.30	£0.39
Ramsgate	Sandwich	13	8.4	£5.70	£0.68	£6.00	£0.36	£5.70	£0.68	£6.60	£0.39	£48.20	£6.03	£0.36
Hastings	Normans Bay	20	8.5	£7.80	£0.92	£9.30	£0.55	£7.80	£0.92	£9.80	£0.58	£45.50	£5.69	£0.33
Bournemouth	New Milton	17	9.4	£5.70	£0.61	£6.90	£0.37	£5.70	£0.61	£7.00	£0.37	£52.80	£6.60	£0.35
Uckfield	Eridge	17	10.4	£8.30	£0.80	£9.50	£0.46	£8.30	£0.80	£9.80	£0.47	£45.50	£5.69	£0.27
Bath Spa	Bristol Temple Meads	18	11.4	£8.70	£0.76	£8.80	£0.39	£9.00	£0.79	£10.00	£0.44	£76.00	£9.50	£0.42
Alton	Aldershot	20	11.7	£6.50	£0.56	£7.30	£0.31	£6.50	£0.56	£7.50	£0.32	£56.80	£7.10	£0.30
Yatton	Bristol Temple Meads	20	11.9	£6.50	£0.55	£6.60	£0.28	£6.60	£0.55	£9.60	£0.40	£72.80	£9.10	£0.38
Brighton	Haywards Heath	16	12.9	£7.60	£0.59	£8.00	£0.31	£7.60	£0.59	£15.10	£0.59	£105.70	£13.21	£0.51
Bedwyn	Newbury	18	13.2	£7.20	£0.55	£7.30	£0.28	£8.90	£0.67	£9.10	£0.34	£66.40	£8.30	£0.31
Cewkerne	Axminster	13	13.3	£7.70	£0.58	£8.20	£0.31	£7.70	£0.58	£8.50	£0.32	£64.80	£8.10	£0.30
Folkestone Central	Ashford International	16	13.8	£8.50	£0.62	£8.80	£0.32	£8.50	£0.62	£9.20	£0.33	£66.40	£8.30	£0.30
Wareham	Dorchester South	19	15.0	£8.10	£0.54	£8.40	£0.28	£8.10	£0.54	£8.50	£0.28	£64.80	£8.10	£0.27
				Minimum =	£0.39	Minimum =	£0.28	Minimum =	£0.39	Minimum =	£0.28			
				Mean =	£0.65	Mean =	£0.36	Mean =	£0.66	Mean =	£0.43			
				Maximum =	£0.92	Maximum =	£0.55	Maximum =	£0.92	Maximum =	£0.65			
				Fares in GREEN are the same throughout the day				Fares in RED are the same throughout the day						

SOUTHERN ENGLAND (excl. London)

FROM	TO	Journey time (min) (one way)	One-way distance (miles)	Off-peak single	Cost per mile	Off Peak Day Return	Cost per mile	Anytime single	Cost per mile	Anytime Day Return	Cost per mile	Flexi Season (8 days/month)	Cost per day	Cost per work day
WALES														
Cardiff Queen Street	Penarth	19	4.3	£3.40	£0.79	£4.40	£0.51	£3.40	£0.79	£4.40	£0.51	Transport for Wales does not offer Flexi tickets		
Cardiff Queen Street	Coryton	17	4.7	£3.40	£0.72	£4.40	£0.47	£3.40	£0.72	£4.40	£0.47			
Merthyr Vale	Merthyr Tydfil	14	4.7	£2.90	£0.62	£3.80	£0.40	£2.90	£0.62	£3.80	£0.40			
Barmouth	Llanbedr	15	7.3	£4.20	£0.58	£4.30	£0.29	£4.20	£0.58	£4.30	£0.29			
Betws-y-Coed	Roman Bridge	15	7.5	£3.90	£0.52	£4.00	£0.27	£3.90	£0.52	£4.00	£0.27			
Bridgend	Maesteg	22	8.4	£2.90	£0.35	£3.80	£0.23	£2.90	£0.35	£3.80	£0.23			
Haverfordwest	Milford haven	22	8.7	£5.30	£0.61	£5.60	£0.32	£5.30	£0.61	£5.60	£0.32			
Wrexham Central	Buckley	21	8.7	£3.30	£0.38	£3.60	£0.21	£3.30	£0.38	£3.60	£0.21			
Llandrindod	Llanbister Road	19	10.3	£3.70	£0.36	£3.80	£0.18	£3.70	£0.36	£3.80	£0.18			
Whitland	Kilgetty	18	10.8	£5.80	£0.54	£5.90	£0.27	£5.80	£0.54	£5.90	£0.27			
Crosskeys	Ebbw Vale Parkway	22	11.2	£3.40	£0.30	£3.90	£0.17	£3.40	£0.30	£3.90	£0.17			
Llandovery	Llandeilo	19	11.2	£4.10	£0.37	£4.20	£0.19	£4.10	£0.37	£4.20	£0.19			
Kidwelly	Carmarthen	19	11.4	£5.50	£0.48	£5.60	£0.25	£5.50	£0.48	£5.60	£0.25			
Holyhead	Bodorgan	19	11.9	£5.90	£0.50	£6.80	£0.29	£5.90	£0.50	£6.80	£0.29			
Machynlleth	Borth	17	12.2	£4.90	£0.40	£5.50	£0.23	£4.90	£0.40	£5.50	£0.23			
Abergavenny	Cwmbran	15	12.3	£7.10	£0.58	£7.20	£0.29	£7.10	£0.58	£7.20	£0.29			
Port Talbot Parkway	Swansea	20	13.4	£5.20	£0.39	£5.30	£0.20	£5.20	£0.39	£5.30	£0.20			
Welshpool	Newtown	14	13.7	£6.00	£0.44	£6.30	£0.23	£6.00	£0.44	£6.30	£0.23			
Clarbston Road	Fishguard & Goodwick	19	15.1	£9.80	£0.65	£10.40	£0.34	£9.80	£0.65	£10.40	£0.34			
Newport	Chepstow	18	17.2	£8.50	£0.49	£8.60	£0.25	£8.50	£0.49	£8.60	£0.25			
				Minimum =	£0.30	Minimum =	£0.17	Minimum =	£0.30	Minimum =	£0.17			
				Mean =	£0.50	Mean =	£0.28	Mean =	£0.50	Mean =	£0.28			
				Maximum =	£0.79	Maximum =	£0.51	Maximum =	£0.79	Maximum =	£0.51			
								Fares in GREEN are the same throughout the day				Fares in RED are the same throughout the day		

WALES

FROM	TO	Journey	One-way	Off-peak		Off Peak		Anytime		Anytime		Flexi	Cost per	Cost					
		time (min)	distance	single	per mile	Day Return	per mile	single	per mile	Day Return	per mile	Season	day	per mile					
												(10 singles per		per work day					
												two months)							
SCOTLAND																			
Bogston	Gourock	13	4.9	£3.60	£0.73	£3.40	£0.35	£3.60	£0.73	£5.00	£0.51	£34.40	£6.88	£0.70					
Wishaw	Bellshill	17	6.0	£3.60	£0.60	£3.50	£0.29	£3.60	£0.60	£5.10	£0.43	£19.30	£3.86	£0.32					
Kyle of Lochalsh	Duncraig	15	6.6	£3.10	£0.47	£5.30	£0.40	£3.10	£0.47	£5.30	£0.40	£26.80	£5.36	£0.37					
Glasgow Central	Barrhead	21	7.3	£4.00	£0.55	£4.20	£0.29	£4.00	£0.55	£6.30	£0.43								
Arisaig	Mallaig	17	7.5	£4.00	£0.53	£7.60	£0.51	£4.00	£0.53	£7.60	£0.51								
Stow	Tweedbank	13	8.5	£3.90	£0.46	£4.20	£0.25	£3.90	£0.46	£6.40	£0.38								
Taynuilt	Lochawe	15	9.2	£3.60	£0.39	£6.00	£0.33	£3.60	£0.39	£6.00	£0.33	£34.40	£6.88	£0.34					
Ayr	Irvine	16	10.1	£4.70	£0.47	£5.20	£0.26	£4.70	£0.47	£8.10	£0.40								
Glasgow Queen Street	Blairhill	19	10.7	£4.20	£0.39	£4.30	£0.20	£4.20	£0.39	£6.90	£0.32								
Garelochhead	Arrochar & Tarbet	19	10.7	£4.50	£0.42	£8.80	£0.41	£4.50	£0.42	£8.80	£0.41								
Girvan	Barrhill	19	12.1	£6.30	£0.52	£10.60	£0.44	£6.30	£0.52	£10.60	£0.44	Flexi tickets are limited to city regions							
Bishopton	Branchton	18	12.7	£4.70	£0.37	£5.30	£0.21	£4.70	£0.37	£8.10	£0.32								
Kingussie	Dalwhinnie	16	13.0	£7.40	£0.57	£12.90	£0.50	£7.40	£0.57	£12.90	£0.50								
Edinburgh	Longniddry	21	13.1	£5.50	£0.42	£6.10	£0.23	£5.50	£0.42	£9.30	£0.35	£39.50	£7.90	£0.30					
Wick	Georgemas Junction	17	14.2	£4.70	£0.33	£9.20	£0.32	£4.70	£0.33	£9.20	£0.32								
Annan	Dumfries	17	15.4	£5.90	£0.38	£5.40	£0.18	£5.90	£0.38	£9.30	£0.30								
Aberdeen	Stonehaven	19	16.1	£6.10	£0.38	£7.20	£0.22	£6.10	£0.38	£10.00	£0.31								
Markinch	Leuchars	20	17.6	£8.10	£0.46	£10.10	£0.29	£8.10	£0.46	£14.70	£0.42	£42.50	£8.50	£0.26					
Keith	Elgin	19	18.0	£7.30	£0.41	£9.40	£0.26	£7.30	£0.41	£12.80	£0.36								
Glasgow Queen Street	Falkirk High	21	21.7	£9.10	£0.42	£11.80	£0.27	£9.10	£0.42	£17.10	£0.39								
				Minimum =	£0.33	Minimum =	£0.18	Minimum =	£0.33	Minimum =	£0.30	Minimum =			£0.26				
				Mean =	£0.44	Mean =	£0.31	Mean =	£0.44	Mean =	£0.38								
				Maximum =	£0.57	Maximum =	£0.51	Maximum =	£0.57	Maximum =	£0.51								
Fares in GREEN are the same throughout the day												Fares in RED are the same throughout the day							

SCOTLAND