



Moorsbus Community Interest Company

Incorporated: 16 May 2014 Company Number: 9044336

Registered Office: 2 Minster Court, Hugden Way, Norton, North Yorkshire YO17 9NJ

Annual Report and Accounts for the year ended 31 May 2017

Annual report

1. BACKGROUND

- 1.1. The objects of the Company are to carry on activities which benefit the community and in particular (without limitation) to facilitate the provision, operation and promotion of public passenger transport services to and within the North York Moors and its surrounding area.
- 1.2. The Directors have agreed that the provision of rural public transport offers significant benefit for the social, economic and environmental well-being of the community. The CIC is committed to providing services for both local people (who require services for work, shopping, social and leisure activities) and for visitors (who inject substantial funding into the local economy). We also recognise and encourage the health and social benefits gained.

2. OPERATIONS

- 2.1. We constantly seek views from users, non-users and local organisations about what services should be provided to meet our objectives, whilst recognising the funding available. This led to the design and operation of 2016's summer Sunday services by the CIC as well as the extended services for 2017.
- 2.2. In planning these services there has inevitably been compromise. Foremost has been the limited finances available. Despite earning revenue from fares, the long journeys, sparsely populated rural area and limited carrying capacity mean that it is not possible for the services to be commercially viable. Experience shows that only about half of operating costs can be met from fare revenue, the rest must be found from a variety of sources. Also, the reimbursement rates for passengers who use the English National Concessionary Fare Scheme permit mean that the full cost of the service is not recoverable. We have also taken account of passengers' ability to pay higher fares given the very mixed social and economic background of potential users. There are many other external factors which we have had to take into consideration including: legal restrictions on drivers' hours; the availability of different sizes of vehicles, and their suitability for routes which include steep hills, narrow roads and low bridges.

2016 SERVICES

- 2.3. In creating timetables we tried to ensure that key connections were made between Moorsbus vehicles and – where possible – connecting services of other operators. In trying to match the needs of potential users, we designed two main services which take in a number of significant towns in Teesside, County Durham and North Yorkshire. Services from the south were available from commercial operators from Hull and York with whom we established excellent working relationships to ensure benefits to passengers.
- 2.4. In 2016 the Moorsbus services from Teesside and County Durham were operated on our behalf by Arriva North East. This ensured that vehicles, drivers, licences and registration were fully compliant with the complex regulations affecting passenger transport, and that

reimbursement of passes by the various local authorities was dealt with efficiently. It also enabled collaborative marketing and joint ticketing on some services. One route was amended from 2015 and re-routed to avoid the 1 in 4 gradient Sutton Bank and subsequently was able to serve a number of additional villages and attractions including Byland Abbey, Ampleforth and Coxwold. We were also able to provide two full-sized, low-floor vehicles on the main services which overcame capacity issues evident in 2015.

- 2.5. Additional funding became available late in the planning process for 2016 enabling a further service linking Malton with Pickering and then Helmsley, Rievaulx Abbey and Sutton Bank. This was operated by Ryedale Community Transport using a 16 seat minibus. However, on popular services there was overcrowding and on occasion passengers had to be left behind to catch a later service. This has been addressed for the 2017 season.

2017 SERVICES

- 2.6. As a result of additional funding and a special grant to support a bus linked to rail connections, the 2017 season commenced on Bank Holiday Monday 1st May thus extending the season considerably.
- 2.7. Following passengers' feedback on the survey forms, we were also able to provide new services including routes to Dalby Forest and Rosedale.
- 2.8. All 2017 buses are full-sized, low-floor accessible vehicles.

3. PLANNING AHEAD

- 3.1. During the year CIC Directors attended many meetings with other groups including bus and rail operators, parish and town councils, unitary authorities, agencies such as the Forestry Commission, the North Yorkshire Moors Association and others.
- 3.2. Using feedback from passengers and non-users, we devised improved and additional services for 2016 and 2017 and are aiming to undertake further incremental improvements in 2018. Moorsbus now provides the only public transport to the two National Park Centres at Danby and Sutton Bank, as well as to Dalby Forest and other important locations such as Bilsdale and Blakey Ridge.
- 3.3. As before, we have adopted a cautious and pragmatic approach to financing these services. The principle is that we take a pessimistic assumption of farebox revenue and make sure that our budget can fully support the cost of contracted services from funds already raised or promised. Any surplus generated by additional fundraising, donations and farebox revenue is put towards the following year's services, thus maintaining passenger confidence in the continuity of Moorsbus. This principle is fully endorsed by Friends of Moorsbus.

4. PUBLIC BENEFIT

- 4.1. The CIC works for the benefit of the community and regularly consults with individuals and groups to establish their needs and how the company can best meet them within its legal framework and resources.
- 4.2. Consultation takes place with passengers and potential passengers, with bodies such as the Northern Ryedale Public Transport Group, parish and town councils, the North Yorkshire Moors Association, Friends of Moorsbus and other groups.

5. VOLUNTEERS

- 5.1. The work of the CIC is undertaken by volunteers (including the Directors), none of whom receive any remuneration from the CIC. The role of volunteers and supporters is crucial to the success of the CIC and the development of its work and their activities are warmly applauded.

6. DIRECTORS

- William Stephen Breakell
- Helen Mary Gundry
- Eden John Blyth

7. MEETINGS HELD DURING THE YEAR

There were sixteen meetings of the CIC held during the year.

Moorsbus Community Interest Company

Company registration 9044336

Annual Accounts

for the year ended 31 May 2017

Statement of Financial Activities for the year ended 31st May 2017

| | 2016-17 | 2015-16 |
|-----------------------------------|-----------------|----------------|
| | £ | £ |
| Incoming resources | | |
| Brought forward | 408.37 | - |
| Donations and grants | 5307.20 | 2020.00 |
| North Yorkshire Moors Association | 4364.80 | 4000.00 |
| Friends of Moorsbus | 14405.87 | 1000.00 |
| First Transpennine Express * | 29000.00 | - |
| TOTAL | 53077.87 | 7020.00 |
| Resources expended | | |
| Net bus operations ** | 8405.87 | 5958.63 |
| Printing & marketing | 636.00 | 603.00 |
| Fees, office expenses, etc | 69.56 | 50.00 |
| TOTAL | 9111.43 | 6611.63 |
| Carried forward | 44374.81 | 408.37 |

NOTES

* Restricted grant: £14500 for 2017 season's services; £14500 for 2018 season.

** Net bus operations are as invoiced by operators and have fare and pass revenue deducted.

Balance Sheet as at 31st May 2017

| | 2016-17 | 2015-16 |
|----------------------------|------------------|---------------|
| | £ | £ |
| Fixed assets | 0.00 | 0.00 |
| Current assets | | |
| Stocks | 0.00 | 0.00 |
| Debtors | 0.00 | 0.00 |
| Cash at bank / in hand | 44,374.81 | 408.37 |
| Creditors | 0.00 | 0.00 |
| Net assets | 44,374.81 | 408.37 |
| Net total funds | 44,374.81 | 408.37 |

For the year ending 31st May 2017, the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476.

The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies' regime.

The Annual Report and Financial Statement were **approved** by the Directors on 8th June 2017 and signed on their behalf by:

William Stephen Breakell, Director

Background

Governing documents: Memorandum and Articles of Association incorporated 16 May 2014.

Status of organisation: The CIC is independent of any other organisation and has no subsidiaries or branches.

Directors:

- William Stephen Breakell
- Helen Mary Gundry
- Eden John Blyth

The three Directors are all volunteers and receive no remuneration from the CIC.

Bankers: Unity Trust Bank plc, Nine Brindleyplace, Birmingham B1 2HB

Standard Industrial Classification: 49390 (Other passenger land transport)