

Moorsbus Community Interest Company

Incorporated: 16 May 2014

Company Number: 9044336

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

Annual Report and Accounts for the year ended 31 May 2016

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 shopping, social and leisure activities) and for visitors (who inject substantial funding into the local economy) and who also gain health and social benefits.

2. 2015 OPERATIONS

- 2.1. During the first year of the CIC, the Directors sought views on what services the public wanted, and how these wishes could – in some way – be fulfilled. This led to the design and operation of 2015's summer Sunday services by the CIC.
- 2.2. In planning these services there has inevitably had to be compromise. Foremost has been the limited finances available. Despite earning revenue from fares, the long journeys and limited carrying capacity mean that it is not possible for the services to be commercially viable. Also, the reimbursement rates for passengers who use the English National Concessionary Fare Scheme permit means that the full cost of the service is not recoverable. We have also taken account of passengers' ability to pay higher fares. 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.
- 2.3. In working out timetables we tried to ensure that key connections were made between vehicles and – where possible – connecting services. 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 supplied by commercial operators from Hull and York with whom we established excellent working relationships to ensure benefits to passengers.
- 2.4. In 2015 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.
- 2.5. Moorsbus operated on 14 days in 2015, supported by a marketing and publicity strategy. Analysis of performance and passenger feedback at the end of the season, as well as physical observation and speaking with drivers and passengers suggested a high satisfaction level. Results of the 2015 passenger survey show an overall satisfaction level of 89%. The full results are available on line (www.moorsbus.org).

- 2.6. Through a supplementary survey of passenger spending, we show that Moorsbus passengers contributed some £26,840 to the local economy in 2015.
- 2.7. The number of passengers on the Moors Endeavour service exceeded expectations and on many occasions passengers (including our MP!) had to stand for some of the journey. An additional downside of this, and the type of vehicle available, meant that on a couple of occasions the bus failed to make it up the 1 in 4 Sutton Bank and had to use an alternative route. Amended routes and size of vehicle will overcome these problems in 2016.
3. PLANNING AHEAD
 - 3.1. During the year CIC Directors attended a number of meetings with other groups including bus and rail operators, the Department for Transport, parish and town councils, and agencies such as English Heritage.
 - 3.2. Using the feedback from passengers and non-users, we have devised improved and additional services for 2016. There will be a new service which will improve access to the National Park visitor centre at Sutton Bank, Rievaulx Abbey, Rievaulx Terrace and Temples and the Cleveland Way National Trail. This will be operated on our behalf by Ryedale Community Transport. Re-routing the Moors Endeavour to avoid Sutton Bank, will serve a number of additional villages and attractions including Byland Abbey, Ampleforth and Coxwold.
 - 3.3. We have adopted a cautious and practical 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 supported 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 so as to establish their needs and how the company can best meet them within its legal framework and resources.
 - 4.2. Regular consultation takes place with passengers and potential passengers, with groups such as the Northern Ryedale Public Transport Group, and parish and town councils. In addition, the CIC works closely with the North Yorkshire Moors Association and Friends of Moorsbus.
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 eight meetings of the CIC held during the year.

The Annual Report and Financial Statement was approved by the Directors on 1st June 2016 and signed on their behalf by:
William Stephen Breakell, Director

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Statement of Financial Activities for the year ended 31st May 2016

	-----2015-16-----	-----2014-15-----
Incoming resources	£	£
Donations and grants	2020.00	0
North Yorkshire Moors Association	4000.00	0
Friends of Moorsbus	1000.00	0
TOTAL	7020.00	0
Resources expended	£	£
Net bus operations	5958.63	0
Marketing	603.00	0
Fees, etc	50.00	0
TOTAL	6611.63	0
Carried forward	408.37	0

Balance Sheet as at 31st May 2016

	-----2015-16-----		-----2014-15-----	
	£	£	£	£
Fixed assets		0.00		
Current assets	0.00			
Stocks	0.00			
Debtors	0.00			
Cash at bank / in hand	408.37			
Creditors		0.00		
Net assets		408.37		
Net total funds		408.37		

For the year ending 31st May 2016, 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 was approved by the Directors on 1st June 2016 and signed on their behalf by:

William Stephen Breakell, Director

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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)