

## THE DALES AND BOWLAND COMMUNITY INTEREST COMPANY

### ANNUAL REPORT AND STATEMENT OF COMMUNITY INTEREST DELIVERY 2015/16

#### Headlines

- The Dales & Bowland Community Interest Company (D&BCIC) is a form of social enterprise whose single shareholder is a charity, the Yorkshire Dales Society. The CIC has its own independent Board of Directors who are all unpaid volunteers working in partnership with commercial bus operators, community transport operators, user groups, local attractions and other businesses and local authorities.
- D&BCIC manages the DalesBus network of bus services in the Yorkshire Dales area, running mainly on Sundays and Bank Holidays throughout the year. This network is now one of the most comprehensive, integrated transport networks in any protected landscape in the UK, operating a network of 12 interconnecting bus services (which also meet scheduled rail services) to and within the Yorkshire Dales National Park and Nidderdale Area of Outstanding Natural Beauty. During the winter months core services operate in Wharfedale and Wensleydale.
- DalesBus is not just a local but also a regional transport network. It serves a wide range of catchment communities into the Yorkshire Dales from across the North of England, with services out of Greater Manchester, East and North Lancashire, West Yorkshire, Harrogate, York, Darlington and Teesside to the Dales.
- Although primarily designed to meet the needs of urban communities to access the National Park, DalesBus also provides a much valued service for local communities within the Dales who otherwise would have no transport on Sundays and Bank Holidays, thereby further isolating those without access to their own transport. Some services are also provided on Saturdays, and on weekdays during the school summer holidays.
- 45,307 passenger journeys were made on the network in 2015/16, including commercially-operated service 872, a reduction relative to the previous year of over 20%. This is largely due to two factors – a shorter Dalesbus Summer season and the exclusion by North Yorkshire County Council of much of the Sunday network from their concessionary fares scheme.
- A further significant decline in the “net cost per passenger” statistic, from £1.91 in 2014/15 to a record low in 2015/16 of £1.85 (£2.26 excluding commercially operated service 872) reflecting the cost in revenue support for every passenger journey after fares and senior pass reimbursement payments are deducted.
- Despite further funding reductions in 2016/17, D&BCIC will continue to provide a comprehensive network of DalesBus services albeit over a similar shorter summer season (May to September), and a core winter network in Upper Wharfedale and Wensleydale if funding allows. The 2016/17 network has only been possible due to the success of D&BCIC and its partners in securing some replacement funding to fill the gap resulting from the ending of the LSTF project.
- Without major new external funding from April 2017, DalesBus will cease to be a comprehensive, integrated network serving the Yorkshire Dales National Park and Nidderdale AONB and be reduced to a small number of routes.

## 2015/16 - The Year in Perspective

D&BCIC came under increased financial pressure, as the final tranche of funding from the Local Sustainable Transport Fund via DITA was much reduced. In addition, the D&BCIC received core support from the West Yorkshire Combined Authority, a reduced grant from the Yorkshire Dales National Park Authority's Sustainable Development Fund; and smaller grants from the Yorkshire Dales Society, Northern Rail, the Friends of the Settle Carlisle Line, the Friends of DalesBus through their Bus Fund (which includes individual donations from bus users), the Thompson Trust and Boston Spa Parish Council.

This funding enabled what was a remarkably comprehensive bus network to be operated but given the financial uncertainties the 2015/6 year was about consolidation rather than expansion:

- The DalesBus summer services started four weeks later than usual at the beginning of May and ended three weeks earlier at the end of September,
- The second vehicle on service 870/874 (Wakefield-Buckden) was extended to also provide the popular Yorkshire Dalesman Sunday service to Hawes, thus saving a vehicle.
- It was agreed to maintain the popular new Saturday service, 75/X75, linking York, Harrogate, Skipton and Malham. This was modified over the winter months by diverting some journeys which would otherwise have been withdrawn on Kirkby Lonsdale Coach Hire (KLCH) service 580 from Skipton to Settle to create a new service 75 to Malham. This allowed the X75 bus to provide a valued service for local residents to and from Embsay on service 14 during its lay-over time. Sadly due to a lack of funding and paying passengers services X75 and 14 were reluctantly withdrawn in March 2016, but service 75 to Malham will continue as a commercial operation by KLCH.
- The 810/811 Sunday Bowland Rambler bus between Burnley, Clitheroe, Slaidburn, Settle and Hawes which had enjoyed passenger growth in summer 2014 but had no further funding support, was withdrawn. Loss of the 810/811 means that the D&BCIC is no longer operating in Bowland.
- A service between Skipton, Settle and Ingleton was provided by an experimental Sunday 580/581 commercial operation by KLCH, although sadly this did not meet its financial targets and was withdrawn in October 2015.
- In the winter months the previous monthly services on the Nidderdale Rambler and Cravenlink from York to Malham both ceased to run.
- The Wensleydale Flyer Sunday 856 winter service between Northallerton, Leyburn and Hawes was secured to the end of March 2016 by a series of grants and donations from various sources, including a grant from Richmondshire District Council's Community Opportunities Fund and smaller contributions from Hawes and High Abbotside Parish Council and Leyburn Town Council.

The biggest single challenge of 2015 came from the decision by North Yorkshire County Council in January 2015 to designate certain DalesBus routes as "leisure bus services primarily for the purposes of tourism" which were not therefore eligible for ENCTS payments in York or North Yorkshire. D&BCIC do not consider this to be consistent with the legislation, which stipulates that all public bus services in England have to accept ENCT passes, with limited exceptions including tourist buses operating with premium fares and/or specialist vehicles. The West Yorkshire Combined Authority do not accept North Yorkshire's interpretation of the legislation. The D&BCIC is therefore caught between two different interpretations of legislation but is not

in a position to challenge that legal interpretation. Its impact has been to create uncertainty and confusion. There are now three categories of service – those that are entirely free for ENCT pass holders; those that pass holders can use to travel free of charge one way out of West Yorkshire or Teesside but where they have to pay a single fare to return home from North Yorkshire; and those entirely within North Yorkshire where a full fare has to be paid both ways. A huge challenge for D&BCIC has been to present this complex issue in a coherent way whilst at the same time trying to attract more cash fare paying passengers. Even where ENCTS passes are still accepted, the low rate of reimbursement per passenger means that it is very difficult for rural bus services with a high percentage of retired people to break even.

Marketing therefore becomes more important to offset this problem, with an urgent need to change the image and profile of DalesBus towards younger more active, fare paying passengers including overseas visitors. The twice yearly popular Metro DalesBus timetable, widely distributed throughout the DalesBus catchment areas, remains the prime source of service information. In 2015 the volunteer team of D&BCIC and Friends of DalesBus (FoDB) members, worked hard not only to help distribute the DalesBus booklets but also information leaflets produced on our behalf by Transdev and Arriva, and a range of single corridor or service leaflets, produced by D&BCIC volunteers, to great effect. Volunteers have also maintained bus stop timetable displays, maintained an excellent website and produced numerous press releases and public relations stories. The [www.dalesbus.org](http://www.dalesbus.org) website attracts around 3,000 unique visitors a month. There has also been some good social media exposure, with the DalesBus Twitter feed now having over 1,200 followers.

Especially exciting in January 2016 was coverage of DalesBus services on BBC TV's Countryfile programme – seen by seven million viewers, as an outstanding national example of local initiative by volunteers, as a means of countering savage rural bus cuts in National Parks. The excellent coverage on Countryfile, featuring both Yorkshire Dales Society and CIC Directors (also facilitated by Transdev Keighley's generous loan of a bus and regular DalesBus driver for the filming), has given a boost to DalesBus and brought it to the attention of a national audience, including the House of Commons Transport Committee.

Key features of the DalesBus network are multi operator tickets, discounts for young people, the elderly and disabled, and families (in addition to free travel for senior citizens with ENCT passes on some services) and, thanks to the support of the West Yorkshire Combined Authority, availability of MetroCard and MCard train and bus commuter tickets on the weekend DalesBus network.

Once again, and despite a cool and wet summer, most DalesBus services continued to perform well and given the service reductions, the actual decline of annual passenger journeys from 56,178 to 45,307 was less than forecast and the total passenger journeys recorded still exceeded the D&BCIC's own targets for the year. Services which remained inside the ENCTS generally performed well, with increased numbers on the Wensleydale and Cravenlink Sunday services, and Saturday service 75. A detailed breakdown of passenger usage on the network is at Appendix 3.

An encouraging aspect of the year's operation was a further significant decline in the "net cost per passenger" statistic, from £1.91 in 2014/15 to a record low in 2015/16 of £1.85 (£2.26 excluding commercially operated service 872) reflecting the cost in revenue support for every passenger journey after fares and senior pass reimbursement payments are deducted. This represents good value for money compared with the cost of operating most rural bus networks in the UK, and enabled the network to be operated without drawing on any of the company's reserves.

## **How the Dales & Bowland CIC meets its Community Interest Test**

DalesBus is a means to an end. That end is primarily about allowing people without their own transport an affordable opportunity to access the National Park and Nidderdale AONB. A secondary benefit is to give local communities a Sunday bus service which otherwise would not be there, to allow them to access shops, jobs and leisure facilities, including enjoying the countryside itself.

A further important related benefit is the economic impact of the DalesBus network in rural communities. Based on independent passenger surveys (e.g. QA, 2012), it has been estimated that around £10 per head is spent by Sunday bus users. This amounts to an estimated total of £260,000 spent by Sunday bus users in the Dales in local shops, cafes, pubs, overnight accommodation (the Sunday network facilitates weekend visits). This spend on local goods and services results in the usual multiplier effect in which spending is engendered through small businesses to other supporting businesses in the area. This is recognised by many businesses in the area – shops, pubs, B&Bs, camp sites, leisure attractions, many of whom now strongly support DalesBus, displaying and even requesting timetables and posters to publicise bus services to their customers.

DalesBus and the weekday services are now seen to be an essential part of the tourism infrastructure of the area. Services are also important in terms of bringing employees, for example catering staff, into the Dales from adjacent towns by bus.

The public health benefits achieved by encouraging active enjoyment of the countryside – principally in the case of DalesBus walking – are significant and have been well documented (see for instance Mackett, 2014). The mental health benefits are as important as physical health benefits, a day out in the countryside - even just a bus ride – can be a huge antidote to loneliness and depression, suffered by many older people.

The prime means of contact for the D&BCIC with regular and occasional users is through the Friends of Dales Bus (FoDB), formerly known as the Yorkshire Dales Public Transport Users Group which campaigns for accessible and affordable public transport in the Dales. It assists with distribution of timetables and leaflets, fundraising and also organises a regular free walks programme via its DalesBus Ramblers group (over 80 walks were offered in 2015/6, winter as well as summer). FoDB members are regular users of DalesBus services and are encouraged to feedback passenger experiences and concerns to the D&BCIC Directors face to face, by phone, email or via the DalesBus website. This can also be done more formally at the Annual Meeting of the Friends of DalesBus where the D&BCIC Board report is represented and Friends have the opportunity to provide feedback. The D&BCIC Board regularly seek the views of FoDB members on their priorities for the Summer or Winter services. In this way regular DalesBus users feel they have a direct involvement, as stakeholders in the DalesBus network, and this is another key to the network's continuing support and success.

DalesBus drivers are also encouraged to provide vital help in giving feedback, which reaches the D&BCIC via direct face-to-face comment and conversations with bus users or through their operating companies, with whom D&BCIC Directors have close working relationships.

During the financial year, the D&BCIC has worked with Friends of DalesBus and local groups in the Dales to establish five informal Local Transport Action Groups. These bring together local residents, bus users and local businesses along each of the main DalesBus corridors. These are networks, designed both to secure greater local community involvement in the planning,

promotion and delivery of services and to ensure on-going political support at a time of increasing austerity cuts to public transport expenditure.

Though primarily involved with managing the Sunday, Bank Holiday and limited Saturday/School Holiday DalesBus network, D&BCIC also works to integrate its activities with those services of existing weekday bus and rail operators in the Dales such as Pride of the Dales, Dales & District, Kirkby Lonsdale Coach Hire, Transdev and Arriva Rail North, as well as the three community transport operators, for mutual benefit and support and to offer Dales residents and visitors a seven day week, all year high quality public transport network to meet their travel needs.

### **2016/17 – Another Year of Consolidation**

Whilst this report is primarily concerned with the financial year 2015/16, as always the planning for 2016/17 takes place within the latter part of the previous year and therefore should be properly reported as being part of that year's activities.

Similar major challenges faced the D&BCIC for 2016/17 as those in 2015/16. The first has been financial with LSTF funding now ceased and other traditional sources of funding under pressure. The challenge has been to determine how best to retain services with reduced financial support:

- Thankfully support from the WYCA has remained constant, reflecting the perceived view of the Authority of the value of DalesBus to the health and well-being of the people of West Yorkshire, and the regional economic and social importance of cross boundary services within the Leeds City Region.
- Whilst the D&BCIC were pleased to receive some renewed funding from the Yorkshire Dales National Park Authority's Sustainable Development Fund for 2016/17, this was reduced to £4,500 with a clear indication that it would not be renewed in future years. This would seem to contradict both the National Parks' own Management Plan Policy F7 to ensure weekend access from the main conurbations, and the Government's own new policies for National Parks. Nevertheless this modest grant will help retain the important and successful services from Lancaster and Teesside into Swaledale and the Three Peaks area and services to Malham, including the Malham Tarn Shuttle, for one more year.
- The National Trust has also agreed to cover the £4,000 net cost to maintain the popular 812 Fountains Flyer bus from York to Fountains Abbey and Grassington and is also supporting the Eastern Dalesman 820 which serves the World Heritage Site.
- Other smaller funders and grant givers, as well as wide range of individual donations, have also helped maintain the bulk of the network for summer 2016. This is good news.

Of particular note has been funding for the 856 Wensleydale Flyer service which was due to run out at the end of March 2016. The fight to save this service became a major local campaign supported by local members of the Wensleydale Transport Action Group and boosted by an excellent piece of research on the usage of the service, commissioned by D&BCIC, and undertaken by a Leeds University student as part of his undergraduate thesis. Surveys taken over several Sundays proved conclusively that the service has significant economic and social value to the people of Wensleydale, a value to the community that far exceeded the cost of funding the service. Thanks to an impressive local campaign and lobbying of the local MP Rishi

Sunak, a request for help was forwarded by Mr Sunak to the Secretary of State at the Department of Transport who referred the matter back to North Yorkshire Council for action – the body who had originally cut the service! Needless to say no action was taken.

The service was finally rescued for the Summer 2016 season by the generosity of a local business, Outhwaites The Hawes Ropemakers, with additional support from Lord Bolton, the Aysgarth Falls Hotel and Hawes and High Abbotside Parish Council and Leyburn Town Council and individual donations. The service will now continue until the end of October 2016 when the funding runs out and the service will cease unless a new sponsor or funding source can be found.

Other services will remain broadly similar to those in 2015/16, though savings have had to be made by cutting the “late” Cravenlink service in Upper Wharfedale from Buckden and Skipton rail stations where usage was low. However the 857/875 from Hawes will run half an hour later to provide a departure from Buckden direct to Ilkley, Otley, Leeds and Wakefield. This also connects with the last X43 for Skipton, Burnley and Manchester, thus allowing many new and better travel opportunities from East Lancashire into Wensleydale and Upper Wharfedale.

In order to partly compensate for the loss of the commercial Sunday 580/581 service between Skipton, Settle and Ingleton, better use is being made of the Malham Tarn Shuttle 881 which by connecting with the Cravenlink bus from York, Harrogate and Skipton now creates a Skipton to Ingleton link saving another vehicle, though missing out Hellifield and Long Preston (which have a train service).

Despite the difficult financial climate, D&BCIC has taken the decision to:

- Support the Saturday 74 service between Ilkley and Grassington, following the withdrawal of NYCC subsidy on this route. The operator, Pride of the Dales, has decided to operate the service on a commercial basis on Monday, Wednesday and Friday and D&BCIC agreed to support a Saturday service ( with assistance from the Bolton Abbey Estate and Wharfedale Brewery).
- Trial an imaginative new service, the 801/800 Saturday Dales Highwayman, so called because on a journey between Wakefield and Leeds to Hawes via Otley, Pateley Bridge, Grassington and Buckden it will cross three high ridges – Norwood Edge, Greenhow and Kidstones Pass, integrating with service 24 from Harrogate and service 74 at Grassington. As well as offering a more convenient long haul service on a Saturday for people living in the West Yorkshire conurbation who cannot access services on Sundays, there will be opportunity to market the service as a weekend bus to the Dales with tickets valid on any Sunday DalesBus, to encourage overnight stays at B&Bs, hostels or camp sites, thereby helping to encourage visitor spend, or spending two consecutive days of the weekend in the Dales.

We are delighted to note the continued success of our partners the Western Dales Bus Company and especially pleasing is the continuation of the S1 Saturday service from Dent Station to Sedbergh and Kendal and also the extension of the Sunday service S2 once again to Cautley Spout, giving access for walkers to the wonderful Howgill Fells.

It has been decided to focus maximum resources on marketing and publicity for 2016/17 in order to raise fare box revenue by attracting new fare paying passengers. D&BCIC has joined Welcome to Yorkshire to position DalesBus as one of the key tourism products of the Yorkshire Dales. This has already led to a highly valued personal endorsement from Sir Gary Verity which appears in the three key new corridor/destination guides designed to target people in the major conurbations of East Lancashire and Airedale (via Skipton and bus X43), West Yorkshire

(via Otley and Ilkley using buses 820, 884 and 874) and York/Harrogate (using buses 812, 823 and 884). These will, it is hoped, help to bring a younger market onto the DalesBus network. By focusing on the key journey opportunities into the Dales and highlighting some of the attractions along the route, it is hoped to boost traffic on these key services. Similar simpler publications are being devised for the corridors from Lancaster, Settle and Teesside.

An important marketing opportunity has emerged from the decision by a national television company to select the Northern Dalesman 830 from Teesside for a “slow travel” real time film of a scenic bus journey through the Dales, including the awe-inspiring Buttertubs Pass. This is expected to be shown on BBC4 in summer 2016.

## The Future of DalesBus – 2017/18 and Beyond

It is clear that unless very significant new funding support can be secured for 2017/18 and the years to come, DalesBus as it currently operates will cease to exist, and will be confined to a shorter season and with limited capacity and geographical coverage, such as the already commercial X43, perhaps the 874 in Upper Wharfedale and maybe an occasional service to Malham. Wensleydale will be off limits at weekends even in high summer, as will Swaledale, Malham Tarn and Malham Moor, the western Three Peaks, and Upper Nidderdale. Areas such as Lancaster and Teesside, Richmond, Northallerton, Harrogate and York will be totally cut off from their nearby National Park, and the whole of the northern part of the National Park, which needs more visitors, will be isolated and less accessible for those without cars.

Yet funding requirements are small. To keep the DalesBus network at the present level with a budget of (say) £100,000 would represent less than 2.5% of the current Yorkshire Dales National Park budget. This would benefit the substantial number of people in the surrounding urban areas who live in households without access to a car and the many domestic and overseas visitors who expect to find high quality public transport access in their choice of destination.

The cost to the health and well-being of people living in the urban catchment and rural host communities will be far higher, in terms of the impacts resulting from loss of preventive health support and increased social isolation, as will the economic loss to be suffered by small businesses in the Dales, if the DalesBus network has to be cut back. Added to this will be the environmental costs, including an ever larger carbon footprint, resulting from ever increasing car dependency in the National Park and AONB.

What DalesBus also demonstrates is the cost of providing the network is also reduced by the voluntary input of D&BCIC Directors. However if the Dalesbus network is to survive then it is likely that D&BCIC will need to seek commercial sponsorship in order to attract the level of funding required, and to recruit additional volunteers to cope with the increased associated workload.

2016 is a time of major change in attitudes to public transport provision, even in rural North Yorkshire. We note the emergence of a new major regional body, Transport for the North, which hopefully will recognise that cross boundary bus services between the major conurbations and protected landscapes are just as important as local rail services and motorways to connect people and places, and need to be looked at on a regional, not a local basis. We are in dialogue with the new rail franchise operators, First Trans Pennine and Arriva Rail North, to see how rail services can feed into and be fed by bus services into the National Park and AONB.

We are looking at the Government's new 8-Point Plan for England's National Parks which was published in March 2016 - and in particular Point 6 "Everyone's National Parks"

*"National Parks contain many accessible landscapes. They are special places for everyone to enjoy. That is why we are increasing the area of the country that National Parks cover. We will also work with National Park Authorities to scale up projects to reach visitors from a diverse range of social groups and to alleviate barriers that stop more people from enjoying National Parks."*

Lack of transport is often the main barrier to visiting National Parks by such diverse social groups and D&BCIC intend to engage with local MPs, the National Park Authority, AONBs and DfT to talk to them about DalesBus and demonstrate how what has been developed in the Dales is a potential national demonstration partnership project to show a way of engaging

users, operators and local communities (including local business) in developing an integrated public transport network.

We see the whole devolution debate being about looking beyond narrow local authority boundaries and parochialism towards a more holistic vision about the relationship between our great towns and cities and wonderful Yorkshire countryside. We believe we also have a role to play helping to develop new transport links in the new Northern extension of the National Park, again working with local communities to achieve this.

DalesBus can help Government, both local and national, to achieve many of their objectives for National Parks and other protected landscapes. But we cannot do it alone. We need support.

*References:*

*R.L. Mackett (2014) the impacts of concessionary travel passes for older and disabled people - a review of the evidence. Chartered Institute of Logistics and Transport, London*

*QA (2012) Dales Visitor Travel Survey Research for the Dales Integrated Transport Alliance.*

## Appendix 1

### Directors as at 31<sup>st</sup> March 2016:

Prof. Christopher Nash (*Chairman*)

Mr John Carey

Mr Paul Chattwood

Dr John Disney

Mr Howard Handley

Mr Howard Robinson

Dr Colin Speakman

Ms Janet Stallworthy

Dr Christopher Wright

## Appendix 2

### List of DalesBus Services managed by D&BCIC during 2015/16:

Fountains Flyer	812: Easingwold - York - Ripon - Fountains Abbey - Pateley Bridge - Grassington ( <i>summer only</i> )
Eastern Dalesman	818/820/821: Dewsbury - Bradford - Otley - Pateley Bridge - Fountains Abbey - Ripon - Leyburn - Richmond ( <i>summer only</i> )
Nidderdale Rambler	823/825: Selby - Tadcaster - Wetherby - Harrogate - Pateley Bridge - Lofthouse - Middlesmoor ( <i>summer only</i> )
Northern Dalesman	830: Middlesbrough - Darlington - Richmond - Reeth - Hawes - Ingleton ( <i>summer only</i> ) 832/830: Morecambe - Lancaster - Settle - Ingleton - Ribbleshead - Hawes - Keld - Reeth - Richmond ( <i>summer only</i> ) 831: Ingleton - Ribbleshead - Settle - Ingleton ( <i>summer only</i> )
Wensleydale	855: Garsdale - Hawes - Gayle ( <i>all year</i> ) 856: Northallerton - Bedale - Leyburn - Hawes ( <i>all year</i> ) Upper Dales CONNECT ( <i>all year</i> )
Yorkshire Dalesman	857: Buckden - Hawes ( <i>summer only</i> ) 870/871/874: Wakefield - Leeds - Grassington - Buckden ( <i>all year</i> )
Witch Way	872: (Manchester -) Burnley - Skipton - Grassington ( <i>all year</i> )
Cravenlink	75/X75: Harrogate - Bolton Bridge - Skipton - Malham ( <i>Saturdays all year</i> ) 14: Skipton – Embsay ( <i>Winter Saturdays only</i> ) 873/884: York - Harrogate - Ilkley - Skipton - Malham ( <i>all year – in winter Ilkley to Skipton only</i> )
Malham Tarn Shuttle	881: Skipton - Malham - Malham Tarn - Settle ( <i>summer only</i> )
Dales Experience Bus	898/899/800: Bradford - Skipton - Malham/ - Grassington - Buckden - Hawes ( <i>Tuesdays &amp; Wednesdays during school summer holidays</i> )

## Appendix 3

<b>PASSENGER JOURNEYS</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15</b>	<b>15/16</b>
	<b>Actual</b>							
<b>Sundays &amp; Bank Holidays</b>								
Cravenlink	5,965	6,297	8,315	9,263	9,570	8,869	7,536	7,694
Skipton to Grassington*				7,125	8,243	8,202	10,042	8,090
Wharfedale	3,540	5,368	5,811	5,778	6,212	8,072	7,255	6,434
Yorkshire Dalesman		2,711	3,602	3,522	2,962	2,953	2,558	1,474
Northern Dalesman from West	1,021	1,704	1,701	1,864	1,880	1,520	1,752	1,608
Northern Dalesman from North East					952	1,061	2,296	1,382
Eastern Dalesman	1,319	2,092	1,998	1,751	2,270	2,273	2,959	1,691
Nidderdale Rambler	1,219	1,563	1,980	1,740	2,172	2,570	2,469	1,193
Fountains Flyer			1,841	1,733	2,432	2,666	3,774	1,416
Wensleydale				5,028	5,396	5,478	5,885	5,938
Malham Shuttle				1,108	1,897	1,967	1,091	947
Bowland Rambler						1,244	1,666	
<b>Weekdays/Saturdays</b>								
Dales Experience Bus		627	782	717	1,217	1,029	1,115	1,033
Upper Nidderdale Rambler			554	480				
Dentdale Explorer			184					
Cravenlink 75							5,780	6,407
Malham Shuttle					321			
<b>Total</b>	<b>13,064</b>	<b>20,362</b>	<b>26,768</b>	<b>40,109</b>	<b>45,524</b>	<b>47,904</b>	<b>56,178</b>	<b>45,307</b>
<b>Net Cost Per Pax</b>	<b>3.63</b>	<b>3.45</b>	<b>2.46</b>	<b>2.02</b>	<b>2.09</b>	<b>2.13</b>	<b>1.91</b>	<b>1.85</b>

\* = Skipton to Grassington service commercially operated by Transdev in 2015/16