North Yorkshire County Council

Business & Environmental Services

Transport, Economy and Environment Overview and Scrutiny Committee

14 October 2015

Proposed Reduction in Bus Subsidy

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose of Report

1.1 To invite members of the Committee to comment on the Council's proposals to reduce the budget for subsidising bus services to £1.5m.pa.

2.0 Background

2.1 The Council had a commitment to reduce our overall expenditure by £91.1m by the end of March 2015. Further announcements by the Government over future funding, mean that we now need to find a further estimated £75.4m between 2015 and 2019.

2.2 In order to contribute to the £92m savings requirement to be made by March 2015 the Council's Executive considered a report in January 2014 proposing a reduction in bus subsidies by £2m per annum. This was agreed and changes to the bus network were implemented from April 2014.

2.3 To achieve the required £2m saving, we reviewed the bus network and made the savings by:

- reviewing the performance of contracts,
- reducing service frequency to maintain services but with fewer journeys,
- withdrawing subsidy for town services; and
- not subsidising services for pupils attending a preferred school.

2.4 In addition to this saving the Executive asked the Corporate Director, Business & Environmental Services to prepare proposals which would reduce the amount spent on bus subsidies to £1.5m per annum.

3.0 Bus Services – Local Context

3.1 In North Yorkshire, as with other areas of the country, most bus services are provided as commercial services because they are profitable. In these circumstances the operators decides the route, frequency and fares to be charged and register their service with the Traffic Commissioner. There is no approval or objection process, just a period of 56 days before they can start operating. Commercial services can be changed or cancelled with 56 days' notice; there is no requirement for operators to consult on these changes.

3.2 As part of its role the Council has to consider its duties under the legislation and to decide whether it is necessary to purchase additional services to fill any gaps in the commercial network. In doing this we must have regard to the transport needs of members of the public who are elderly or disabled in addition the Council has a duty

under the Equality Act 2010 to take into consideration protected characteristics for this purpose the Equalities Impact Assessment accompanies this report.

3.3 Following the introduction of subsidy reductions in 2014 we estimate that 85% of bus passengers using services in North Yorkshire travel on commercial services. In the past five years the total number of passengers has declined from 17.3m in 2010/11 to 15.5 m in 2014/15. Whilst there is a reduction on contract services (these are services which are not commercial but where the Council enter into a contract with a bus company to secure additional services which they consider necessary to serve the local population) the use of commercial services has increased.

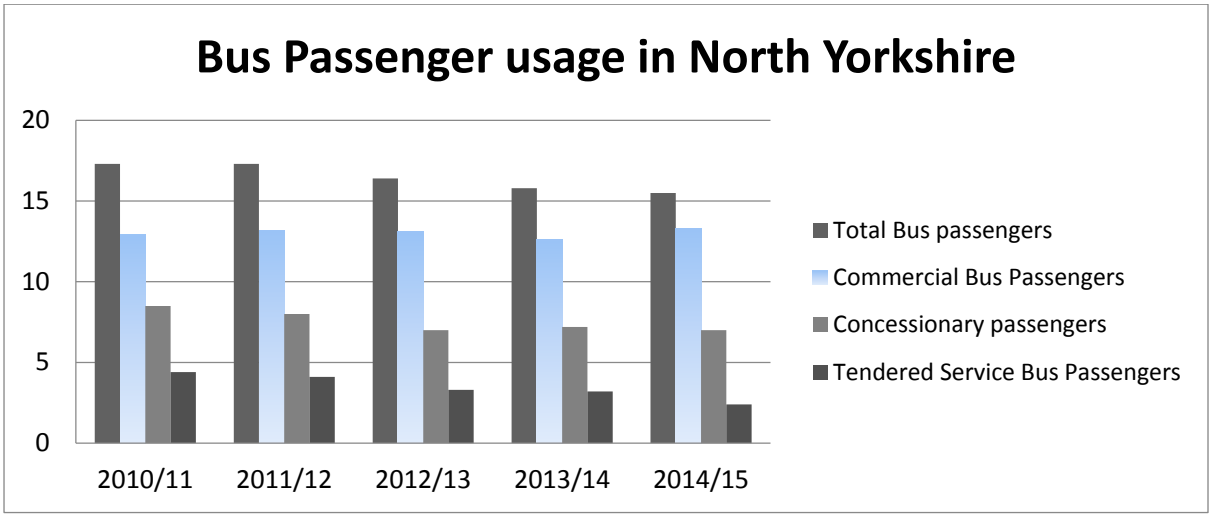


Figure 1 - Bus Passenger Usage

3.4 Commercial services are mainly provided by four operators:

Arriva North East – Operating services between Darlington and Richmond and in the Whitby area

Arriva Yorkshire – Operating in Selby

East Yorkshire Motor Services – Operating in Scarborough

Transdev – Operating in Harrogate, Skipton and between Leeds and the East Coast.

3.5 Each operator continues to invest in developing their services and in the past 12 months we have seen the following developments:

Arriva Yorkshire

- Service 415/416 (Selby – York) frequency increased to up to every 15 minutes, with new late night journeys on Fridays and Saturday. The vehicles serving the route have been upgraded to their MAX specification, with a new external livery, high-backed leather seats, and free Wifi. Timetable and roadside displays have been significantly improved.

TransDev

- M-ticket – allows people to buy bus tickets online and through mobile phones using Barclays Pingit, plans to do more with young person discount cards.
- Marketing including monthly offers – including two days for the price of one on day tickets.
- Network extension – new service between Harrogate and Boroughbridge.
- Branding - network and route branding rather than a corporate identity includes routes 142/143 which whilst part-contracted was entirely a commercial decision on our part to grow demand.
- Bus butlers - Two of the company's director team (including CEO) now spend a morning a week in a different part of the network handing out free breakfast items mid-journey. This proves really popular, especially given how viral it can get on social media.
- Partnerships – with local colleges and sports venues along with tourist attractions.
- Coastliner 25 - 25th anniversary celebrations for Coastliner
- Information screens for Harrogate Bus Station
- Trialling of electric buses including provision of a charging point in the bus station

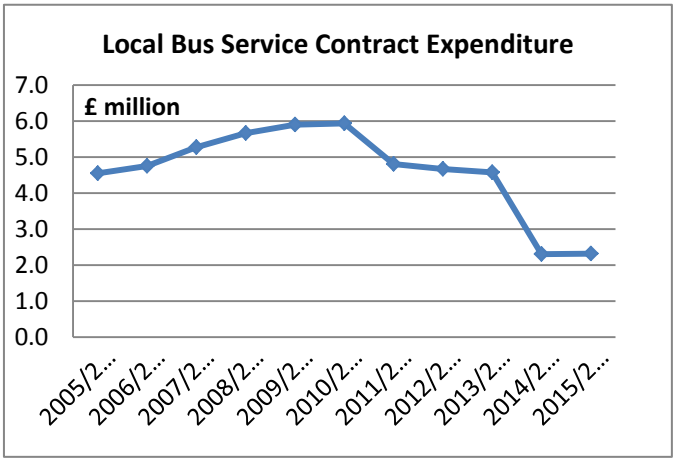
Future planned investment by TransDev

- £3.3million investment in the 36, including higher spec buses, night journeys until 3am and extra commuter links from Harrogate suburbs
- £100,000 investment in route 1 including full refurbishment of current fleet including new seating, WiFi and USB charging points
- £2.5million investment in Coastliner with 10 new high spec buses proposed
- Contactless payment trial on the 36 Service
- Real-time live bus tracker app and expansion of M-ticketing

3.6 The continued development of commercial services is an important aspect for the Council as it strongly supports our LTP objectives particularly in relation to economic growth and the environment.

3.7 We plan to work more closely with bus operators to ensure the continued development of commercial services in the county.

3.8 The amount the Council spent subsidising local bus services increased broadly in line with inflation between 2005/06 and 2010/11 and since then has reduced significantly in response to the need to reduce expenditure across a number of areas. This reduction is illustrated in the table to the right.



3.9 The Council's policies in relation to bus subsidies have evolved over the past five years. Until 2010 the Council had a bus strategy as part of its Local Transport Plan; however this is no longer a requirement following the implementation of the Local Transport Act 2008.

3.10 Currently our overall strategy is to ensure that as many communities as possible continue to have access to a public or community transport service and that these services give value for money. Our first priority is to provide services which meet the day to day transport needs of local communities.

3.11 The Council has also adopted the following service standards:

- We will not subsidise evening or Sunday services
- We will not subsidise services that primarily run in and within a 2 mile radius of market towns - "Town Services"
- We will not subsidise services catering for children attending a school of choice.
- The maximum frequency we will specify for a tendered service is one journey every two hours.

3.12 As part of our current proposals we proposed to amend our overall strategy to:

- use the budget allocation for support for bus services to ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently;
- support the local economy where possible, by maintaining access to the National Rail network and providing public transport links between towns and villages; and
- make sure that the services we subsidise give value for money.

We feel this better reflects the Council's corporate priorities and we are not proposing any changes to the service standards set out above.

3.13 The extent of the reduction in funding means that the Council will have to take a different approach to how we subsidise bus services. Our contracted services bus network is now very focused on rural areas with low populations and we mainly provide "off peak" journeys. We understand that journey to work opportunities are important in rural areas but the reality is that in most cases there are very few regular passengers using our contracted network for these types of journeys.

3.14 Our priority is to ensure that local people are able to access essential services. This means that leisure related trips will be a lower priority and services which cater mainly for tourist and leisure activities are unlikely to be funded. We do recognise that leisure and tourism is a major industry in the county and research on behalf of the YDNP in 2013 suggested 3% of visitors used buses and coaches. The total use of those services identified in our consultation as catering for tourism and leisure account for less than 1% of the visitors to the National Parks.

4.0 Bus Services – National Context

4.1 Regulation of the provision of local bus services has remained unchanged since 1985. There has, however been a change in funding which has impacted on the industry:

- changes in the value and distribution of Bus Service Operators Grant (BSOG) where a 20% reduction of the value was introduced in 2013 and since January 2014 BSOG payments for tendered services are paid to local authorities rather than directly to bus operators;

- changes to concessionary fares provision and funding where the free national scheme was introduced in 2008 and in 2011 where administration was transferred to upper tier authorities;

4.2 In addition there have been funding reductions for subsidised services by most Local Transport Authorities. These impacts have seen patronage levels vary over the past 10 years, from a low of 14.7m in 2005/6 to a peak of 17.5 in 2009/10, and a steady reduction to an estimated 15.5m in 2014/15. With the commercial bus market providing for over 85% of the bus passenger journeys undertaken, it is clear that we should continue to support the commercial sector, and the conditions that enable the commercial sector to grow to provide for more of the transport needed to access employment, personal business and health and other facilities.

4.3 Reduced funding, particularly for subsidised services operating in rural areas has caused concern about the impact of poor transport links on loneliness and isolation and their links with poor health and reduced quality of life for older people. A number of research papers have highlighted the links between transport and loneliness and isolation – these include the Campaign to end Loneliness which found that 41% of the people they contacted quoted transport as a barrier to seeing people.

4.4 Transport Policy

4.4.1 In the past five years the DfT has made a number of funding packages available to Local Transport Authorities and bus Operators. Rural areas (such as North Yorkshire) benefitted in 2011 and 2012 when funding was allocated to support community transport. Since then we have spent some £800k through grants and other support to the Community Transport Sector.

4.4.2 In January 2015 two further funding packages were made available:

- Funding for Community Transport vehicles – these grants were available to Community Transport Operators and organisations in North Yorkshire successfully bid for 16 vehicles.
- Total Transport Pilot Jan 2015 - Its purpose is to integrate transport services currently commissioned by different central and local government agencies and provided by different operators. This will allow existing resources to be allocated and coordinated more efficiently, resulting in services to passengers that are more effective at meeting their needs. The Council successfully bid for a project to work with the CCG and Hospital Trusts to look at transport to York Hospital for renal patients.
- Better Bus areas – mainly an urban focus
- Green vehicles – Local Authorities are invited to make joint bids with operators to reduce NOx levels in those towns and cities with the greatest air quality problems.

4.4.3 Recent government administrations have also changed local transport policy thinking with an emphasis on the whole journey with the Door to Door Strategy (DfT March 2013); recognition that transport across all modes is an essential requirement for delivering economic growth and more sustainable communities, with the publication of Transport an Engine for Growth (DfT August 2013) and with Total Transport Pilot fund (DfT January 2015) where government wants to examine how through bringing transport commissioned across various Whitehall and local authority departments together, a more efficient transport system can be achieved.

4.4.4 The impact on passenger transport has is also discussed in recent studies, where Valuing the Social Impacts of Public Transport (DfT March 2013) recommends values for the social benefit per return bus trip of £3.84 for concessionary travel pass holders and £8.17 for other bus users (in 2010 prices). These values only apply to that subset of travellers who would choose not to make the trip if the bus was not available (or the level of service was unacceptable).

4.4.5 A Further study, the Future of Transport in an Ageing Society (ILC June 2015), analyses the value of public transport in social terms. The Report, published in June 2015 used evidence from English Longitudinal Study of Ageing (ELSA) and identified 5 areas of focus:-

- Older Drivers
- Transport to and from Health Services;
- the Convenience of Public Transport;
- Active transport
- Transport in Rural Communities.

This Report investigated the transport difficulties faced by older people, and argues that public transport is failing to meet the needs of older people - in particular it is failing to meet the needs of the over 80s, those in poor health, those with low incomes and those living in rural areas. It proposes three key opportunities for improvement that run throughout the report:

- opportunities presented by improvements in technology,
- opportunities from increased local decision making and
- opportunities from volunteering

4.4.6 More recently, the Queen's Speech in May 2015 included provision for a "buses bill." The DfT has now arranged a series of bus reform workshops and issued a background document which sets out the issues to be addressed.

The main aims of the proposed bill are to

- Enable local authorities outside London to franchise their bus networks where they have agreement from Government;
- Preserve the commercial and innovative strengths of private sector operators; and
- Ensure there is a good package of measures to improve local bus services in areas that may not wish or feel able to move to franchising.

These elements fit with government approach to more local level decision making and the application of technology to improve efficiency, and with our general strategy where we aim to support the community in volunteering to provide creative local solutions to transport.

5.0 Savings Options Appraisal

5.1 All subsidised services have been reviewed as part of this process. We also took account of the recommendations from the Transport Economy & Environment Overview and Scrutiny Committee task group and whether our objectives could be met and a saving achieved by:

- Operating contracted services three days each week.
- Making more use of existing Community Transport Providers.
- Encouraging new Community Transport Providers.
- Withdrawing subsidy from services which cater primarily for fare paying pupils attending school.

5.2 We concluded that the following options should be taken forward as the basis for consultation.

Commercial Services When we reduced our subsidy budget in 2014, we were successful in working with operators to ensure that some services were retained on a commercial basis. Having had further discussions with operators we identified opportunities for services to be provided on a commercial basis. This included contracted journeys which are "add ons" to what are otherwise commercial services – our proposal is to withdraw our subsidy and allow operators to modify their commercial services accordingly.

Providing services using the Council's Fleet The Council already provides local bus services in Skipton, Harrogate and Scarborough. In a number of cases we can reduce the amount of subsidy required by operating the services ourselves. This work has also enabled us to invite tenders on the basis of an amount of funding rather than a specific timetable which in turn means that we have more control over budgets through the tender process.

Making sure we get value for money. There are some services where we can make changes to reduce the number of vehicles and drivers required to provide the service and thus make a saving.

Making best use of Community Transport We have a number of contract services which could be provided more cost effectively by the community transport sector utilising volunteer drivers. We have explored some of these opportunities with the Community Transport Operators. The outcome is that we expect some existing services to be taken on as Community Transport Services through tendered contracts, however there are other areas where the sector does not currently have the capacity to expand and accommodate additional work. We will continue to work with those CT providers to support them in increasing capacity.

A summary of the proposals for each service is attached as part of Appendix 1.

6.0 Community Transport

6.1 As part of our savings options appraisal we considered how to ensure that we make best use of community transport services which are available in the county. These schemes are essential in enabling us to deliver our overall strategy and ensure that we do as much as possible to alleviate isolation and loneliness and allow people to live independently.

6.2 There are 26 schemes across the county.
In particular we were interested in those schemes which operated minibuses and whether we could replace contracted services with community transport services at a lower cost.

6.3 Earlier this year, as part of our contract renewal process we had undertaken a separate consultation on a proposed introduction of community transport services in Wensleydale and Swaledale to be operated by Upper Wensleydale Community Partnership (Little White Bus).

6.4 The Council has provided low floor vehicles to be used on the services and Little White Bus operate with a mix of volunteer and paid drivers and staff. Services were

introduced in May 2015 and have proved popular with passenger numbers increasing month by month.

6.5 As part of planning the implementation of subsidy reductions we have invited tenders for a number of services which will fit well with the community sector. The results of these tenders will be reported separately once the analysis and formal processes have been concluded.

6.6 In developing our proposals to reduce the amount of bus subsidy we recognise that reduced service levels will make it difficult for people to access time sensitive health appointments or make longer journeys which require connections with other public transport services. In mitigation we have proposed to ensure that communities have access to a voluntary car scheme. We identified Harrogate, Richmondshire and Craven as areas which were in need of development. The current situation is:

Harrogate – a new scheme has been developed in conjunction with Harrogate & Area Council for Voluntary Service Limited. The scheme was launched in September and initial progress is encouraging.

Richmondshire – There is an existing small scheme in Richmond, Swaledale is served by Reeth Community Transport and Wensleydale by Little White Bus. The views of existing providers are that there is no requirement to introduce a new scheme at this time; however the situation should be kept under review.

Craven – There are existing car schemes in Craven but these do not offer district wide coverage. Discussions are on-going with existing providers to extend scheme coverage.

6.7 The subsidy reduction consultation asked questions about community transport. The questions focused on the following areas:

- Awareness of schemes
- Usage of Schemes
- Satisfaction with schemes.

In summary, the responses showed low awareness and therefore low usage. People who had used community transport were satisfied with the quality measures we covered, however feedback from our face to face discussions with mainly non-users gave a different picture. A full analysis of responses is included in Appendix 6.

6.8 **Issues raised** - During the Consultation and particularly in discussions at public meetings a number of issues were raised in relation to community transport where this was being proposed as an alternative to conventional bus services. The main issues are set out below:

Issue	Comment
Community Transport is not a suitable alternative to scheduled bus services.	People we spoke to at the drop in sessions did not feel that demand responsive services which would need to be pre-booked would be satisfactory. We have withdrawn the pre-booking requirement from our core proposals.
Voluntary car schemes are expensive to users for longer distance trips.	Users are charged at 45p per mile for each mile including the distance from the driver's home. This does mean that longer distance

	trips can be expensive. We propose to work with providers with the aim of developing a scheme which will reduce the cost to users of longer trips.
Lack of volunteers	This was raised in a number of locations. We propose to work with the Stronger Communities team to address this issue.

Concern about quality standards	This covered a range of things from driver training/experience to reliability through reliance on volunteer drivers. Clearly safety and reliability are important issues for us and we need to do more to promote the work we do to ensure that high standards are maintained. All community transport drivers whether paid or volunteers are trained through the MIDAS programme by NYCC. An outline of the MIDAS programme is attached at Appendix 8.

6.9 **Future Development** - Although our proposals to reduce bus subsidy do not rely heavily on mitigation from community transport we still believe that the sector could make a larger contribution to our overall objectives. In order to do this we need to be able to address the concerns of potential users and ensure that funding is available to allow schemes to increase their capacity to accommodate growth.

Our proposals are to:

- Review and reinforce the training and safety standards in the CT sector to ensure passenger confidence.
- Increase/improve awareness of existing schemes in key organisations and with individuals; develop and promote a single number contact point for new users; work with the sector to produce a suite of publicity material.
- From April 2016
    - Identify a dedicated budget allocation for projects/vehicles – opportunity to bid for additional funding if necessary.
    - Continued joint funding for car schemes
    - Work with the sector to introduce capped charges for long distance health appointments
    - Reduce the need for schemes to increase charges for users by reimbursing community transport operators for concessionary fares

7.0 Consultation Process

7.1 The Corporate Director of Business and Environmental Services authorised the consultation proposals and consultation ran from 15TH May 2015 until 14th August 2015. The consultation documents can be found at Appendix 1.

7.2 The consultation documents were available online through the Council's website and paper copies were sent by post on request through the Customer Service Centre.

7.3 The proposals were sent to 780 individuals and organisations. These included all County Councillors, District and Parish Councils, Members of Parliament, bus operators and representatives from special interest groups. Tweets were sent to 2800 businesses in the county and a press release was issued. This received good

coverage in local papers as well as the BBC website. Posters were displayed on buses, in libraries and other public places. Library staff were available to provide assistance if required.

7.4 An online questionnaire was designed to allow people to submit comments and we sent out almost 1000 paper copies of the questionnaire which were supplied with return envelopes.

7.5 We identified a number of bus services where we had proposed significant changes and arranged additional consultation in the form of "drop-in" sessions where people would have an opportunity to discuss our proposals face to face. Staff from Integrated Passenger Transport and Stronger Communities Teams attended these sessions at the following locations

- Bolton Abbey,
- Grassington,
- Kettlewell,
- Malton,
- Sherriff Hutton,
- Boroughbridge,
- Knaresborough,
- Green Hammerton,
- Sherburn in Elmet
- Stutton.

A summary of the key issues that were raised at each of these sessions can be found at Appendix 2.

7.6 A report on the proposals was considered by each of the Area Committees, an officer was available at each meeting to deal with queries and the minutes of these are available at Appendix 3.

7.7 Officers from Integrated Passenger Transport attended additional meetings at

- Catterick Village Parish Council
- Grassington
- Ampleforth Parish Council
- Kettlewell
- North Yorkshire Physical and Sensory Impairment Partnership Board

8.0 Consultation Outcome

8.1 There has been a good response to the Consultation. It should be noted that the responses we received relate to the specific services that we are consulting on and are not necessarily a reflection of bus users generally.

The following information is set out in the Appendices to this report

- The comments submitted through the formal consultation process **Appendix 5**
- A summary of the written submissions made **Appendix 5**
- A number of graphs showing the responses to the questions we asked as part of the consultation **Appendix 6**
- A list of petitions received **Appendix 4**
- A report of comments raised at the drop in sessions **Appendix 2**
- The relevant minutes from each area committee **Appendix 3**

8.2 In summary we received:

- A total of 1203 responses, 756 on line consultation submissions and 447 paper consultation submissions using the survey form we produced.
  These told us that:
- 92% of respondents are bus users with over 550 using the bus at least 3 times a week.
- Most people use buses for shopping and personal business.

8.3 In addition we received.

- 21 Letters from MP's (usually enclosing correspondence)
- 2 Letters from County Councillors
- 6 Letters/E-mails from District Councillors
- 30 Letters/E-mails from Parish Councils
- 87 Written submissions from members of the public and organisations
- 5 Petitions

8.4 An analysis of a random sample of written comments identified the following key points:

Theme area from responses to Q16	**Frequency**	**%**
Impact on Isolation or Access	29	25%
Other timetable or route option requested	20	17%
Access to York	17	15%
Other	11	9%
Community Transport not an option	10	9%
Impact on Tourism / Economy	8	7%
Impact on Employment	8	7%
Issue with Rail Connection	4	3%
Additional cost / Expensive	4	3%
Impact on the Environment	2	2%
Willingness to pay	2	2%

Impact on isolation or access included comments such as 'would be virtually stranded'; 'would be cut off, keep just a few that is better' and was the most consistent comment theme across most services that are frequently used.

Other timetable requested: - this referred to comments where the respondent offered a suggested alternative route or timetable. This was most commonly cited by people who frequently use the service 142 and the service 56.

Access to York: - this related to proposals to provide a tendered service only to the nearest Park and Ride in York where people's comments were about the convenience, the additional cost and the uncertainty of connection particularly on the return from the centre of York. These comments were most frequently made by people who use the Service 31X and service 142.

Community Transport not an option: this included comments such as 'we need a proper bus', demand responsive service only available for locals'. The majority of these comments came from people who use the service 72.

8.5 The conclusion from the consultation is that people do not support our overall strategy and 90% feel that if we implement our proposals their access to a range of essential services will be slightly or much worse.

8.6 The following information is presented in a series of graphs which can be found at **Appendix 6**

- Total respondents
- Source of submission
- Respondents by gender
- Respondents – bus user/non user
- Age group of respondents
- Concessionary pass holders
- Number of responses for each (main) service
- Respondents reason for travel
- Respondents frequency of use
- Frequency of use and reason for travel
- Impact by reason for travel
- Respondents views on overall strategy
- Impact on access to essential services
- Levels of satisfaction with bus services
- Awareness of community transport schemes
- Use of community transport schemes
- Quality – Demand Responsive services
- Quality – Dial a Ride Services
- Quality- Voluntary Car Schemes

9.0 Changes to the Proposals since the Consultation

9.1 The Consultation raised a number of issues and we have sought to address these in finalising our proposals.

9.2 A key part of our saving plan has been to identify services which could be operated with our in-house fleet. We have developed timetables and calculated the cost of operating that timetable with our fleet. This gave us a baseline cost which was affordable.

9.3 In order to ensure that we secured the best possible service for communities we invited tenders for the following services on the basis of a known cost where the tender submission we required was for operators to submit a timetable and tell us how that best meet the needs of the communities which were served.

Service Number	Description
181	York - Malton
31X	Helmsley – Easingwold - York
72	Skipton - Grassington
492/493	Tadcaster – Sherburn in Elmet
56/57/58	Ripon – Boroughbridge - Harrogate

9.4 We identified the following key areas which form the basis of our quality assessment:

- Extent to which the timetable allows passengers to undertake essential business in local service centre
- Extent to which timetable allows passengers to access local service centres on preferred days
- Extent to which timetable allows passengers to access local service centres at preferred times
- Details of the vehicle size and type (e.g. low floor, wheelchair accessible) operators intend to use on the service

9.5 We have invited Parish Councils and local members to be part of the assessment team for the tender submission for each service. This will be carried out at the beginning of October.

9.6 The indications from our own analysis of the tenders are that there has been a positive response by operators and we expect a successful outcome.

9.7 The following table sets out those services where we are proposing changes in response to consultation

Service	Description	Summary of original proposal	Proposed amendment to original proposal
72	Skipton – Grassington	Following discussions with the current operator it is anticipated that a 2 hourly or better service will be operated on a commercial basis between Grassington and Skipton	We have developed a minimum service level based on an in-house fleet operation and invited tenders on the basis of a specified amount of subsidy. Awaiting outcome of tenders and assessment by communities.
72	Grassington – Hebden – Buckden	A demand responsive community transport service will be provided on at least three days each week to provide connections from the Hebden & Buckden areas at Grassington with the proposed commercial service to/from Skipton	We have had a number of discussions with local representatives and propose to provide funding for a scheduled service provided on a community transport basis. The service will not include Hebden. Awaiting outcome of tenders.
74	Ilkley – Grassington	The scheduled bus service will be replaced with a demand responsive community transport service between Bolton Abbey and Grassington operating at least three days each week.	The replacement service will include Hebden.
54	Northallerton - Richmond	This service will be revised to operate between Kirkby Fleetham and Northallerton	We have developed a revised timetable in response to comments received and invited communities to express a preference.
55	Richmond - Northallerton	Timetable changes	We have developed a revised timetable in response to comments received and invited communities to express a preference.
31X	Helmsley – York	Service reduced to provide one return journey between Helmsley and York three days each week. School journey 256R between Easingwold and Ryedale School will be retained.	We have developed a minimum service level operating 6 days each week based on an in-house fleet operation and invited tenders on the basis of a specified amount of subsidy. Awaiting outcome of tenders and local assessment.
840	Leeds - Whitby (winter months)	The contracted journeys supplement a commercial service; subsidy for the contract journeys will be withdrawn.	We have invited tenders for a replacement of this contract and propose to retain the service at a lower cost.
DR18	Glaisdale – Guisborough	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.	There is not enough capacity in the local CT sector to accommodate changes at present. Services will be retained.

DR10	Esk Valley – Whitby;	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.	There is not enough capacity in the local CT sector to accommodate changes at present. Services will be retained
99	Whitby - Lealholm	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.	There is not enough capacity in the local CT sector to accommodate changes at present. Services will be retained
56/56R	Harrogate - Knaresborough - Ripon	Proposed Fleet Operation 0900 - 1335. New timetable with additional journeys on school days between Burton Leonard and Ripon which would be available to fare paying passengers these are shown separately on the timetable.	We are in discussions with the current provider to retain the existing service levels at a lower price. We aim to make further savings by increasing passengers and revenue over the next 12 months at which time we will undertake a further review.
57/57B	Harrogate - Knaresborough - Boroughbridge - Roecliffe	Proposed Fleet Operation 0930 - 1330. New timetable with additional journeys on school days between Ferrensby and Boroughbridge which would be available to fare paying passengers these are shown separately on the timetable.	We are in discussions with the current provider to retain the existing service levels at a lower price. We aim to make further savings by increasing passengers and revenue over the next 12 months at which time we will undertake a further review.
56/57	Harrogate - Knaresborough	Revised timetable to integrate with existing Knaresborough – Wetherby service re-numbered service 60	We are in discussions with the current provider to retain the existing service levels at a lower price. We aim to make further savings by increasing passengers and revenue over the next 12 months at which time we will undertake a further review.
58/59	Staveley - Knaresborough	Proposed Fleet Operation. Re-numbered 58 &59 with new timetable.	We are in discussions with the current provider to retain the existing service levels at a lower price. We aim to make further savings by increasing passengers and revenue over the next 12 months at which time we will undertake a further review.
142 /143	Ripon – Boroughbridge – York	Proposed Fleet Operation 0900 - 1520. There is a commercial service between Ripon & Boroughbridge School on school days, these journeys are shown separately on the timetable.	Agreement has been reached with the current operator to retain the existing service and a saving to be achieved over two years through increased passenger numbers.
492/493	Tadcaster – Sherburn in Elmet	Proposed Fleet Operation 0825 – 1500. New timetable with additional journeys on school days between Church Fenton and Sherburn in Elmet which would be available to fare paying passengers these are shown separately on the timetable.	No change to original proposal. Awaiting outcome of tenders and local assessment.
180/181	Castle Howard - York	Proposed Fleet Operation - new timetable serves Malton, Castle Howard and York with some connections at Monks Cross for York.	The amount of saving proposed for this service has been reduced to try and secure a viable service through tendering. Awaiting outcome of tenders and local assessment.
780/X1	Harrogate - Wetherby	Timetable revised some journeys extend to Harrogate as new service 60	No changes proposed.

10.0 Impact on the Local Economy

10.1 Local Bus Services support the local economy in the following ways:

- People use local bus services to access employment opportunities; this is particularly important for younger people who may not be able to drive or afford to run a car. It also means that recruitment would be more restricted to people who were car owners. The Consultation showed that 16% of respondents considered that the proposed changes would adversely impact on their access to employment.

- People use bus services to access market towns and buy goods and services. While the proposals were specifically designed to ensure that as many people as possible would continue to have access to public or community transport, most of respondents considered the proposed changes would impact on their access to shopping and personal business.

- The bus companies we contract with employ staff to drive vehicles and support their operations.

- People use bus services to access employment. This is particularly true of lower paid people and employees in rural areas are concerned to ensure they will be able to access a suitable workforce.

10.2 We have to recognise, however, that the numbers of people who rely on public transport is significantly less than those who travel by private car.

11.0 Equalities Impact Assessment

11.1 When developing the proposals to achieve the required budget reductions we carried out an Equality Impact Assessment.

11.2 This found that the majority of passengers on subsidised bus services are older people.

11.3 It concluded that in most cases the proposals would have an impact on people with protected characteristics, particularly women, disabled people and older people, but wherever possible we will seek to minimise the impact by maintaining at least a minimum level of service or ensuring alternatives are available.

11.4 It further recognised that we are unable to meet the needs of everyone, and that some people will experience a negative impact, however, the policies and procedures employed are designed to ensure that the limited funding available is directed to where it is most needed, and that the decision making process is open, transparent and fair. Any adverse impact is therefore felt to be justifiable.

11.5 Having now received consultation responses the EqIA has been updated.
The revised EqIA can be found at Appendix 7. This has found that there is a great deal of concern among people with protected characteristics and has shown that the majority of responses were from older people, women and disabled people, and that the proportion of these who have responded to the Consultation is higher than the proportion of the NY population (see table below).

	Questionnaire response	NY population
Age 65+	48%	21.5%
Disabled	18.2%	17.5%
Women	56.%	50.7%

11.7 This EqIA notes that low income and rural isolation can combine with the above groups of people to cause further adverse impact. It further notes that considerable efforts have been made to ensure measures to lessen the impact are in place, from agreements with operators to continue to operate without subsidy, to establishing a community led transport service. For the most isolated or vulnerable people, it is noted that there will always be an option of a volunteer car scheme to provide access mitigation.

11.8 The Consultation identified low awareness of “Community Transport” services across all sectors. We propose to review the way we advertise community transport services to ensure that awareness of these schemes is increased and they are more readily available to those who need them.

11.9 It concludes however that, whilst there will be an adverse impact, the proposals are reasoned, transparent and fair, and therefore the adverse impact is justifiable.

11.10 We recognise the importance of monitoring the impact of any changes post implementation and will continue to work with the HAS Prevention team, other Council teams and local agencies to identify and address any issues which arise.

12.0 Financial Implications

12.1 This Report identifies actions which will reduce the budget to support bus services to £1.5m per annum.

13.0 Legal Implications

13.1 The Council’s obligations are set out Transport Act 1985 section 63 (as amended 2000). This places the following duty on the Council:
to: “secure the provision of such public passenger transport services as the Council considers it appropriate to meet any public transport requirements within the county which would not, in their view, be met apart from any action taken by them for that purpose’ and it is stated at section 63 (8) “ It shall be the duty of any Council in exercising or performing any of their functions under the preceding provisions of this section to have regard to the transport needs of members of the public who are elderly or disabled.” Due consideration must also be given to the Equalities Act 2010 as evidenced in the Equality Impact Assessment.

In exercising this duty the Council is entitled to take account of the amount of funding available.

14.0 Conclusion

14.1 The proposed reduction in bus subsidy is not supported by the vast majority of people who responded to our consultation. In relation to access to essential services just over 90% of people considered their access would be slightly worse or much worse.

14.2 Our recommendations have sought to address some of the concerns raised as part of the consultation process. In some cases we will be able to retain existing service levels at a lower cost. There are, however areas where service levels will change and some journeys will no longer be possible by public transport. We have sought to protect essential health trips by ensuring community transport services are available and we plan to work with the Community Transport Sector to make these trips affordable.

14.3 The recommendations in this report would enable the Council to reduce the budget for bus subsidy to £1.5m. Only one area of the county would lose its service entirely and that is the area covered by service DR01 which serves Bilton in Ainsty and Bickerton. Use of this service averages 2 passengers per journey.

14.4 In other areas, conventional bus services will be replaced by Community Transport Services. Subject to the outcome our tenders it may be that the Council will operate additional services using its own fleet of vehicles.

14.5 Overall we consider that these proposals are compatible with the Councils aims and objectives and whilst there will be an impact on people's ability to make all the journeys they would like; we will have maintained access to a range of essential services.

15.0 Recommendations

15.1 The Committee is invited to consider the report and decide whether it wishes to reach a view to recommend to the Executive.

DAVID BOWE
Corporate Director, Business & Environmental Services

Author of Report – Richard Owens

Background documents: None

North Yorkshire County Council

Proposed reductions to bus service subsidy

May 2015

Introduction

In April 2014, we implemented proposals to reduce the amount we spend subsidising bus services by £2m every year. This was part of our commitment to reduce our overall expenditure by £92m by the end of March 2015. Further announcements by the Government over future funding, however, mean we now need to find a further estimated £75.9m between 2015 and 2019. In order to contribute to this target, we are consulting on proposals to reduce the amount we spend subsidising local bus services to £1.5m every year from April 2016. Our proposals are designed to make the best use of the funding available to provide services which meet the day-to-day transport needs of local communities. Our overall strategy is to:

- use the budget allocation for support for bus services to ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently;
- support the local economy where possible, by maintaining access to the National Rail network and providing public transport links between towns and villages; and
- make sure that the services we subsidise give value for money.

A separate consultation will be undertaken as part of the Council's review of its long term overarching Transport Strategy, Local Transport Plan 4 (LTP 4)

Our strategy supports the objectives in the Council Plan 2020 which is available on our website www.northyorks.gov.uk. Whilst we are likely to maintain access to the nearest town or village it does mean that it will be less convenient for people to make connections to travel further afield. We understand that bus passengers value the opportunity to make longer journeys through connections but these normally incur an additional cost to the Council and our main aim is to use our funding to ensure that access to essential services for communities across North Yorkshire is maintained.

These proposed changes will also mean that it may be more difficult to make trips by bus to individual personal appointments. However, The Council wants to address this by providing funding to ensure that all areas of North Yorkshire have access to a voluntary car scheme. We currently provide over £100k each year to support schemes across North Yorkshire which are already successful in providing transport to a range of medical and other appointments.

Background

In January 2014 the Council's Executive considered a report proposing a reduction in bus subsidies by £2m every year. This was agreed and in addition the Executive asked the Corporate Business Director and Environmental Services to prepare proposals which would reduce the amount spent on bus subsidies to £1.5m every year.

In order to prepare the proposals the Council's Transport, Economy and Environment Overview and Scrutiny Committee established a task group to look at:

"The access needs of communities in North Yorkshire and how these might best be met using a range of transport options".

The task group reported its final recommendations to the Council's Executive who considered and accepted them at their meeting in October 2014.

The full Scrutiny report is available by clicking **here** or from **www.northyorks.gov.uk.**

The work of the Scrutiny Task Group has been used to develop the general principles and detailed proposals which are set out in this consultation document.

Consultation Process

Our consultation runs for 12 weeks from 15 May 2015 until 14 August 2015. In addition to this consultation document, we have planned a number of "drop-in" sessions. Staff will visit areas where we are proposing a significant change in the way bus services are delivered to explain our proposals in more detail face to face. A list of the dates, times and locations of these sessions is in section C.

Section A

1. Information about bus services in North Yorkshire

Subsidised Bus Services

Since our service reductions in 2014, approximately 85% of the bus passenger journeys in North Yorkshire are made on services provided by private bus companies on a commercial basis because they are profitable. Those companies are free to decide which routes they run, what fares they charge, how frequent the service is and when and how it is changed. The Council has no responsibility for these services. Changes to these services, including the withdrawal of the whole service, can be made by giving 56 days' notice to the Traffic Commissioner and there is no requirement to consult with users or the Council.

Under the Transport Act 1985, the Council has a duty to: "secure the provision of such public passenger transport services as the Council considers it appropriate to meet any public transport requirements within the county which would not, in their view, be met apart from any action taken by them for that purpose and to have regard to the transport needs of members of the public who are elderly or disabled"

This means we have to identify public transport requirements which would not otherwise be met and then consider if it is appropriate to provide a service. The Council is entitled to take account of the funding available when deciding what, if any, level of service is needed and where.

To reduce the amount we spend subsidising bus services to £1.5m, we need to reduce our costs by £500k every year. This would also allow us to retain some funding to publicise services and continue to support and develop Community Transport schemes in the County.

The services we currently fund are mainly provided by private bus companies and are referred to as "subsidised services" because the Council pays the difference between the cost of providing the service, the fares paid by passengers and reimbursement for concessionary fares paid by the Council. We use competitive tendering to get the best price for these services. We also work with the Community and Voluntary sectors to enable those sectors to provide alternative services such as volunteer car schemes, demand responsive and Dial a Ride services.

In 2014/15 1.4m passenger journeys were made on our subsidised services and the average subsidy per passenger journey is £1.60. In most cases the services subsidised by the Council are the only ones available to the communities they serve.

Concessionary Bus Passes

The Council also pays the cost of concessionary bus passes. We expect that this will cost us £8.2m in 2015/16. This is a statutory scheme which cannot be changed by the Council. The basis on which we reimburse bus operators is that they are no better or worse off as a result of the scheme. In general terms we make a payment of £1 for each concessionary journey made. This is because people generally make more trips when the journey is free. Looking at our network overall, 60% of adult bus passengers use a concessionary pass and on some services concessionary pass users account for over 90% of adult journeys. This means that whilst some services are well used, they are still not financially viable.

Publicity

The Council ensures that information about all public transport services is available by making sure operators to meet agreed standards for leaflets and roadside displays as well as providing data for the national Traveline Service. We provide timetable information on our website and a "timetables by post" service for those who do not have access to the internet.

2. School Transport Services

We are not proposing any changes that will affect pupils entitled to free home to school transport under the Council's current Home to School Transport Policy.

We are proposing some changes to the transport network for fare paying school children who are either going to their normal school but live under the statutory distance, or are going to a preferred school.

3. Equalities Impact Assessment

We have produced an Equalities Impact Assessment and this document will be reviewed and updated in light of any comments received through the consultation process.

Section B

4. Information about the changes we are proposing to bus services

In managing a reduction in the budget for subsidised bus services over the past four years we have followed an approach to ensure people in communities have core daytime transport that allows access to a town or village centre where the services and facilities they need are located and we have applied this on this occasion

In order to identify areas for possible savings, we have reviewed all our existing contracts and considered.

- The extent to which they contribute to our overall strategy.
- The extent to which they contribute to our obligations under the Transport Act 1985.
- The extent to which the amount of subsidy could be reduced to meet our proposed 2016/2017 budget.

Our detailed proposals are set out in the attached timetable section. These are some general areas we have considered.

- **Commercial services.** When we reduced our subsidy budget in 2014, we worked successfully with operators to ensure that some services were retained on a commercial basis. Having had some further discussions with operators, we have identified further opportunities for services to be provided on a commercial basis. This will include contracted journeys which are “add ones” to what are otherwise commercial services – our proposal is to withdraw our subsidy and allow operators to modify their commercial services accordingly.
- **Providing services using the Council’s fleet.** The Council already provides local bus services in Skipton, Harrogate and Scarborough. In a number of cases we can significantly reduce the amount of subsidy required by operating the services ourselves. More information on this proposal is included with this consultation at section E.
- **Making sure we get value for money.** There are some services where we can make changes to reduce the number of vehicles and drivers required to provide the service and make a significant saving.
- **Making best use of Community Transport.** We have a number of subsidised services which could be provided more cost effectively by the community transport sector utilising volunteer drivers. We will explore these opportunities with the community transport operators. We would not expect a significant change in the level of service provided if the community transport operators provide the service. We would continue to allow concessionary pass holders to travel free on any replacement service.

Section C

5. Proposed Timescales and how you can find out more about the proposals

Consultation period	15 May 2015 – 14 August 2015
Reports to Area Committees	At meetings in May, June and July 2015
Report to Scrutiny Committee	At a meeting on 14 October 2015
Report to The Executive	8 December 2015
Proposed implementation of Local Bus changes subject to outcome of the consultation & EIA	From 7 April 2016

Come and talk to us at these Drop in sessions				
Location	Venue	Date	Start Time	Finish Time
Bolton Abbey	Village Hall	26 May	10:30	12:30
Grassington	Town Hall	26 May	14:00	16:00
Kettlewell	Village Hall	26 May	17:00	19:00
Malton	Library	2 June	11.30	13.30
Sherriff Hutton	Village Hall	2 June	12.30	14.30
Boroughbridge	Coronation Hall	3 June	09:30	12:30
Knaresborough	Library	3 June	13:30	15:30
Green Hammerton	Village Hall	3 June	16:00	17:45
Sherburn In Elmet	Eversley Park Centre	15 June	10:00	13:00
Stutton	Community Hall	15 June	16:30	18:30

You can get more information by phoning 01609 780780 or emailing Passenger.transport@northyorks.gov.uk

The following additional information is available from our website or by contacting our Customer Service Centre on 01609 780780.

- An online questionnaire.
- A printed version of this consultation is available by post from the Customer Service Centre on 01609 780780.
- A list of local bus services subsidised by the Council showing which services are affected by our proposals. You can also contact us about specific services if you are not sure and we will tell you if they are affected.

Please now give us your feedback on these proposals by filling in our questionnaire online via this link, or by completing and returning a paper copy of the questionnaire in the envelope provided.

Section D

Glossary of Terms

Commercial Bus Service	A service that is provided by a bus operator purely at their own discretion for profit.
Subsidised Bus Service	A service that is provided by a bus operator at the request of the Council and funded by the Council.
Subsidy per passenger journey	The cost to the Council of providing a subsidised service divided by the number of passenger journeys.
Concessionary Bus Pass	A free bus pass issued to people of state pension age or with a disability for use on local bus services after 0900.
Bus Strategy	A document produced by the Council to set out its policy relating to local bus service provision in the county.
Traveline	A internet based public transport information facility.
Timetables by post	A timetable information service provided by the Council which individuals can sign up to if they do not have internet access. Details are available from the Customer Service Centre.
School Transport Service	A transport service for children who are entitled under the Council's Home to School Transport Policy.
Community Transport	Transport services which are provided by not for profit organisations often using volunteers.
Demand Responsive Service	A "local bus service" which will only operate if it has been pre-booked by passengers
Dial a Ride Service	A minibus services which has to be pre-booked and which provides a door to door service.
Voluntary Car Scheme	A transport service where a volunteer uses their own car to provide a lift. The passenger pays the driver a mileage rate (currently 45p).
Equalities Impact Assessment	An assessment of how polices or services affect different customer groups differently. They inform decision making processes and ensure that our services do not breach equality law.

Section E

Fleet Operations Proposal

Introduction

The Council has operated a fleet of minibuses for over 20 years. Historically these have been used to transport service users on behalf of Health and Adult Services to day centres and learning centres.

In the last four years we have expanded the work we do with Fleet Operations and worked hard to ensure that we deliver high quality services by operating modern vehicles and ensuring that we have a well trained workforce. We now operate a fleet of 65 vehicles across the County.

Since 2012 we have operated scheduled local bus services in the Craven Area because we were unable to find commercial providers to take on services previously provided by other operators.

Today we operate 11 local bus services that carry over 500 passengers each day; we provide high levels of reliability using new low floor accessible minibuses.

There are a number of services which we currently subsidise which are very expensive; these are listed in the table below. There is very little opportunity, however, to reduce the number of vehicles and drivers required to operate the services and maintain a viable service for passengers. We are proposing to operate these services with our own fleet.

Services included in our Fleet Operations proposal			
Service	Description	Current cost to the Council £every year excluding costs met by CYPS	Proposed Cost of fleet operations £every year
56 57 58	Knaresborough – Ripon Knaresborough – Harrogate Knaresborough - Boroughbridge – Roecliffe	192,539	164,500
142 /143	Ripon – Boroughbridge – York	225,076	103,929
492	Tadcaster - Sherburn In Elmet	108,233	65,090
180/181	York - Sheriff Hutton - Castle Howard	199,000	72,224
Total		730,491	405,743

Key features of our proposal:

- A minimum level of service Monday - Saturday based on fleet operations using new low floor accessible 16 seat minibuses.
- The opportunity for communities to increase this level of service either from other sources of funding (for example Parish Councils) or volunteer drivers.
- The opportunity for communities to have more influence on the timetable for their area.
- The opportunity for the commercial sector to tell us what level of service they could provide for the funding we have available.

- The opportunity for communities to be involved in deciding which level of service should be introduced for the amount of funding available.
- Concessionary pass holders would travel free on all journeys after 09:00 (all day Saturday). Fares will be broadly in line with those currently being charged.

A summary of proposals for each of the services is set out below; detailed timetables for all services are available in the timetable section.

56, 57, 58 Knaresborough – Ripon
Knaresborough – Harrogate
Knaresborough – Boroughbridge – Roecliffe

The Council renewed its contract for services 56, 56R, 57, 57B and 58 in January 2015. Although this meant a reduction in the number of journeys the overall this cost is not sustainable if the Council is to reduce its overall spend to £1.5m.

The service offered by our in house fleet will be an off peak service broadly between 09:00 and 14:00. We will invite tenders for additional journeys on school days between Burton Leonard and Ripon and Ferrensby – Boroughbridge which would be available to fare paying passengers– these are shown separately on the timetable.

142 – 143 Ripon - Boroughbridge – York

The Council renewed its contract for services 142 and 143 in January 2015. Although this meant a reduction in the number of journeys the overall cost to the Council is still substantial and not sustainable if the Council is to reduce its overall spend to £1.5m.

In order to maintain a viable level of service we are proposing that the service to York will provide connections at the Park & Ride at Poppleton Bar rather than operate directly into York. This means that we can make more effective use of our vehicle on other sections of the route. We will also provide an additional service which caters for more local travel needs. Shaun's minibuses operate a service from Ripon to Boroughbridge School on school days; these journeys are shown separately on the timetable.

180 – 181 York - Sheriff Hutton - Castle Howard

We are proposing to operate a service between Malton - Sheriff Hutton and York with off peak journeys providing connections with other services at Monks Cross. This means that we can use our vehicle more effectively on other sections of the route. The following communities will be catered for by Community Transport Services:
Scackleton,
Terrington
Coneythorpe,
Thornton le Clay
Foston

490A Pontefract – Sherburn in Elmet
492 Tadcaster – Sherburn in Elmet

From the 1st June 2015, service 490A will be operated on a commercial basis by Utopia Coaches. At the present time we are identifying the cost of supplementing the commercial journeys with some peak hour contracted journeys.
Service 492 operates wholly under contract to the Council and our proposal is to replace this with a service operated by our in house Fleet. The fleet proposal will be offered for journeys between 09:00 and 16:00; tenders will be invited for additional school day journeys between Church Fenton and Sherburn which will cater mainly for pupils entitled to free home to school transport and be available to fare paying passengers.

We realise that our fleet proposals form a new approach to providing transport services in some parts of North Yorkshire and that people may have questions about how this will work in practice. We would therefore welcome the opportunity to talk to people in more detail about how these plans would work and we would like to encourage people to come to one of our “drop in” sessions to get more information and share your views

Section F

Summary of Proposals - Detailed Current and Proposed Timetable are Included within the timetable section.		
Service	**Description**	**Summary of proposal**
72	Skipton – Grassington	Following discussions with the current operator it is anticipated that a 2 hourly or better service will be operated on a commercial basis between Grassington and Skipton
72	Grassington – Hebden – Buckden	A demand responsive community transport service will be provided on at least three days each week to provide connections from the Hebden & Buckden areas at Grassington with the proposed commercial service to/from Skipton
74	Ilkley – Grassington	The scheduled bus service will be replaced with a demand responsive community transport service between Bolton Abbey and Grassington operating at least three days each week.
54	Northallerton - Richmond	This service will be revised to operate between Kirkby Fleetham and Northallerton
55	Richmond - Northallerton	Timetable changes
31X	Helmsley – York	Service reduced to provide one return journey between Helmsley and York three days each week. School journey 256R between Easingwold and Ryedale School will be retained.
150	Selby – Wakefield	Service 150 Timetable revised with funding for the 1515 from St Wilfred's school withdrawn. Provision will be made for students entitled to free home to school travel, fare paying students can use other commercial journeys.
412	Wetherby – York	The contracted journeys supplement a commercial service; subsidy for the contract journeys will be withdrawn
840	Leeds - Whitby (winter months)	The contracted journeys supplement a commercial service; subsidy for the contract journeys will be withdrawn.

Summary of Proposals - Detailed Current and Proposed Timetable are Included within the timetable section.		
Service	**Description**	**Summary of proposal**
X93	Scarborough - Whitby (two journeys each day)	The contracted journeys supplement a commercial service; subsidy for the contract journeys will be withdrawn
402/403	Selby - Leeds (one return journey: Sherburn - Selby College)	The contracted journeys supplement a commercial service; subsidy for the contract journeys will be withdrawn. Fare paying students travelling to Selby College can use other commercial journeys.
81/81a	Stokesley – Marske (one journey)	The contracted journeys supplement a commercial service; subsidy for the contract journeys will be withdrawn
DR18	Glaisdale – Guisborough	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.
DR10	Esk Valley – Whitby;	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.
99	Whitby - Lealholm	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.
119	Hunmanby - Scarborough	Withdraw the afternoon journey which carries fewer than three passengers
DR14	North Harrogate	Incorporate into the existing Harrogate community transport services
DR04	South Harrogate Village Bus	Incorporate into the existing Harrogate community transport services
110	Pannal - Harrogate	Incorporate into the existing Harrogate community transport services
DR01	Wetherby Area	Withdraw service due to low usage.
56/56R	Harrogate - Knaresborough - Ripon	Proposed Fleet Operation 0900 - 1335. New timetable with additional journeys on school days between Burton Leonard and Ripon which would be available to fare paying passengers these are shown separately on the timetable.

Summary of Proposals - Detailed Current and Proposed Timetable are Included within the timetable section.		
Service	**Description**	**Summary of proposal**
57/57B	Harrogate - Knaresborough - Boroughbridge - Roecliffe	Proposed Fleet Operation 0930 - 1330. New timetable with additional journeys on school days between Ferrensby and Boroughbridge which would be available to fare paying passengers these are shown separately on the timetable.
56/57	Harrogate - Knaresborough	Revised timetable to integrate with existing Knaresborough – Wetherby service re-numbered service 60
58/59	Staveley - Knaresborough	Proposed Fleet Operation. Re-numbered 58 &59 with new timetable.
142 /143	Ripon – Boroughbridge – York	Proposed Fleet Operation 0900 - 1520. There is a commercial service between Ripon & Boroughbridge School on school days, these journeys are shown separately on the timetable.
492/493	Tadcaster – Sherburn in Elmet	Proposed Fleet Operation 0825 – 1500. New timetable with additional journeys on school days between Church Fenton and Sherburn in Elmet which would be available to fare paying passengers these are shown separately on the timetable.
180/181	Castle Howard - York	Proposed Fleet Operation - new timetable serves Malton, Castle Howard and York with some connections at Monks Cross for York.
182/183	Malton - Castle Howard	Withdraw subsidy for service. The village of Huttons Ambo, Welburn, Bulmer and Castle Howard are incorporated into the new service 181. The villages of Coneysthorpe, Scackleton, Terrington, Thornton le Clay and Foston will be incorporated into a community transport network.
780/X1	Harrogate - Wetherby	Timetable revised some journeys extend to Harrogate as new service 60

North Yorkshire County Council
County Hall
Northallerton
North Yorkshire
DL7 8AD

Contact us in the following ways…

By telephone: Our Customer Service Centre is open:
Monday - Friday 8.30am - 6.00pm and Saturday 9.00am - 12.00pm
Call: 0845 8727374

By email: customer.services@northyorks.gov.uk

or you can access all North Yorkshire County Council information online at: **www.northyorks.gov.uk**

If you would like this information in another language or format such as Braille, large print or audio, please ask us.

درخواست پر یہ دستاویز دیگر زبانوں میں، بڑے حروف کی چھپائی، بریل اور سننے والے ذرائع پر بھی میسر ہے۔

本文件亦可應要求，製作成其他語文版本、特大字體、盲人點字及錄音格式版本。

এই ডকুমেন্ট অন্য ভাষায়, বড় প্রিন্ট আকারে, ব্রেল এবং অডিও টেপ আকারেও অনুরোধ পাওয়া যায়

Dokument ten jest na życzenie udostępniany także w innych wersjach językowych, w dużym druku, w alfabecie Braille'a lub w formacie audio.

Tel: 01609 532917 **Email: communications@northyorks.gov.uk**

Feedback gathered at the Bus Consultation Drop in Sessions

Boroughbridge - 3 June 2015	
Attendance 30 Key themes	• Not enough Skelton buses • Difficulty getting to Dr's appointment, for Ripon and Boroughbridge. • Times not suitable for getting to hospital at Harrogate • Times are not suitable for employment, ether travelling from or to Boroughbridge or Ripon • Vehicles are too small on peak days, mainly Wednesday and Thursday • Cuts will affect trade and economy • People without cars are being made to move into towns • Rail services are not an option • No early or late journeys on service 142 • Change at Poppleton Park & Ride is good • New time table will mean cannot access work at Dishforth • Boroughbridge is a growing community but services are being cut • Worried about changing at Staveley, buses not waiting and inconvenient, not suitable for mobility problems or elderly passengers • Change at Poppleton bar on service 142 is inconvenient if you have shopping or holiday bags • Not long enough in Knaresborough, changing at Staveley is inconvenient • Cannot use taxis as they are so expensive • Can't get to Harrogate for shopping, daytime cinema or theatre. • Young people cannot use services to get to friends, or home from after school activities
Knaresborough - 3 June 2015	
Attendance 35 Key Themes	• Bus from Calcutt to Knaresborough is too late, need one about 09.30, not enough buses • Buses from other areas are too late to make connections on to Harrogate or elsewhere • Fares for fare-payers are too expensive, taxis are cheaper • Last bus from Harrogate 17.20 is very important to all • There are many caravan parks along the route who use the services, businesses will suffer • School services should be made available for use and should be advertised • No confidence in proposed time tables • Buses will not be big enough on some days • No confidence in consultation process, decision has already been made • Need to use expertise in the community and bus operators to create more suitable time table. • Proposed timetables are no use to anyone • Concessions should pay • Afternoon buses back from Knaresborough are needed • Reducing rural services is not fair when there are so many buses on Knaresborough Road and Aspin • Reroute Aspin service to Goldsborough and Arkendale and back along York Road to serve Nidderdale Lodge • Council is not taking a holistic approach, cutting these services will put pressure on other services because of access to health and social isolation • Old and non-drivers are being forced to move away from their homes and friends

Green Hammerton - 3 June 2015	
Attendance 18 Key Themes	• Using Poppleton Bar was a good idea • First bus is not early enough to either York or Boroughbridge, need 0900 from Green Hammerton to both York and Boroughbridge returning at 12.40 • Neighbours give passenger lift to lane ends along A59 and bus is now too late for them to give lifts • Need to get to Boroughbridge to Dr's surgery (there is a surgery at Green Hammerton) • Communities are being isolated giving concern for both health and social needs. • Concessions would be willing to make a payment towards journeys • Buses would not be big enough on some occasions • Customer believes that the provision of a bus to between York and Boroughbridge is required as part of rail closure agreement • Green Hammerton and Whixley have developments planned, but there will be no buses • Journeys to York Hospital will take three buses and make it difficult to attend a timed appointment • There is no opportunity to access work at York, Boroughbridge or Ripon • Passengers will have to pay on Park & Ride from Poppleton to York • Connection at Poppleton Bar on return journey can't be guaranteed
Kettlewell – 26 May 2015	
Attendance 20 Key Themes	• Would prefer something part scheduled and part demand responsive • Would like to get to Skipton more often than Ilkley • A car would be suitable for many journeys but would need to be suitable (4x4) • Council need to look at Darbyshire Dales project and the way they are covering services • Team up with West Yorkshire and get funding through them • Buses are already full in summer with visitors • Businesses in Dale will suffer because of decrease in visitors and walkers • Buses should be for local people first • Access to health will be made more difficult • Concern about volunteer drivers, both number available and suitability • Concessions would rather pay a small amount rather than lose service • No transport for young people • Developments being made in village but, services are declining • General concern that the community transport proposals will not work • There aren't enough residents of the right sort of age to volunteer • The Dr's at Grassington will not accept bookings for same week, but will offer bookings n same day. Demand responsive transport is not suitable for this • The current service is not frequent enough and does not run at the right times to be useful, less journeys would be worse. • Older drivers are being made to carry on driving • Workers coming into the Dales cannot get in to work, many jobs are low paid and young workers who cannot afford to run a car if they wanted to • The communities are dying because many services such as transport are being withdrawn • Concessionary pass holders should pay like of rail services, willing to pay to maintain service • Few young families come into the area as there are so few services for

	them • Gritting priority will be affected if not on a bus route • Grassington Hub can't respond to individual needs requests, looking to cater to groups only. • Community has no confidence in the consultation process following last consultation and those on Schools, Libraries etc. • Save money on town services not those in the rural areas. • Investigate using Post Bus services • County Council need to make arrangements with Dr's surgery at Grassington for more flexible appointment system • Other volunteer services are already struggling to attract volunteers • For reliability, paid drivers need to be used • There are too many school buses running half empty • Use free places on school buses and positioning journeys on school buses. • Young people and many elderly have no other option but buses. There were at least 2 non drivers at the meeting • Scheduled services three days a week would be better, but wouldn't help workers. • Concerns were raised about insurance and suitability of drivers in volunteer and car schemes
Grassington – 26 May 2015	
Attendance 50 Key Themes	• Buses should be for local people first • Access to health will be made more difficult • Use free spaces on School buses • Concessions should have to pay • Concessions would rather pay than lose service • People from upper Dales cannot access employment in Skipton • What about visitors to the Dales • Increase in rural isolation is undermining the way of life • What level of service will be available between Grassington and Skipton will it be enough. • When the Grassington – Skipton service was reduced many stopped using it as often as times are now not convenient • Council should raise sponsorship to operate bus services • Community have no support for further withdrawals of passenger transport money • Buses are also used by walkers within the Dales • There are not enough volunteers to make the services workable, existing volunteer schemes are already struggling • Affordable housing is being made available in the Dales but there will be no transport available • Young people do not return to area because they have to be reliant on a car • Any development in the Dales have to be small and therefore do not attract development gain money • In Grassington on Aynham Close, Hebden Road 23 new houses are going in, services should be expanding • Lack of Sunday services • On busy days existing buses are not big enough, but proposals are for smaller buses above Grassington and between Grassington and Bolton Abbey • Employers cannot attract employees to the Dales because they cannot get in on public transport.

Bolton Abbey – 26 May 2015	
Attendance 6 Key Themes	• Feedback from Barden residents was CT needs to be bookable 24hrs in advance not 48hrs to offer them greater flexibility. • People said they wanted through transport to Skipton not Ilkley.
Sherburn In Elmet – 3 June 2015	
Attendance 15 Key Themes	• Concerns re the changes to Hillam and Burton Salmon • Worried about the ability of people to travel to work • Services don't take people to their preferred destinations • Support the local economy not York • Need Bank Holiday service in Selby when the market is on • Frustration about lack of publicity/information • Concerned about the impact on young people
Stutton - 3 June 2015	
Attendance 2 Key Themes	• Service was already much reduced with last changes in April 2014, as a result less passengers are using the service • Current timetable is infrequent and gives too long or not long enough time in Tadcaster • Re-route Service 923 via Stutton rather than Woodlands Estate • No work journeys • Ulleskelf – Drs in both Sherburn and Tadcaster • Car sharing & CT could work • No transport for young people • Developments being made in village but, services are declining
Sherrif Hutton and Malton – 2 June 2015	
Attendance 35 Key Themes	• The proposed 22 seat vehicle will overload because of tourists to Castle Howard • Thornton le Clay resident would like a scheduled bus service not CT • Sheriff Hutton resident would like a 0945 journey into York centre with a return journey 1 hour later • Concessionary pass holders would like to pay a £1.00 fare to retain current level of subsidy (common theme) • Passengers concerned about return connection from York to Monks Cross (several residents advised there was a 40 minute wait in York week commencing 25/05/2015 – number of visitors in York plus issue with P & R vehicles) – would Service 181 wait at Monks Cross if the connecting service was delayed and/or what if Service 181 was full and passengers could not complete their return journey • Sheriff Hutton passengers would like the off peak journeys to go into York City Centre not Monks Cross (see example timetables below) • Some Sheriff Hutton residents are registered with the Health Centre in Strensall therefore could the off peak journeys operate to Strensall/York City Centre not Monks Cross • It would be unfair for Sheriff Hutton residents to make three connecting return journeys to York Hospital • Would there be space on the proposed 22 seat vehicle for shopping bags and trollies • Bulmer Bank may not be suitable for service vehicles in winter • The proposed Service 181 timetable would not allow passenger to continue voluntary work in York

North Yorkshire County Council

Craven Area Committee

Minutes of the meeting of the Craven Area Committee held on 4 June 2015 commencing at 10.00am at Bolton Abbey Village Hall, Bolton Abbey

Bus Subsidy Reduction Consultation

Considered -

The report of the Corporate Director, Business and Environmental Services inviting the Area Committee to comment on the Council's proposals to reduce the amount of money used to subsidise bus services.

Richard Owens, Assistant Director, Integrated passenger Transport, outlined the consultation process and the 3 services affected in the Craven area. The Committee was invited to submit comments as part of the consultation process. He confirmed that the consultation had gone to all Parish Councils. A number of drop-in sessions were taking place in the most affected areas and local sessions had been well attended so far. He also highlighted that in the Craven area this consultation was taking place alongside the normal periodic area review of contracted bus services, which Members were being contacted about separately.

Members asked whether the proposals were likely to impact on parents affected by the recent Executive decision on home to school transport and it was confirmed that they would not be affected by the proposals under discussion today.

Members were concerned about the increasing social isolation of older people who were no longer able to drive, if bus services continue to reduce. The lack of volunteer drivers in some parishes was an issue, along with the increasing reliance on volunteers. Richard Owens reported that some funding had been set aside to support the recruitment of volunteers and that there were a number of successful models operating across the county, although he acknowledged that this was an area of concern.

The impact on tourism was a concern, for example people coming out from Ilkley by bus to visit the Craven area. Members also suggested that better use could be made of school buses.

In response to a Member query, it was confirmed that the safe route criteria would still apply in assessing home to school transport eligibility.

Members reiterated the concerns raised earlier in the meeting regarding the national funding pressures impacting on the County Council, which gave rise to the unfortunate need to make such reductions. They welcomed assurances from the Leader of the Council that the strategy indicated some level of on-going subsidy would be required for bus services, alongside innovative approaches to community and demand led transport, and the success in securing the continuation of some commercial services without subsidy.

Resolved -
That the report is noted and that the comments made by the Committee will be submitted as part of the consultation process.

North Yorkshire County Council

County Area Committee for the Harrogate District

Minutes of the meeting held on Thursday 28 May 2015 at 9.30 am at Cairn Hotel, Ripon Road, Harrogate.

Proposed Reductions in Bus Subsidy

Considered -

The report of the Corporate Director – Business and Environment Services which invited the Area Committee to comment on the County Council's proposals to reduce the amount of money the County Council spent on subsidising local bus services.

Eleven bus services within the Area Committee's boundary were affected by the proposals and Members were asked to encourage people to respond to the consultation which was open until 14 August 2015.

Members discussed the overall strategy. They highlighted that all County Councillors had been consulted on the proposals and had opportunity to comment on the effect on their respective Electoral Divisions.

It was noted that the County Council was unable to charge for concessionary fares under current national legislation.

In response to questions, John Laking (Policy Development Manager, Integrated Passenger Transport Unit) undertook to discuss, with the operator of the 56/57 service between Harrogate and Knaresborough, whether traffic congestion would enable the proposal for that route (namely, a revised timetable to integrate with the existing Knaresborough to Wetherby service) to be operated without delays.

Resolved -

That the following be submitted into the consultation process:- This Area Committee supports the overall strategy, as set out at paragraph 2.1 of the report and duplicated below:-

(i) to use the budget allocation for support for bus services to ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently;

(ii) to support the local economy by where possible, maintaining access to the National Rail network and providing public transport links between key service centres;

(iii) to ensure that the services we subsidise give value for money;

(iv) subject to discussions being held, with the operator of the 56/57 service between Harrogate and Knaresborough, on whether traffic congestion will enable the proposal for that route (namely, a revised timetable to integrate with the existing Knaresborough to Wetherby service) to be operated without delays.

North Yorkshire County Council

County Committee for Hambleton

Minutes of the meeting held on 1 June 2015 at 2.00 pm at County Hall, Northallerton

Bus Subsidy Reduction Consultation

Considered -

The report of the Corporate Director, Business and Environmental Services inviting the Area Committee to comment on the Councils proposals to reduce the amount of money used to subsidies bus services.

Catherine Price, Passenger Transport Integration Manager, highlighted the 4 services with the Area Committee's boundary which were affected. She advised that the consultation would be open until 14 August 2015 and she encouraged people to complete the consultation questionnaire.

Members made the following comment:-

- Suggested that local authorities in Redcar and Cleveland be approached with a view to exploring joint subsidy of the 81/81a service.

Resolved -

That the report be noted and that the comment made by the Committee be submitted as part of the consultation process.

North Yorkshire County Council

Richmondshire Area Committee

Minutes of the meeting held on 27 May 2015, commencing at 10.00 am at The Middleham Key Centre.

Bus Subsidy Reduction Consultation

Considered -

The report of the Corporate Director, Business and Environmental Services inviting the Area Committee to comment on the Council's proposals to reduce the amount of money used to subsidise bus services.

Catherine Price, Passenger Transport Integration Manager, highlighted the 2 services within the Area Committee's boundary which were affected. She also referred to the successful operation of the Little White Bus service. She encouraged people to complete the consultation questionnaire.

The following points were raised in discussion:

- That Catterick village would be affected the most by the proposals. In particular this would impact on local residents' access to the Friarage and James Cook Hospitals, and to Colburn and the new Princes' Gate complex. It was suggested that the 26 service could be extended to improve accessibility
- A request for a drop-in session to be held at Catterick village as part of the consultation
- Incorrect information about Bank Holiday Monday services on Traveline
- Concerns about bus drivers not adhering to timetables, especially in relation to leaving stops early
- The importance of transport in relation to the Stronger Communities agenda which the Council is committed to
- The demand for evening public transport to Princes' Gate when it opens, to support employment opportunities
- The success of community transport provision which was felt to be more responsive to local people's needs
- That frequent changes to bus timetables deter people from using the service
- That it would be preferable for the national concessionary bus pass scheme to provide entitlement to a reduced fare rather than free transport, in order to retain more bus services

Resolved -

That the report be noted and that the comments made by the Committee be submitted as part of the consultation process.

North Yorkshire County Council

County Council's Ryedale Area Committee

Minutes of the meeting held at Ryedale District Council Offices, Ryedale House, Malton on 10 June 2015 at 10.30 am.

Bus Subsidy Reduction Consultation

Considered -

The report of the Corporate Director - Business and Environmental Services inviting Members' comments on the Council's proposals to reduce the amount of money used to subsidise bus services.

Richard Owens, Assistant Director, Integrated Passenger Transport, presented the report highlighting the 4 services affected by the proposals. He also advised of drop in meetings in Malton and Sheriff Hutton that had taken place.

Members made the following comments:

- The Helmsley to Malton service had improved since the last cut backs and usage had increased. Richard Owens advised that contracts in Ryedale were constantly being monitored and improved.

- Noted priority access to National Rail.

- Fully aware the finances of the County Council needed to be monitored.

- That some services could be in partnership with Parishes.

- The need for people to remain in their homes for as long as possible and not feel isolated.

- The importance of listening during the Consultation and, if necessary, making amendments.

- How do you measure in units of loneliness and isolation? Richard Owens advised of the work carried out with Health and Adult Services who had a lot of experience with people suffering from loneliness and isolation and also with input from Trading Standards.

Resolved -

That Members' comments be noted and submitted as part of the consultation process.

North Yorkshire County Council

Selby Area Committee

Minutes of the meeting of the Selby Area Committee held at Selby Civic Centre, Doncaster Road, Selby on 8 June 2015, commencing at 6.00 pm.

Proposed reduction in Bus Subsidy - Consultation

Considered -

The report of the Corporate Director - Business and Environmental Services inviting the Area Committee to comment on the Council's proposals to reduce the amount of money used to subsidise bus services. John Laking of Integrated Passenger Transport presented the report to the Committee.

Mr Laking outlined that the County Council was undertaking a consultation with a view to reducing the amount of money used to subsidise bus services to £1.5m per annum. He noted that the proposed reductions would affect the following services in the Selby area:-

Service 150 - Selby to Wakefield - timetable revised.
Service 402/403 - Selby to Leeds (one return journey: Sherburn - Selby College) - the contracted journey supplement a commercial service; subsidy for the contract journeys will be withdrawn.
Service 492/493 - Tadcaster to Sherburn in Elmet - proposed fleet operation: new timetable.

He outlined that there would be a drop-in event to talk through the proposals for the area at Sherburn in Elmet and Stutton on 15 June 2015. Full details of the drop-in event would be available in those locations.

Members raised the following issues and points in relation to the report:-

- It was noted that, overall, the proposed reductions within the consultation totalled around £800,000, with a view to making savings of £500,000. The proposed savings in the Selby area were in the region of £70-£80,000.

- In terms of the 150 Service, and its service to local amenities, it was noted that it was considered appropriate that the service would be operated on a commercial basis. It was noted that eight weeks' notice of changes to the service would be provided and it was expected that the changes would be implemented around April 2016. It was emphasised that services were not being withdrawn, but subsidies were.

- It was noted that the 402/403 Sherburn to Selby College Service was being withdrawn. It was stated that the service was well used and it was expected that the college would reach agreement with a commercial service to replace that. The Chairman noted that financial constraints for college services could hinder the potential for that service being replaced, however, a commercial service may be able to be introduced.

- It was noted that the 492/493 Tadcaster to Sherburn in Elmet service was proposed to be part of the fleet operation as the service was not commercially

viable. It was stated that options for the service would be put out to tender and information in relation to how that service would operate would be brought back to the Area Committee and Parish Councils for them to consider how best to provide the service in that area.

- A Member emphasised that the aim of the consultation was to determine the bus service needs for areas and to target the subsidies appropriately. He again emphasised that the consultation did not relate to the withdrawal of bus services. He considered that what was being undertaken was a realistic approach and would offer an appropriate service for local communities on an affordable basis.

Resolved -

That the issues raised be submitted into the consultation process

North Yorkshire County Council

Yorkshire Coast and Moors County Area Committee

Minutes of the meeting held on Thursday 23 July 2015 at 10.30 am at St Bede Hall, Sneaton Castle, Castle Road, Whitby.

Proposed Reductions in Bus Subsidy

Considered -

The report of the Corporate Director - Business and Environmental Services inviting the Committee to comment on the Council's proposals to reduce the amount of money used to subsidise bus services.

Richard Owens, Assistant Director Integrated Passenger Transport, advised Members of the proposals for the area as set out below and invited comments.

Service	Description	Summary of proposal
X93	Scarborough - Whitby (two journeys each day)	The contracted journeys supplement a commercial service; subsidy for the contract journeys will be withdrawn
DR18	Glaisdale – Guisborough	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.
DR10	Esk Valley – Whitby	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.
99	Whitby - Lealholm	It is proposed to work with local community transport providers and Parish Councils to implement a community transport network for the Esk Valley.
119	Hunmanby - Scarborough	Withdraw the afternoon journey which carries fewer than three passengers

Members made the following observations:-

- It is difficult to find volunteers to run services particularly in the Upper Esk Valley.
- More community based solutions need to be found. It was noted that areas such as Filey and Hunmanby had many very elderly residents who are particularly affected by such changes, similarly young people trying to get to work. It was noted that the Lions already provide hospital runs three times a week.
- Whilst it was accepted that relatively small numbers of people may be adversely affected, the service is very important to the vulnerable sectors of the community and alternative innovative solutions need to be found to address the problem.
- It was noted that more jobs will be available in the area in future, therefore public transport must be maintained to enable people to get to work.

Resolved -

That the Committee's comments are noted.

Summary of Petitions received relating to "Reduction in Bus Subsidies"

Title: Save Our Buses - Save Our Communities

Received: 07/08/2015

Signatories: 1337

Title: Seeking to retain the 181 bus service

Received: 07/08/2015

Signatories: 339

Title: Opposing bus subsidy cuts NB 31/31X

Received: 14/08/2015

Signatories: 145

Title: Opposing reduction bus subsidy in Upper Wharfedale

Received: 14/08/2015

Signatories: 529

Title: Save the 110 Bus Service Pannal/Burn Bridge Harrogate

Received: 21/08/2015

Signatories: 75

Comments Submitted through the consultation processs	
Main Service	Comment
110 (Pannal - Harrogate)	I feel you are blatantly discriminating against Pannal and Beembridge. This socio-economic group has a very high number of over 65's many with disabilities or who dont drive. We are within the borough 3 miles from town and pay VERY high rates Bilton gets a bus service why don't we? Most of people are not aware of the limited service as you have made sure it is not promoted.
110 (Pannal - Harrogate)	There are many elderly people in the area who have no tranport and walking to Leeds Road to catch a bus is quite a distance, especially in winter, when carrying shopping home.
110 (Pannal - Harrogate)	Noticed there is an increase in the elderly catching the bus who could not possibly walk to the train & 36 and back with shopping. Also the doctors surgery need to be on a bus route. Think 3 days a week is fine but not any less.
110 (Pannal - Harrogate)	I live in Burn Bridge. No shops or any facility to enable daily life. The bus service was once very good. Nearest bus - Spacey Houses or Pannal Ash roundabout - minimum one and a half miles. Taxis £10 each way to Harrogate - too expensive. High C/Tax Pension Taxed - means tested but what does that matter, we are only the indigenous English - being ground in the dirt + having to pay
110 (Pannal - Harrogate)	Below is a transcript of an e-mail that I sent to Cllr Mann (CC to the MP for Harrogate & Knaresborough from whom I have received a response) Dear Mr Mann Thank you for your e-mail to which I have been copied in on. I am sure that you can imagine what my thoughts are, so I will not labour my message, suffice to say that I find it disappointing that bus drivers seem to be more fully informed of the issues that are affecting my community than our elected representatives. I will now get my crystal ball out as I can predict what is going to happen. The dial a ride system will be introduced, and it will be so confusing (and probably expensive) for the people to use that they will give up using it in sheer frustration. So no doubt the council will achieve exactly what they want i.e. to remove the bus service to Burn Bridge and Pannal altogether, by stealth. And I can assure you that, speaking from experience, when the 'powers that be' reach a decision then more often than not it's a 'done deal' and nothing will change their course of action. So isn't it ironic that 1) our MP is heavily involved in transport issues - I have read his latest newsletter and now not only do we have to pay for the privilege of parking at our local station (this development may have encouraged a few more people to consider using a local bus service), but we're also going to lose the bus service too. 2) we have pensioners that have bus passes, but no buses on which to use them. If you are truly wanting a suggestion about transport planning then surely it would not be within the realms of impossibility for Transdev to alter the route of just two of the Pannal Ash buses a day, so that the Pannal, Burn Bridge, Leadhall Lane area is covered. All we are asking is for at least one bus a day to get us into Harrogate and back again (allowing a reasonable amount of time for people to spend in town shopping, going to medical appointments etc) Yours sincerely (but in frustration) Betty Norton

Comments Submitted through the consultation processs	
Main Service	Comment
110 (Pannal - Harrogate)	Some of these questions are offensive and discriminatory
110 (Pannal - Harrogate)	The 110 bus is the only bus service available in my area and already health and other appointments have to be arranged around the limited service provided. Any reduction to this service would prove very difficult for me and for other users who have mobility problems
110 (Pannal - Harrogate)	Having lived and worked for many years in a large city, where PUBLIC TRANSPORT was essential, I am appalled at this council's lack of understanding of the need to ensure that the area has reliable, regular and solid public transport. Dial-a ride and other forms of voluntary transport may well have their places, but they are NOT substitutes and should not be used as such for straight forward PUBLIC TRANSPORT. Other places in Europe are working towards trying to ensure that people can go about their everyday business using PUBLIC TRANSPORT and not private cars. Also, in my view all those who are eligible for freedom passes should be able to make use of them where-ever they live - and it is not just a matter of a weekly shop, or keeping health appointments. People wish to get about these days, and so keep physically, socially and mentally healthy, with a corresponding positive economic effects everywhere. But more people will only start to use PUBLIC TRANSPORT when it is provided and seen to be reliablle. PS. Also, there are very many people who live alone, do not have or do not wish to always have to ask family and friends for help to go places, or simply are unable to drive for safety reasons. Only the taxi drivers benefit !!
142/143 (Ripon - Boroughbridge - York)	The bus from Ripon to York having a to get off at Poppleton Road to get a Park and Ride is appaling also the 143. During the hours of 9am and 3pm. Why does the bus after go all the way to Dishforth airbase is ridiculous. Nobody ever gets on or off. The buses could try and be on time more and your drivers are rude and ignorant.
142/143 (Ripon - Boroughbridge - York)	Total Unfounded Diabolical rubbish No thought whatsoever for OAP's without own transport It is not good now, but april 2016 far worse.
142/143 (Ripon -	This is terrible - Knaresborough would be totally out, Of the question - Not to mention getting to harrogate Hosptial Who is going to hang about in Staverly in a very samll shelter waiting for a bus to take them to Knaresborough (only 7 miles down the read from

Comments Submitted through the consultation processs	
Main Service	Comment
Boroughbridge - York)	boroughbridge - especially in write!) when you get there - no time allowed before you have to come back!!
142/143 (Ripon - Boroughbridge - York)	At the present time I am able to get transport out of Roecliffe to Harrogate, York and Ripon 3 times a day. I am able to return to Roecliffe 4 times a day from Harrogate. Returning from Ripon or York is difficult, but not impossible, because the timings do not always connect and I have to get a taxi between Boroughbridge and Roecliffe. The 57/57B route gives me contact with the railway and hospital in Harrogate and the clinic in Boroughbridge. Any reductions in the present timetables will mean hardship for me and possible no contact with essential facilities.
142/143 (Ripon - Boroughbridge - York)	I think your proposals are terrible, you obviously want to stop local people using the the bus service. The times are so bad not many people will use them so that gives you an excuse to stop them. We need an early and late bus service for people at work and leisure. P.S Earlier starter than current timetable.
142/143 (Ripon - Boroughbridge - York)	Where I answered disagree to question 14, I realise you have to make cuts to services in all area's. As long as they are fair to all age's of the public especially the older people who cannot walk up hills to the village of Kirby Hill where I live. I use the 142-143 service York-Ripon-Ripon-York. I would like to hope that the service that is planned is a fair distribution between these two services going around all villages. I use the services almost everyday, for leisure, shopping and to get about. Thankyou.
142/143 (Ripon - Boroughbridge - York)	(Resident of B'bridge uses 143 service Mon-Fri 7.37am to get to employment D. Airfield, returns on the demand response) Along with several other passengers who use this service to access work & travel to get connections for morning hospital or health clinic app, Hgte & York, I feel after the latest proposed limited service (no service before 10-11am) our past responses have been now pushed aside & our essential travel not deemed proffitable. Whilst I understand our fate may be sealed I was not going to make further comment, I have been slightly angered by news that some in our community who will be able to make use of the albeit limited service have responded in number whilst those severely affected thought the service was safe for present & to continue to be run by Transdev. Whilst everybody's needs are important to them for some the changes mean an inconvenience to their routine but for some it is a much bigger picture the impact is life changing.
142/143	Only one bus gives a very poor service. First York bus at Wixley is 10.25, including change at Poppletonwill be 11.30 earliest York. First

Comments Submitted through the consultation processs	
Main Service	Comment
(Ripon - Boroughbridge - York)	Boroughbridge / Ripon bus is 11.10 - Ripon 12.06. Need two buses and continue into York. As the current saturday 142/143 (which uses two buses). Why can't the proposed 143 bus (only doing Ripon - Boroughbridge) be extended to York. Your proposed service fails to provide the very basic needs of the residents in the villages.
142/143 (Ripon - Boroughbridge - York)	* Many elderly people have no other means of transport so will be unable to visit relatives and friends, leading to loneliness and deppression. * It will be difficult to get to work or college for those without transport. * Most places for entertainment and leisure in the area are in Ripon, Knaresborough, Harrogate and York, with a reduced bus timetable it will be very difficult to get to and back from any of these venues. * Most hospital and dental appointments are in Ripon and Harrogate, with a reduced bus service it will be much harder to keep these appointments. * All people in England over the age of 60 are entitled to a bus pass. If because of severly reduced buses in this, or any other area for that matter, people are unable to use their passes, unlike people in towns and cities where transport services are much better, it would amount to a definate form of discrimination. * Many visitors and holiday makers enjoy using the local buses whilst staying here and may deside to go elsewhere resulting in a loss of tourism which is important to the local traders and shopkeepers. * If people are unable to use buses they will use cars instread leading to more congestion and pollution. * Although it is accepted that the main users of the bus services are the elderly and students and therefore, costly to the council. It does seem very unfair that they are the ones who will be most affected by the proposed cuts. Would it not be possible to reduce the size of the buses so that there are fewer empty seats and perhaps introduce electric buses to reduce costs?
142/143 (Ripon - Boroughbridge - York)	From B'bridge there is no service until 10am in any direction, Bus passes start at 9am, so already I have lost an hour.The 142 10am B'bridge to York is estimated to get me to Poppleton at 10:45 am, I then have to get into York, do whats needed and get back to the park and ride for 13:55. This is not always going to be possible as my age and my health have slowed me down and I need to rest occasionally along the way. If I unfortunately do not make the 13:55 I will have to stay in York for another 3 hours which is too long a day for me. Especially in winter when the dark nights are earlier, I don't like to be too far away from home. There are no bus lanes on the outward journey which can cause traffic delays to delay timings. Hospital appts are going to be difficult, having spent 1 hour to get to Knaresborough. I will to have to wait 1 hour, 25 mins to get to the hosp, have the appt, and then get back to B'bridge. Hoping I have managed to make the appt in the first place. I am aware that I can get back to B'bridge via Ripon, which gives me a bit of extra time. But still requires me to rush around chasing buses especially if my appointment is running late, which they usually do. Myself and my community and others seem to be getting penalsied for living outside the cities and towns. It almost feel like we have a curfew as we cannot go further afield outside these times mainly in summer months and light nights. I'm a non driver due to health issues. Liek a few

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	others in my area and feel like my liberties sre being restricted.
142/143 (Ripon - Boroughbridge - York)	142-143 Route appreciate your need to find reductions. Curtailing the service at the park and ride will lead to additional cost. More importantly elderley, vulnerable, and worriers, will find getting a connection back from York to the park and ride quite stressful. Could consideration be given to the service continuing to go into York? I know you have to consider drivers hours of work but could something be worked out by passengers changing at Boroughbridge rather than York park and ride. The service would then be Ripon to Boroughbridge + Boroughbridge to York Piccadilly. See hard copy for attached letter.
142/143 (Ripon - Boroughbridge - York)	Although I realise money has to be saved, cutting much needed services is not the answer. Why is so much travel free? Almost everyone seems to use a pass now. I'd be happy to see an annual 'charge' of say £20 / £25 for an Ancients bus pass. That is affordable.
142/143 (Ripon - Boroughbridge - York)	Your proposals do not allow enough time for me to get to health appointments, or for shopping, personal business or leisure and tourism. You would be making people like me who do not drive into prisoners in our own surroundings.
142/143 (Ripon - Boroughbridge - York)	The times you have set Crazey we need a bus from York to get in to ripon 10 not 12 oclock can not get any where at that time also the service we have now is good. This thing about getting bus at Poppleton is mad. How if bus from York brakes down and you miss Ripon bus how do you get home. Also charging £1 thats not on. We have worked hard all our lives. So now why do we have to have our buses knocked on the head. This is the only pleasure we get. You must think again 3 buses each way no good.
142/143 (Ripon - Boroughbridge - York)	I go to see my mother in a care home near Wakefield. I cannot get back into Harrogate, Ripon in time to get to Boroughbridge. I have to catch at least 5 buses. Just depends on which bus I catch. One bus sets off at Boroughbridge to Stavely to Knaresborough to Harrogatr to Leeds to Wakefield. The other bus is from Boroughbridge to Ripon to Leeds to Wakefield.
142/143 (Ripon -	I am utterly dismayed by the Council's proposal to cut the bus services again. I feel sure that if key members of the Council used and relied on buses (which I'm sure they don't) these services would not be cut. The proposal to end the 142 service at Poppleton park and

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Boroughbridge - York)	ride will have a severe impact on wheelchair users as it is far easier for us to take one bus rather than two. I'm concerned I could get stranded at Poppleton if the connection was missed. Your strategy of cutting public transport is an attack on the poor, the weak me disabled people in our society. It will lead to increased marginalisation and isolation of these groups. You should be ashamed as you drive around in your cars while you savagely cut public transport for us.
142/143 (Ripon - Boroughbridge - York)	I live in a village and do not drive myself. I rely on the bus service to get me around on numerous occasions. The present bus service runs every 2 hours at present and I feel that is sufficient , but further cuts will mean being stuck out in towns, city for longer than anyone would normally for example, going to the dentist and being in the town for 4 hours as opposed to 2 would be ridiculous. I work full time and find it difficult getting home from work as it is so rely on family or local taxi to get me home. That adds to the cost, so a change in bus service getting less buses on my particular route would make a larger impact on my financial costs.
142/143 (Ripon - Boroughbridge - York)	I will need to use my car more, also do people with free bus pass travel free on the park and ride in Popperton due to the Ripon bus now stopping there. I will not shop as much in York ice the bus stops at the park and ride
142/143 (Ripon - Boroughbridge - York)	The circular bus service inripon is very welcome and I do hope it isa success. I believe this is not being subsidised by the cc. I've heard the bus company may be planning to include morrisons supermarket in the Ripon route. If so I hope this gets much more publicity and that the supermarket pays some of the cost as they will profit f financially. I do hope that council take a reasonable decision in helping local enterprise and a lot of people to remain mobile.
142/143 (Ripon - Boroughbridge - York)	I find it very displeasing to find that you will be cutting the 142/143 service to almost nothing. this bus service is used so frequently by myself and many other passengers. It's the only mode of transport for myself as I only sixteen and unable to drive myself to and from York college so I rely heavily on this service. It helps connect the smaller towns and villages outside of York together. There is no reason to cut this service any more than it already has. With the current service i am able to go straight to York centre where I can catch the number 3 p&r, but with the new proposals it means I am now going to have to catch six busses a day which just adds on more time to my travelling to college (1 1/2 hours) and means I have to spend more money on bus fares which I just don't have because I'm a student. I have friends and my boyfriend who lives in York who I see very often, and I often use trains, but it's just impossible to use the new service as I mostly go in the early morning. Please consider the amount of disruption you are going to cause with current passengers, I

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	know there are passengers which use the service everyday to get to and from work and you have cut the earliest bus, that's going to cause a lot of trouble because wha if they are unable to drive? This is going to cause more problems then it solves, i understand you are trying to cut back on money but you're then also going to lose a lot of more money from people not frequenting the service as much because if these proposals do happen, I will stop using the service as it is just not useful to me, and i'm sure other people will too. I have friends and my boyfriend who lives in York who I see very often, and I often use trains, but it's just impossible to use the new service as i mostly go in the early morning.
142/143 (Ripon - Boroughbridge - York)	Since I moved to Green Hammerton 9 years ago the bus service has fallen from 2 services to 1 & the frequency of that service has been steadily decreasing. I am fortunate to be able to drive & own a car but others in the village are becoming increasingly trapped within it. I am also unable to help reduce carbon emissions by using my car less. So I feel reducing rural bus services at this time is both socially unacceptable & makes no environmental sense in the light of the government's avowed intent to reduce carbon emissions in order to minimise global warming. The council should be lobbying parliament to increase funding for these services in rural areas & resisting further cuts rather than implementing them.
142/143 (Ripon - Boroughbridge - York)	if the buses in boroughbridge etc have to be cut that will leave alot of elderly people unable to get out why cant you take some buses off in harrogate and knasborugh since the buses there run every 15minutes diffrent to bus times every 2 hours somewere someone is getting it wrong surely it is the outlying villages that need the bus services not everyone drives the volunterly cars are not always avaliable and paying for taxis on a limited amount of income is no go
142/143 (Ripon - Boroughbridge - York)	As an 82 year old person who has never owned a car and has used the buses all my life, I rely on the regular services for getting around i.e shopping, hospital appointments etc, if it was taken away I would lose all my independance and I do not know what I would do.
142/143 (Ripon - Boroughbridge - York)	I live in Kirby Hill and regularly take the bus to Ripon on an evening - the proposed new timetable for the 142 and especially 143 service makes an already sporadic service virtually non-existent. For those residents in Kirby Hill who would like to travel to Ripon of an evening, they would face the prospect of having to walk (approx. half a mile) to Langthorpe Corner to catch the 142 service or seek alternate transport arrangements - this reduction in service hardly encourages the use of Public Transport. Whilst I understand that there are cost considerations and regularly travel on buses which can be two thirds empty, these services never the less provide vital links to the

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	communities they serve and removing / reducing them could only lead to further isolation of the communities they are supposed to support.
142/143 (Ripon - Boroughbridge - York)	I had an appointment at Harrogate Hospital yesterday and went by by bus (57). If I had not been able to go by bus it would have meant asking someone for a lift thereby losing my independence. I like to go shopping in Harrogate and would not want to impose that on someone else. It seems ridiculous that a town the size of Boroughbridge is so poorly served by the NYCC travel service. I can only surmise that the planners all drive cars and it does not matter to them who they inconvenience.
142/143 (Ripon - Boroughbridge - York)	Living away from the large towns and cities, we seem to be more and more penalised and older people in particular will eventually be unable to access any facilities in North Yorkshire People should be encouraged to visit the fascinating places that we are fortunate to have in this county, and not be prevented from doing so because of the lack of public transport As a council you should be encouraging people to use public transport and leave their cars at home to ease traffic congestion and to reduce the maintenance of roads
142/143 (Ripon - Boroughbridge - York)	You have cut these services too much already - you need to cut the salaries of all your employees, including councillors before you cut these services any more. We are being penalised for living in rural areas and you are making our lives a misery. I only have my state pension to live on when I do finally give up work, not any other pension and this is going to have a financial impact on everything for me
142/143 (Ripon - Boroughbridge - York)	I understand from the proposal North Yorkshire county council meetings in Boroughbride that the 143 Bus from Ripon at 14:15 passing though Dishforth at 14:35 then onto Bouroubridge is going to be discontinued as well as the 143 morning bus from Boroughbride to Dishforth Airfield, tha been said a few of my Employees use that bus service to get to and from work as Sodexo is the main employer here on site and we provide a major service/support to the military and the community and by the end of 2015 the base is going to grow in size. If I can get any Feed back on this matter it would be greatly appreciated and please don't hesitate to get in contact with myself or Sharron Wallis. Kind regards Kieron Bannard- 07759183456 & Sharon Wallis- 07843783699
142/143 (Ripon - Boroughbridge - York)	Would it be possible to introduce self subsidy for concession fare travellers which would maintain a more frequent service as it states that 60 % of passengers are concession fare adults (i.e.free)

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142/143 (Ripon - Boroughbridge - York)	Cutting bus services will not only affect the residents but the companies themselves and the most vulnerable are the ones who will be most affected by this.
142/143 (Ripon - Boroughbridge - York)	Once again we are being penalised for access to facilities because we live in the countryside. More people will be using cars yet we are supposed to take into account climate change. How are non drivers, teenagers supposed to get about to access education, work or health facilities. I think people are happy to go to york using the park and ride to acess the city. On a more personal note why not allow the 142 york ripon service to come up to kirby hill and back down to Langthorpe to help the 143 service. It used to do this.
142/143 (Ripon - Boroughbridge - York)	I live at Marton-le-Moor and I am totally dependant on service 143. I have seen details of your proposed timetables for services 142 and 143 to commence in April next year. Whilst you have reduced the journeys for service 143 you have actually increased those for service 142 despite the fact you state reductions are necessary. Could these services be shared out more equally giving service 143 at least one more return journey to Ripon? (1400 hours is very early as the last bus of the day from Ripon). I do understand your intention to use 16 seater minibuses but my fear is that there is bound to be occasions when the vehicles are full before they reach the villages further along the route and people will not be able to travel. I do hope you will take the above points into consideration. Thanking you in anticipation.
142/143 (Ripon - Boroughbridge - York)	I have examined the proposed changes to the 142 and 143 services, as I live in Marton, and have the folowing comments: - They cannot but make residents reliant on the bus more isolated. They fall short of your remit to provide "core daytime transport, etc" and to maintain "access to the National Rail Network". - In calculating the new timetable I think that your procedure has been too simplistic. For example, if I wish to go to Ripon only one departure per day out of the three allows a return journey with more than half an hour in Ripon. Some cleverer procedure (a computer program, probably) than has been used is needed for optimising the timetables. - If current legislation prevents you from charging concessionary passholders a fare, then lobby to get it changed! Concessionary passholders would surely be prepared to pay something rather than see the drastic service cuts that you are proposing.
142/143 (Ripon - Boroughbridge - York)	The 142/143 bus will now not run though to the centre of York therefore needing additional fares on the Park & Ride to continue to York. This means that those with bus passes will have to pay and those who normally pay will have to pay a lot more. Therefore the incentive to use the bus to get in to York will have gone so less people will use the service. If less people use the service, then you may as well axe the entire service.

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142/143 (Ripon - Boroughbridge - York)	I rely on the 142/143 buses to get me to York so I can attend College events, my summer job, so I can see my family on a regular basis and see my boyfriend. My whole life is in York and I have depended on this regular bus service for over 11 years. It isn't the most regular bus already and ticket sales have gone up (understandably) but I don't want to have to pay even more money to catch another bus from the outskirts of York.
142/143 (Ripon - Boroughbridge - York)	I live at Kirby hill, boroughbridge, and have seen our bus, 143, reduced in the last few years.If that was not bad enough, we have seen the 142 route, which goes through skelton, increased, and we would like an explanation. The 143 serves various villages, and the 142 just one, if the proposals go through residents of these villages will be virtually cut off.We have an ageing population who will be even more dependent on public transport, and surely towns like Ripon need as many customers as possible.
142/143 (Ripon - Boroughbridge - York)	Aside from the fact its ridiculous once again stranding people in smaller towns surely there is plenty of buses in leeds and Harrogate and other large towns that have an hourly bus sometimes less than an hour that they dont need not to mention the train stations whereas in Boroughbridge we're lucky if its every two hours on not very well thought out times how people can get to work or college/etc i dont know. If these buses get cut even more there NEEDS to be an early bus 7:30am or so and a late bus 4pm onwards for people finishing work or college.
142/143 (Ripon - Boroughbridge - York)	The reason I moved to Boroughbridge in 1999 was precisely because I was getting older and I wanted the security of bus services when I was unable to drive. While I do not use them a lot just now, there will come a time when I depend on them. I would like to make the point that NOT everyone has a car, and what do people do in Boroughbridge when they have a hospital appointment in Harrogate when there is no longer a bus service???? Even to access the 36 in Ripon a reliable service to Ripon from Boroughbridge is required.I thought the words 'bus service' meant just that - a service available when required. The proposals are absolutely outrageous. I, and no doubt many other older folk would rather pay to travel on a bus than have the service withdrawn altogether. It doesn't make sense and I am certainly going to write to my MP about it.
142/143 (Ripon - Boroughbridge - York)	If there is no bus service I would not be able to go to work which would leave me not being any to pay my mortgage etc as i would not be receiving any income. I know this would affect quite a few in Boroughbridge who rely on this service for work

Appendix 5

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142/143 (Ripon - Boroughbridge - York)	Concerned 142 bus to terminate at park and ride Poppleton - extra journey time and inconvenience to link with York station, and how this would affect fares with having to change bus. 57 bus stopped so no direct service to Harrogate from Boroughbridge. Does not help in enabling young people to become independant adults, which is part of their education. Significant reductions to 142 and 143 services through Kirby Hill. Just registering my concerns, although not a current user but with experience of visitors who use buses and child who did.
142/143 (Ripon - Boroughbridge - York)	Although I appreciate that senior citizens don't pay and therefore are using a lot of the subsidy,they are also the ones who need bus services most on the whole. It may be their only means of getting to see friends and relatives and without public transport could cause loneliness and depression. It will also cause difficulties with medical appt's not just in hospitals It will also mean that people will have to use cars more often which is bad for the environment and will add to congestion on the roads I would also remind the council that the government promised to protect services for senior citizens
142/143 (Ripon - Boroughbridge - York)	the withdral of bus services in the Kirby Hill would leave the community without any puplic services. As i have no personal transport together with many other elderly people in Kirby Hill many of us would be left house bound. The rates people pay people pay in kirby hill should permit us to have a basic subsidied bus service comparable with urban areas in North Yorkshire. House services are not available with in easy reach of rural villages. Instead of utilising rate payers funds for transport services solely in harrogate and the larger towns a larger proportion should be used for rural residants. In the Kirby Hill and Boroughbridge area there are numerous old peoples housing whom many have no personal transport and have to rely on other people to get therre daily and weekly shopping to exist. The walking distance is over one mile and for a person over 70 is a very long arduous distance.
142/143 (Ripon - Boroughbridge - York)	I would be unable to get to my employment as I have no alternative form of transport I could walk the 3.5 miles to Ripon but both acess roads are very dangerous in the daylight andwould be even more frightening in the dark in Winter I am very worried about this proposal because I may lose my job or have to move from my home to be nearer work
142/143 (Ripon - Boroughbridge - York)	Regarding the 142 service and the link with the park and ride..where will the bus terminate? The majority of the passengers I meet are elderly and/or disabled. The walk between buses should be as short as possible,and not involve crossing the A59 The P+R is a good service, but does not provide access to Piccadilly and mobility cars. Also, there is inadequate shelter at the bus stop I feel there should be some sort of guarantee re the bus out of York connecting with the final 142 service. If the bus from York is caught in traffic ,

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	passengers will be stranded in Poppleton and will have an expensive taxi ride home.
142/143 (Ripon - Boroughbridge - York)	Making the 142/143 work from the park and ride would cause problems. Where will the bus stop be? Many users are old and infirm . The frequency is very low, what happens if the park and ride bus is delayed and the connection missed? How do I get home?
142/143 (Ripon - Boroughbridge - York)	I think it is wrong to further limit buses from boroughbridge the time table is scarce as it is there should be more buses not less as what if you want to travel after 6 oclock at night or maybe travel before 8 in the morning you cant there isnt even a train station in boroughbridgr any more so its very restricting for old people and say parents who may need this transport to get round their day to day tasks i personally think its a joke cutting a service which already might as well be a skeleton service also only going to popleton park and ride and then making people buy another ticket to further their journey i dont expect the price of a ticket will be going down if your limiting your services as youll still have to pay your staff wont you.
142/143 (Ripon - Boroughbridge - York)	these changes affect the most vulnerable in the villages who do not have cars and rely on public transport to get out of their houses.these cut backs are a disgrace does no one speak out for the elderly?
142/143 (Ripon - Boroughbridge - York)	i think that no cut should be made to the 57 bus and 142 as my partner myself and my daughter struggle as it it there is only minimal transport and times round here as it is i strongly disagree
142/143 (Ripon - Boroughbridge - York)	The bus service should be expanded to accomodate york to hgte including the small villages ie whixley. In view of the fact that there are going to be 2600 homes build at flaxby. It needs to expand to service these extra homes.
142/143	Given that there are plans for significant housing developments in the Green Hammerton area, cutting the bus service (which is the only

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(Ripon - Boroughbridge - York)	public transport that can be accessed from the village) seems very short sighted.
142/143 (Ripon - Boroughbridge - York)	Hessay has no cycle path into York. The station is closed but could be reopened with a little investment. Having the 142 terminate at the Park & Ride turns an already inadequate bus service into a virtually unusuable one. In terms of public transport, Hessay is now virtually cut-off.
142/143 (Ripon - Boroughbridge - York)	1. Bus 142/143 stopping at Poppleton park and ride is a major deterioration of service. Not only would the journey take longer, but the total journey will probably be more expensive due having to change bus to get into York. Also as the P&R has fewer stops than the 142/3, some trips will be impossible. 2. The present delays to the 142/3 service I feel are largely caused by expecting the drivers to maintain a near impossible schedule, with no flexibility at the 2 termini. Timetable adjustment to give a few more minutes in York/Ripon would make the timetable easier to maintain. 3. The is still a suspicion in Hessay that drivers occasionally forget to leave the A59 and come into the village.
142/143 (Ripon - Boroughbridge - York)	The current bus service from Ripon to York via Kirby Hill is just about adequate; to reduce this service would severely affect people in this area without transport of their own. It is used for access to Boroughbridge where health services are available and currently offers people adequate time to conduct their appointments or shopping. The proposed reduction n service will adversely affect this with long waiting times between buses. Furthermore to end the service at Poppleton Park and ride will add not only to costs but also to an increased time to get to and from the centre of York. The proposed changes also is contrary to the Governments policy of subsidised transport for Senior Citizens as it will increase costs. The proposed changes are also contrary to Rural transport policy so that people who live in the countryside without access to their own vehicle can still access shops and healthcare facilities.
142/143 (Ripon - Boroughbridge - York)	The plan to terminate buses at the Park and ride means that anyone using them for business has to rely on the punctuality of other services to be able to make their journey. York is notorious for traffic jams so trying to get out of the city in time to catch a bus would become a lottery.

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142/143 (Ripon - Boroughbridge - York)	My comments are in respect of service 142/143: I see the logic of terminating at the Poppleton P+R, but concession pass holders will be severely disadvantaged (by comparison with their present situation) if they have to pay to get in and out of York city centre. I don't know whether there is an alternative (nil cost) bus service to the P+R service - even if there is, users would have to walk some distance from the P+R site (e.g. to Poppleton village) to access it. This would be impractical for most concession pass holders. The 142/143 service currently stops along Boroughbridge Road on the route in and out of York city centre. I cannot see from the proposals whether the P+R bus would use these stops. If that is not part of the proposals, current users of the 142/143 service who live in the residential area on the west side of York, or who need to embark or disembark in this area would be severely affected.
142/143 (Ripon - Boroughbridge - York)	The times of the buses are not appropriate either not giving enough time or bringing us back at rush hour into dark village streets . This is compromised by the use of Poppleton Bar -will we be required to pay ? It makes the journey far more difficult and I will find the current proposals unfit for purpose.This is a service I greatly value particularly as we have no public transport to Harrogate to whom we pay our council tax.
142/143 (Ripon - Boroughbridge - York)	The words 'public service' are important..reducing bus services isolates people more, we do not all drive. It would be better to encourage people onto public transport rather than reduce it. Reducing public transport encourages those who through age or infirmity should give up driving - to continue to everyones detriment.
142/143 (Ripon - Boroughbridge - York)	Many people living in Boroughbridge do not have access to a car. Many are elderly. To reduce the number of buses to York is not too much of a problem, but to require a change with no guarantee of a bus for the onward journey is unacceptable.
142/143 (Ripon - Boroughbridge - York)	This is a rural area - bus service cuts will isolate communities and reduce employment as well as driving up car use. Think again. You can't cut everything without hurting the least well off.
142/143	The proposal for the 142/143 to terminate at the Poppleton Park and Ride is not acceptable: it will increase the journey times into York

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(Ripon - Boroughbridge - York)	for getting to work or onward travel and result in too late arrival, furthermore to make return travel even remotely feasible there must be a guaranteed connection service. The Council should scrap the Allerton Waste Plant development and use the money saved to improve bus services.
142/143 (Ripon - Boroughbridge - York)	Ripon to York connects two busy cities only twenty five miles apart. If only three buses a day run , together with no Railway Ripon will begin to feel cut off especially to non car owners.
150 (Selby - Wakefield)	In the last few years, the Selby buses have taken a lot of cuts which isn't fair when hundreds of homes are getting built in and around the area, with the population growing our buses are taking the cuts and our public services aren't coping with the population, I believe instead of taking cuts the Leeds and Wakefield buses from Selby should be run later instead of finishing early and should also run on Sundays, this would create more jobs and the public can get around more and the bus company Arriva and NYCC will receive more money too, so its a bonus for everyone.
150 (Selby - Wakefield)	I think the services that you are proposing to reduce are the correct choice .
180/181 (Castle Howard - York)	By you doing this new timetable 1. Pensioners who didn't have a car or anyone " how are they suppose to go to Malton to do shopping stc or any other town. 2. Surely can't you put a bus on say 3 times a week. This would enable peope to go about their business 3. Your timetable is cuttong out villages where if you don't have your own transport and no relatives to help you. Pensioners who will affect the most can't afford taxis all the time 4. THINK before you take action
180/181 (Castle Howard - York)	My wife and I are both aged over 65. We specifically moved to Flaxton for bus access into York from house adjacent bus stop - in preparation for disposal of car and cessation of driving. There are cost and environmental reasons for us trying to reduce car transport at the moment. Waiting times for service bus to York from Monks Cross of 7/20/24 minutes are not acceptable, park and ride costs money. At a time when "green issues" are high priority on most council lists you are actually encouraging people to move to car transport! Shame on you!
180/181	While I understand the need for cutbacks, I feel that having to wait at two busstops to get into York is unacceptable. Especially in the

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(Castle Howard - York)	winter weather. I can see myself using the bus much less, only using it when there is no alternative.
180/181 (Castle Howard - York)	The times don't take into consideration of how to get into York/Malton in the middle of the day, most people need to go to the bank and post office, you are presuming everyone wants to shop at Monks Cross when they DO NOT. WE DO NOT WANT TO BE TOLD WHERE TO SHOP. You will be atking our freedom of choice away. Money being spent on new smaller buses could go towrads the subsidys. The buses will/maybe not big enough if a lot of people get on, so others could be left stranded. I do not drive so need the bus!! We want to keep the timetable as it is now and for Stephensons to run it. Why change something that works and has done for years. (180/181/182/183)
180/181 (Castle Howard - York)	Why do we need to change Just use money for new buses towards subsidy
180/181 (Castle Howard - York)	I cannot drive, so I need to use the bus for all my every day to day needs. The timetable we have now is very satisfactory and i find the Stephenson's drivers very helpful. I have not known a better service since Stephenson's started running it. In all the years that I have been using the bus and thats a lot of years.
180/181 (Castle Howard - York)	I think the new proposals are terrible and want the timetable to stay the same. Having to change at Monks Cross is not good for anyone going into York.
180/181 (Castle Howard - York)	I would no longer be able to access my voluntary employment wthout wasting hours for the bus back. I would no longer use the 181 service. We at present need to use 2 buses (the 181 and no5) to get to the doctors surgery at Strensall. Your new timetable would make it 3 each way (6). I rarely go to Monks Cross - no banks , dentist, hairdresser etc etc.. The change of bus there would be a nuisance, no appeal whatsoever.
180/181 (Castle Howard	Time table is a joke does not give us enough buses in to york or malton. We need access to banks & a post office which are not at monks cross.

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- York)	
180/181 (Castle Howard - York)	This bus service is a life line to many villages and is very much needed
180/181 (Castle Howard - York)	I am 83 yrs old and use the 181 bus from Sheriff Hutton to York every week sometimes twice for food and other shopping in York. I also use it to visit my sister who lives in the Abbeyfield Home in York and to get to the district Hospital eye dept. for treatment at the macular clinic everey few weeks. Proposed changes will make the journey much longer and more difficult in all kinds of weather too. The taxi service is £23 - £25 one way. So please, please do not stop our bus 181 going directly into York.
180/181 (Castle Howard - York)	Would prefer to keep one service to York/c. howard (i.e 12:18pm) and not all services during day going to Monks x.
180/181 (Castle Howard - York)	I would like to know more details about the alternative services proposed.
180/181 (Castle Howard - York)	Suggestions - Bus need to go to York! 1. One bus servicing, two groups of villages - 2 months on alternate days. 2. a) Earlier hours taking people to work. b) One roughly midday bus. c) One returning tea time. Three busses per day instead of 5.
180/181 (Castle Howard - York)	David Newman, 4 castle side, sheriff Hutton, York YO60 6RE 1. Apparently a 16 seat vehicle is to used villages competition/tourists on route from York to Castle Howard. Existing bus size copes, recently had 25 tourist on bus if 16 set bus what do villagers do? wait two/four hrs till next one? outrageous expectation for older pple. wheels chairs/push chairs no thought seems given to having both! Do you expect Mums/toddlers/ageing pensioners to wait for next bus? Only connecting villagers to Monks Cross rather than city centre seems lazy option, depending on operational ideal rather than realistic expectation of joined-up service point of view. 2. Picking up passengers bus stops Comment made at presentation to "put a stop to" picking up pple from designated bus stops. this attitude (policy) will adversely affect older pple who will have to walk 1/2 mile from entrance of sherriff hutton hall to get to nearest bus stop. Bus goes

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	past this point so unreasonable not to stop. if proves impossible to change you thinking, consider other stops. i.e so that service can be provided. Note many stops are over 1 mile apart. 3 Driver Attitudes Villagers developed a good report with Stephensons' drivers, they demonstrate concern for elderly/infirm passagers in village. Opinion Park n Ride drivers often rude/impatient with passengers. Recent incident showed this happen. 4 Medical visits Dental appts need to be dove-tailed into bus timetable. The proposals constrain my option further. 5 panned Obsolescence Some pple will miss the bus due to introducing such a difficult timetable so they may have to make other arrangments and some pple might not go out anymore at all. Either way in near furture we will be able to say "Well pple aren't using the buses so lets cut it out altogether!" is that the real objective? 6 Withdrawel of services mean life-style changes, getting out less, seeing fewer pple, not having a rich and varied social life, loneliness, not getting essential exercise.
180/181 (Castle Howard - York)	Our present bus service, run by Stevensons, is the best and most convenient we have had for many years. It would be such a shame to lose it.
180/181 (Castle Howard - York)	To cut out our villages out of service will affect me. Personally, I have ill health, don't drive, rely on a bus to visit a friend in Sandhutton. Also hospital appointments in York and Malton, and have family who living in Old Malton. I can only go out, when my sister looks after my disabled, bed-ridden mother of 96 years which is 3 days a week. Also I found the bus leaving Thornton at 09:40 & back into Thornton at 12:10 approx very useful, the short time in York was ideal for me. I would also be prepared to pay full fare to keep the service.
180/181 (Castle Howard - York)	Mobility being a problem - do not want this increase as to walks between change over at monks cross to continue to york.
180/181 (Castle Howard - York)	I trust that the bus stops for the connections at monks cross(sainsbury) will be near each other and that the181 bus will wait for the connecting bus from York. Likewise the York bus would wait for the connecting bus from Shefiff Hutton!
180/181 (Castle Howard	The 181 service as it stands is excellent and popular. The vehicle size at present is clearly necessary as the buses regularly carry heavy loads. The changing buses at monks cross would put me off, as would smaller vehicles. I fail to see how this is a good use of council

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- York)	money, perhaps the existing services could be retained, with new contracts demanding passenger growth. Surely investing now, might help you reduce the total cost in the long term - a much more appealing option for all. I understand also that Scackleton in particular has passengers on a daily basis so cutting this seems nonsensical. In addition to this, I am concerned that the number of people using the service would drop - with the service no longer serving York and castle Howard!
180/181 (Castle Howard - York)	I am a pensioner I rely on the bus from Sand Hutton, to do my shopping, and attend hospital appointments, I can't drive anymore due to ill health, the only other bus I could get is 1 and a half miles away, the coastliner , but can't walk that far. It is very worrying finishing the buses, they are my lifeline and rely on them very much, I am 84.
180/181 (Castle Howard - York)	I live in Thornton le Clay and use the 180 bus service occasionally. I was aware that there would be a reduction in the service in order for the Council to make a saving. I see from the proposed new timetable that there will be no bus service whatsoever in Thornton le Clay. The nearest village to use the 180/181 would be Flaxton approximately two miles away.
180/181 (Castle Howard - York)	a)Getting to York District Hospital will require three buses which for those who are unwell and attend regularly would be very stressful. b)Apart from shopping, older people do attend other activities in the York area with the U3A and other organisations, I go to swimming at Energise in Acomb and singing.in Holgate, both with the U3A. There are no bus services from Sheriff Hutton to other U3A acivities other than those in York. If the proposed timetable is introduced Iwill be required to get three buses which would mean attending these in the future would not be possible especially as the 181 will no longer go to the station so the walk from Stonebow will be too much for me. This will greatly affect the quality of life of myself and others in the village. c)At busy times of year buses to Monks Cross are often full so that a surplus of passengers have to wait for the next one. I assume that Sheriff Hutton passenger will not be given priority so we could miss our connection to the village, what would provided for us if this were the case?. d) There are often up to a dozen tourists travelling on the 181 to and from Castle Howard making the bus quite full for other passengers, similarly tourists from the two caravan sites at Sheriff Hutton regularly use the 181 from the village, how would villagers have priority in this case if the proposed 16 seater bus is used? f)Is there any room for flexibility in the proposed service, could there be one more journey to/from the railway station included in the timetable if one of the Monks Cross journeys was taken out? This would help those who are going on holiday and have suitcases to carry as well as those wishing to catch buses at the station.
180/181 (Castle Howard	I have lived in Welburn for 20yrs& in this time have had to travel to work,because of the time table have had to reduce my hours in tha last few years,I don't drive but look forward to my bus journey & it is part of the reason I carry on with my work,I have made very good

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- York)	friends on my journey,I am wondering how all the Castle Howard visitors that normaly catch the bus from York are going to get there & I would think this is a significant amount of money to lose. Regards
180/181 (Castle Howard - York)	I am very concerned at replacing this service with a 16 seater because many tourists without cars use it to get and from Castle Howard. Our village bus service is the only public transport available and we have a number of elderly non driving residents. Are they expected to stand when these small seater buses are full? Am I expected to stand when I have paid a reasonable fare? This is completely unacceptable to save a few pounds. The rural communities have precious little of public funding (including slow broadband speeds which mean we can't easily do our shopping on line).
180/181 (Castle Howard - York)	I think it is most important to keep some sort of service to the villages for those people without cars, I would have to move if my service became impossible for me to use. The services need to work for those going to work and college but also for the more elderly to be able to get out and shop and meet people. The drivers on our service 181 are friendly and helpful and know all their regular passengers by name which makes catching the bus a very pleasant experience.
180/181 (Castle Howard - York)	Having only one bus to York in the morning and then having to wait all day to come home is disgusting. If I have to go via Monks Cross I will take my car and the bus service will lose out completely. Surely a bus could be added around lunchtime so people can spend a half day in York?
180/181 (Castle Howard - York)	The 181 service is relied upon by a number of persons in the locality for mixed use, access to employment, leisure, shopping etc. - but, and this is crucial, for access into and out of York city centre and in many cases such as myself for access to the railway station for onward travel. The service is also used by students for access to education. The current timetable works well and provides enough flexibility for appropriate choice of journey times for a wide range of demographic, including tourists during off peak who prefer to use this service to access castle howard. The proposal would restrict and discriminate against classes of person including the elderly and infirm who prefer to use the bus during off peak times for ingress and egress from York city centre. Further, the proposal to restrict the journey during off peak hours to end destination of monks cross has no logic or substantiated need; monks cross is not regularly used as an end destination at present. Additionally, there is no easy interface from sainsbury to service 9 park and ride, impacting unfairly on elderly and infirm and again adding to journey cost.
180/181	I am very unhappy that our bus will not go all the way to York, which is the major centre for shopping, dentist, leisure etc for our village.

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(Castle Howard - York)	Monks Cross is primarily designed for car drivers, internet shopping or click and collect. It only has High Street multiples and no specialist shopping, or individual cafes and restaurants. It is not a destination location for an enjoyable outing, plus it is important for people who work in town and do not wish to travel by car, or even don't have a car. Having to make a further connection at Monks Cross is no good for anyone with a lot of shopping, or whose time is short, or for example my daughter today, who caught the 14.53 with her 4 children and luggage, to catch a train back to London. I always pay for my ticket although I could travel free because I am still working and can afford to do so. The full bus service is very important to me and to Sheriff Hutton and I would hope that a way round this change can be found. I would not use the bus if it goes to Monks Cross, but would drive instead. Is there no way that extra money could be raised through fares?
180/181 (Castle Howard - York)	Yes to a point I can see why changes are needed but both myself and partner plus quite a few more in the village of Bulmer are now not getting any younger and in our senior years and just how long we can go on with been able to walk further to get a bus to get our shopping and see the Doctor for our medications and check ups I do not know .But do know we need some form of Bus service to and from our village to do this on a regular basis.
180/181 (Castle Howard - York)	The proposals do not take into consideration the elderly people who use this bus service frequently and have no other forms of transport and who will be housebound as a result of taking away the only bus service there is. This bus service is the only link with town for these elderly people and your proposals show complete disregard for the elderly rural community. The newly proposed services on the 181 service (change at Monk's Cross) will greatly increase journey time and leave these elderly people with less time to rush around York to complete their shopping in order to catch the return service which will also have a much longer journey time. The proposal to put a 16 seater mini-bus on will be inadequate because I recently counted 12 passengers embarking at one single stop. This will leave little room for people at other stops. Please show some compassion for the elderly population.
180/181 (Castle Howard - York)	The proposal for the 180/181 includes terminating some of the services at Monks Cross and taking a Park and Ride service for onward travel to York. Having a direct service into York is both convenient and flexible allowing people to travel for business and/or tourism at a time the suites them without the inconvenience of a break in the journey which will add time and complexity to the journey. It is not clear why Monks Cross has been chosen as the termination point. I'm not aware of people wanting to use this bus service to go the Monks Cross. At a time when York is trying to maintain an independent and varied shopping experience making it perhaps more difficult to get there will have an adverse effect. Rather, than go shopping in York by bus, for example, people will either drive, not using the bus service at all or shop elsewhere e.g Monks Cross. Also, it is not clear how fares will be impacted by needing to use Park and Ride

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	services. Currently, one can buy a Season Ticket from Sheriff Hutton to York of varying lengths and use at any time. Would such tickets be valid on Park and Ride services delivered by other providers or would there be an additional charge? Finally, the proposed changes suggest using smaller vehicles (16 seater). While this may seem appropriate to the numbers of people using the service in winter months the number of passengers increases markedly in the Summer tourist season due to people wanting to travel between York and Castle Howard with the current vehicles being full.
180/181 (Castle Howard - York)	There is no good reason given in the proposals as to why buses should terminate at Monks Cross. Dumping people at Monk's Cross and making them catch another bus to get into York makes it less likely they will do so. Those who can, will drive to York adding to congestion on roads into the city and putting pressure on existing parking. There is plenty of research on transport links and shopping that show if consumers are unable to get easily to one place but easily to another, they will shop at the latter. Research also shows that if people stop shopping in one place for a time, they will 'forget' to shop at their original destination even if it becomes easier to get there again. This feels like a cynical attempt by the council to boost traffic to Monks Cross 2 at the expense of promoting York as an accessible and dynamic place to shop. It's not just elderly people who catch buses, people who wish to manage their environmental impact by leaving their car at home whenever they can do too. Catching the bus is great for us for shopping, entertainment, leisure and some tourism as we continue to explore everything York has to offer. Catching the bus is socially responsible as if we wish to eat in York and have a drink, we can do so safe in the knowledge that no one is going near a car. The case of Sheffield and Meadowhall shows the disastrous impact an out of town shopping centre can have on a city centre under pressure. York has increasing numbers of empty shops and this cannot improve if York is not supported in it's efforts to provide a vibrant shopping experience through its independent retailers. One way to support this is to keep good public transport links between York and its outlying villages.
180/181 (Castle Howard - York)	I am really keen that the bus service remains and that these proposed reductions do not become the thin end of the wedge. As I get older I want to be secure in the knowledge that I can plan to continue to live independently in my beautiful house and village - and that I am not going to get cut off from access to rail station, town and shops. Please do not axe the services which run through Bulmer.
180/181 (Castle Howard - York)	There is evidence of a lack of joined-up thinking on two counts : * Ryedale District Council define Sheriff Hutton as a 'service village.' Therefore supporting services should be developed not reduced and made even less attractive * Our bus connects through to Malton and most secondary age children on its line of route go to Malton School. The exceptions are Lilling and Sheriff Hutton. If SH children went to Malton two transport budgets could be combined and an all-ages bus service operated year-round. This has the additional

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	benefit of getting children accustomed to using public transport.
180/181 (Castle Howard - York)	The withdrawal of the bus service in Foston & Thornton le Clay would have a disastrous impact on our community. Many people in the villages do not drive & rely on the service, not just to travel into York, but also use the service to travel here for work or to visit & care for their families. The proposal to terminate the service during the day at Monks Cross would also cause problems. Also, the proposed route cutting out Foston & Thornton le Clay would involve negotiating Bulmer Bank - very difficult in adverse weather conditions I would suggest! I appreciate that you have to reduce expenditure but also think that the amount saved by cutting out our 2 villages would be comparatively small.
180/181 (Castle Howard - York)	Whilst I realise that the service offered is expensive to provide. I would rather accept an increase in council tax to support the service than have no public transport for this village and others
182/183 (Castle Howard - Malton)	As we do not have delivery vans coming into the village selling produce it would be very difficult to buy any food, pay bills etc or go to the Bank. We would not like our drivers to loose their jobs. Would be unable to go to medical appointments and have any lesiure outings.
182/183 (Castle Howard - Malton)	I use Rye-car for doctor, dentist only. Shop meet friends and pay bills, banking. I use the bus I would not like tot see it stop, we used to have one 3 times a week up to 8-9 years ago goinf back to that better that nothing
182/183 (Castle Howard - Malton)	The alterations to these vital bus services will have a detrimental affect on those who rely on them for mobility,
182/183 (Castle Howard - Malton)	how about the elderly people who use the service, people who cannot walk far,people who need the service to go shopping and have no other means of getting to york or even to their shopping
182/183	It will be very inconvenient for people who wish to get to York at off peak times from Sheriff Hutton. Having to change buses at Monks

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(Castle Howard - Malton)	Cross for both journeys in and out of York is not acceptable. Is it not possible to stop at Monks Cross & than continue into York? While shopping at Monks Cross is very good access to York for business other than shopping is crucial for some people. Changing buses for some elderly residents who use the service will be difficult plus the waiting time between connections.
182/183 (Castle Howard - Malton)	181 going to Monk's Cross vs York complements rather than duplicates the Coastliner service to York Centre - I may use 181 more as a result. Might also be useful when York City re-locate! Overall a reasonable change to the 181/2/3 service. Slight disappointment that last bus from Malton is even earlier - having moved from 5 to 4.30 and now to 4.10 - but acceptable given the reduction required. Also a bit disappointing that winter 840 services are put at risk due to removal of subsidy - let's hope the operator keeps at least one bus a day in each direction in winter. 16 seater minibus may be better than slightly rickety Stephenson's buses. I know it is not a NY issue - but even though I will be entitled to free bus travel in a few years time (if it still exists), I do believe that the concession should be half fare - not free - resulting in more cash to go towards subsidising the services themselves.
182/183 (Castle Howard - Malton)	Proposed reductions to bus subsidy As a resident of Flaxton I am writing to express my concerns at the proposed reduction to the bus service subsidy and thus the bus service itself (181,182,183). I wish to make the following comments: - Stephensons have proved a very reliable, helpful and considerate service which is highly valued by residents - The proposed altered timetable will prove useful for people wishing to go to Monks Cross but anyone wishing to go to York (other than the start and end of the day) faces a two bus journey with a wait (of varying length) between the two buses - Will the second bus be the Park and ride service? - Where will the bus change actually occur – if at Sainsburys will there be a covered area to shelter whilst waiting? regarding page 7 of the consultation document - the reference to increasing the level of service is actually achieved by passing the cost to other bodies (Parish councils, volunteer drivers) - have Stephensons had the opportunity to tender for a level of service at the proposed funding available? - just how 'broadly in line with those currently charged' will fares actually be? Concerning the 'drop-in' session which was held in Sheriff Hutton on 2 June 2015 – this was tabled tor 12.30 – 14.30 but started considerably late. This timing also gave no opportunity to those members of the public who work and therefore were unable to attend a mid-day meeting thus possibly giving an inaccurate picture of response. Yours sincerely G E Stilwell Brentwood Flaxton York
31X (Helmsley - York)	The proposed cuts to the 31x service from Helmsley to york are extremely worrying for those of us that do not drive, particularly for the elderly who may have health appointments in York (like myself) also for shopping. We will feel increasingly isolated. Return taxi fares to york are £100 + and only affordable for emegencies. Hospital visiting will become almost impossible. The proposal to drop passengers on

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	the outskirts of York is particularly worrying especially for those who are not very mobile.
31X (Helmsley - York)	I am very worried about the proposed journey reductions on route 31X. Re hospital appointments - it is not always possible to get an appointment on one of the 3 days proposed and if one does the Clifton Moor cut off makes hospital attendance and visits much more difficult. Re business/health/shopping. leisure appointments the same points apply. Many appointments are made for one at short notice and may therefore require taxi-travel (£100 return) I am fairly mobile, but my wife has mobility problems and I am concerned about the position of sick people, who amy require frequent- sometimes short notice - travel to York
31X (Helmsley - York)	I am very concerned to learn that the liklyhood of cuts to the present bus services has been raised once again. As i have no car, I expect it will mean turning to trains for visits to the dentist, the oculist and the baker in York, any others. We are lucky, in ampleforth, to have a very good shop, post office and surgery; but i am also thinking of the other inhabitants of other villagers, such as wass and oswoldss, who do not.
31X (Helmsley - York)	I only moved from Essex to Helmsley just over a year ago. I was shocked to see what a poor service was operating Helmsley - York and the Malton to Kirby. Kirby also suprised, no direct service Helmsley to Thirsk. Bearing in mind the fact that Helmsley is a hugely popular tourist centre. I work in the community, also at Ampleforth Abbey voluntary gardening. If services reduced I might aswell stay in my very small flat and do knitting.
31X (Helmsley - York)	There are no facilities in our village, so residents have to travel to other local villages and towns to conduct their business, do their shopping, attend health appointments, etc. To reduce our bus service will only further isolate residents, particularly the elderly.
31X (Helmsley - York)	As a non car owner my life would be severely curtailed if buses to York (31X) and Kirkbymoorside (128) were drastically reduced or cut altogether. I am healthy and not therefore eligible for volunteer services. Further: cutting the 128 may make it impossible to connect with the moors bus service in summer, further reducing my quality of life & access to the countryside, which I believe is a right which we should all enjoy.
31X (Helmsley - York)	Buses are useful but they should be smaller. Car share schemes should be widely used / promoted * Collaborate economy is the future not top down organisation.
31X (Helmsley	The cuts identified for the 31X service from Helmsley to Easingwold / York are far in excess of the savings NYCC claims to need to make

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- York)	for this route. Why is this? One return journey three times a week to Clifton Moor is a step designed to make the service of so little use that it will pave the way to scrap the service altogether. Is this the real agenda?
31X (Helmsley - York)	I use the Helmsley - York to go to Helmsley from Ampleforth to visit my sick mother once a week. I would not be able to do this if it changes. I use the Helmsley - York bus to go from Ampleforth to York 3 times a week for my theatre work on an evening so I get the last bus to York. This woudn't be possible if the changes are made. I would have to get the bus early and hang around in York all day!!! And the bus drivers have said the changes won't be happening at all.
31X (Helmsley - York)	I want a better timetable, which could link up with other services in Easingwold Fares should be lower More bus usage encouraged Car use should be encouraged Link to railways is important.
31X (Helmsley - York)	Please keep 31X as it is. If absolutley impossible, it would be better to terminate the Helmsley to York service at Rawcliffe Park and Ride or Clifton Green. At present the buses from Clifton Moor into the centre of York are extremely slow taking almost an hour, ie longer than the 31X taken from Helmsley to Exhibition Sqaure.
31X (Helmsley - York)	I feel very strongly that bus services in rural areas are a vital lifeline for people, who might otherwise become very isolated. I do not own a car, so am dependant on the bus service to get my child to school and to get into York City centre / Helmsley for shopping and dental and other appointments. By reducing the service, you will make life very difficult, as I will have to rely on neighbours for lifts and car-sharing.
31X (Helmsley - York)	From time to time need to get into York quickly and often need if more locally. Without access to a car on occasion, I am stranded in Coxwold. The idea of stopping the bus at Tesco in Clifton Moor is utterly ridiculous. The bus getting people from city to countryside seems to take precedence over buses from country to city. We need to maintain the service properly.
31X (Helmsley - York)	Why? Please serve the public!
31X (Helmsley - York)	The 31X is a lifeline in our village and for me personally, will become increasingly so, when the time comes for me to give up my car. Others are in the same position.
31X (Helmsley	Your proposals, which understandable, will effectivly leave those in helmsley with ... and unable to drive stranded. The 128 Scarborough

Appendix 5

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Main Service	Comment
- York)	- Helmsley service is to be further reduced and if the 31X York/Helmsley is severly cut back, as is anticipated then there will be little of no access to a town, shops, theatres ect. Helmsley is a reasonably large community not a small village and to leave it with no transport is scandalous.
31X (Helmsley - York)	By starting & stopping service @ clifton moor this reduces time for anything i need to do - I cant drive so if the service from York centre to Clifton Moor is late and I miss the only bus home, I am stuck in Clifton Moor. I have Epilepsy. You are not considering the needs of people who rely on public transport & live in the country who do what people in the city take for granted. Your proposals are ridiculous & very inconsiderate. Please keep the 5 O'Clock bus as well.
31X (Helmsley - York)	The 31x is very convenient for people living in Coxwold. It provides a reliable and speedy service into York and runs sufficiently frequently. Your proposal will make the journey into York when the us runs very long and inconvenient. The number 6 bus is very slow and takes a circuitous route into York. It will make using the 31x to go to the Railway station impossible.
31X (Helmsley - York)	I am a regular vistor to Coxwold 7 travel by train. A the proposals indicate that the 31X bus will terminate/start at Tescos at Clifton moor , this will make my journey not only much longer but increasingly difficult due to having Multiple Schlerosis and worsening mobility in the future.
31X (Helmsley - York)	I frequently travel from Sheffield to York by train. My destination is Coxwold. The change to the bus service would make this impossible.
31X (Helmsley - York)	This will make hospital appointments in York virtually mpossible from Kirkbymoorside, unless you go the pretty way via Pickering and take all day to get there.
31X (Helmsley - York)	HELMSLEY HAS SEEN MANY CUTS TO BUS SERVICES OVER THE YEARS, PARTICULARLY IN THE SUMMER MONTHS WITH REDUCTION OF THE MOORS NUS SERVICES TO WEEKENDS ONLY. HELMSLEY IS THE HUB OF A TOURIST AREA AND THEREFORE SHOULD BE ABLE TO OFFER A DECENT TRAVEL SERVICE FOR VISITORS AND LOCALS ALIKE IN ALL SEASONS. CUTTING THE SERVICE TO YORK WILL BE JUST ANOTHER STAB TO THE HEART OF AN ALREADY POORLY SERVED COMMUNITY.
31X (Helmsley - York)	Typical you tell people to use public transport now you want to stop them.

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31X (Helmsley - York)	* Q14 This is too complex for a simple answer. However I think that strategies all sound very reasonable, until you come into detail and the impact they have, in this case my local 31X bus service. 1. The cuts proposed for the 31X service Helmsley to York are very severe. The timetable has been reduced, the bus will only run on 3 days a week (M,W AND F) and it will only go to and from Clifton Moor!! - A very bad idea. 2. What gives value to the exisitng service is the direct service to and from the centre of York, the rail networks and York Hospital. 3. Bus users will want the direct service to York to continue, not a service to York via Clifton Moor!! This will add another stage to what already is a lengthy journey and limit the time in York. 4. 24 reductions are to be made, at the very least there should be a daily bus service from Helmsley to the centre of York and a return service from the centre of York to Helmsley. 5. Villages towns around the Helmsley area will also be affected. I am a bus user rom Kirkbymoorside. I have been using the 31X service for the past 11 years I can see from the timetables provided by the County Council (current and proposed new timetable) that the 31X service is to be severely reduced and furthermore the service will no longer go direct to and from the centre of York but to Clifton Moor!! I also wonder why the Council has omitted another valuable service from the current timetable - the 31 (31X) which departs York Station Avenue 4.55pm/Exhibiton Square 5.05pm (and terminates at Kirkby). What gives value to the existing 31X service is that the bus provides a direct service to and from the centre of York and its amenities and gives access to the rail networks and easy access to York Hospital. My comments focus on the changes to be made to the service that currently departs daily from Helmsley at 09.30am and returns in the early afternoon. *Continued on the next any other comments page.
31X (Helmsley - York)	Many of the services are poorly used or there are alternatives, please "optimise" these and ensure that the remaining service is usable and used.
31X (Helmsley - York)	Would affect local community!
31X (Helmsley - York)	This service is invaluable to those who live in the outlying areas. Without it there would be more reason to use cars. People would feel isolated. We have no shop in the village, and certainly no access to better shopping facilities and the hospital in York.
31X (Helmsley - York)	As a worker in the private sector I am gobsmacked by the amount of bureaucracy clearly involved in decision making on subsidised bus services. No private sector organisation to afford to meet any market demand in this manner. Online questionnaires, area committees, scrutiny committees, executives, " Proposed reductions to bus service subsidy, May 2015", "Timetable section - detailed current and proposed timetables", "Equality impact assessment [414kb]Opens new window". What percentage of the potential saving of £0.5M is it

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	costing to make the decision?! If one were to start afresh with the whole process of meeting rural communities' transport needs how on earth would you ever come up with the current carry on? I would like to see a long term strategy, with evidence based decision making and ring-fenced funding on a fixed, say a10 year cycle. This would mean better, though welcomingly less frequent reviews. It would also allow service roviders to properly plan ahead and optimize their provision of services. I would also like the council looking at more radical innovations such as reopening local branch lines of the rail network. I would like local (Easingwold) Drop-in sessions - currently none are proposed.
31X (Helmsley - York)	A reduction to ONE return journey THREE DAYS a week is a very severe cut. In addition, as the bus will only go to Clifton Moor, it will mean changing buses to get into town and reducing the amount of time available to shop.
31X (Helmsley - York)	I cannot understand the rationale at all for stopping and starting the 31X service at Clifton Moor rather than York city centre. That will only add on further time to the journey, with consequent less time in the city centre. Residents in rural areas have a hard enough time as it is without decimating the bus service, it is a lifeline for many people, who otherwise would face social isolation, reliance on friends and relatives for transport, and/expensive taxis (if indeed a taxi service existed). In poor weather, the bus is a wonderful, reliable firm of transport. The drivers are helpful, calm and reliable.
31X (Helmsley - York)	As a young person my son already has problems accessing a service at the times he needs. He is forced to take a taxi at least twice a week which on the minimum wage is very difficult, The bus service from Easingwold does not adequately support young people who want to get out and work, any reduction only makes things worse.The timetable on Sundays and bank holidays, when he still has to work, results in him paying more for a taxi than he earns.He hasn't the money to move to York and any reduction in service will cause great hardship for him and other young people.
31X (Helmsley - York)	This is a rural arrea. We need the few buses we have re Helmsley. How are old people or working people to get to hospital appointments or hospital visiting with no transport . I wonder if anyone on the council even thinks of this. Also all the house building going on in this area I would expect more buses as new arrivals have to work or go on benifits. THINK PLEASE !
31X (Helmsley - York)	I am a young mum with all my family in york the bus is the only way I get to my job and to see my family as I don't drive I am unable to move back to york so 31x from kirkbymoorside is the only way I can get to york without getting 2/3 buses
31X (Helmsley	I notice service 29 York to Linton is not mentioned although I have used 31X ,Service 29 is the one I used most as I Live in Linton on Ouse.

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- York)	I cannot make any comments unless it affects Service 29. I was told that the buses would not go into York and we would go as far as Clifton Moor ,So what happens then. Our service is sparse as it is without it being cut and Linton on Ouse has a lot of Pensioners now.Are they going to be left stranded. I myself would pay one way quite willingly if it meant I could keep my bus service as I don`t drive so I rely on the bus for everything I need to do in York
31X (Helmsley - York)	NYCC has already cut £2 million from the bus subsidy budget in 2013/2014 (well up on the initial 25% you originally intended, and the biggest cut in the UK) yet here we are again being threatened with a further £500000 reduction! Presumably it is no coincidence that a conservative-led council made the announcement a mere two weeks after a Tory victory in the General Election? You have already cut to the bone and you now intend to remove the arm? May I refer you to the 31x service. You intend to keep the 0745 and 1550 journeys and I applaud you for this. However you wish to remove them during school holidays. They are both still required for work, tourism and general getting-around ALL YEAR ROUND. I took a tally of passenger numbers on 26th and 27th May on the 1550 service - half term break - and the numbers were 15 and well over 30 respectively. Do you mean to tell me that the journey is not worth running in school holidays? You wish to continue with the 0905 and 1411 journeys on Mondays, Wednesdays and Fridays. What about the rest of the week and what about getting to Helmsley after the 0745 service? And why, therefore, is the 1745 service still listed if nobody can make use of it on Tuesdays, Thursdays and Saturdays? Where is the logic in fragmenting a (fairly) long distance service that is clearly popular? I can only assume that the people in charge of these changes have never used public transport and have run amok with a highlighter pen. Your fundamental problem is finance so I suggest you start by looking at the concessionary pass. I, and others, are being discriminated against yet we are paying fares and using the service regularly. I think anyone with a pass, a conscience and sense of logic would be willing to pay a nominal fare if it meant that services continued unabated. It was a good idea while it lasted but it is time to move on to another one. As I cannot pop all my comments on this message I will send a more complete draft to your email address.
31X (Helmsley - York)	The cut in services is huge. First the library, then the children's centre and now the busesm soon there will be nothing left for people to do in Easingwold, then you'll make it impossible to leave.
31X (Helmsley - York)	Cutting the 31X service down to 3 days a week is ridiculous. I know of many people who use the service every day for work. I personally use the service twice a week
31X (Helmsley - York)	This proposal is aimed directly at people like me on a low income who do not own a car. It will affect my employment and leisure. Its effect will be to make North Yorkshire a place where only the well off will be able to live.

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31X (Helmsley - York)	It has never been possible to use the 31X service to go to work in York from Ampleforth which makes the declared status of the village as a service village ridiculous and these reductions will make the service of limited use for shopping/leisure with the proposed service terminating at Clifton Moor instead of central York and very limited time available in York. The service could be used to get to the station in York but now this will be difficult with the reduced service and change in times. If you are trying to kill off this service completely these measures will probably succeed.
31X (Helmsley - York)	Your definition of 'considering local communities' seems to be confined to locals actually using the bus, rather than the fact that the communities depend also on visitors being able to get to these local communities to stay and spend with local businesses. Your proposals for services accessing the Moors and Dales (on top of the axing of Moorsbus), in particular 72, 74 31X and 840 would be particularly detrimental in this respect. Many residents of York without access to a car access these areas also for their recreation and health, and I would feel trapped without access to rural areas, which is already much more difficult than in equivalent areas of West Yorkshire or Derbyshire for example. Proposals to terminate some services at Monks Cross or Poppleton Bar seem particularly unenlightened and would severely curtail their use,(especially if there were no through ticketing - not mentioned).
31X (Helmsley - York)	Would it not be possible to run a morning service from Easingwold to Helmsley one day each week, say a Friday; market day? I notice that it is proposed that the 15.50 service from Helmsley to York is to be retimed to depart from Helmsley at 15.55. i.e. 5 minutes later and to arrive and terminate in Easingwold at 16.49. i.e. 14 minutes later than at the present time. If the timings were to remain as at the present time it would still be possible to reach York via Shipton by transferring to the 16.40 Reliance No. 30 service. Whereas if the proposed timings are to be altered it will be necessary to wait until 17.40 for the Reliance service to York via Shipton
31X (Helmsley - York)	Reducing the 31/31x service from several times a day to three times a week is simply ludicrous. This slashed effort makes the route wholly impractical, particularly considering there is a dire lack of other alternative routes from Helmsley to York. Helmsley does not even have a train station.
31X (Helmsley - York)	I'm concerned about the elderly people who rely on the bus service. It is becoming a necessity to have two cars on a household which isn't good for the enviroment. Easingwold isn't far from York but is being treated as a completely rural area. Having to catch two buses to York is ridiculous when it is only 13 miles away.
31X (Helmsley	I use the bus to York Station, if it is discontinued to the Station I will be unable to travel from York to London with luggage, and in my

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- York)	case with a small dog too. There is no bus service from Ampleforth to Thirsk Station. I am 83 years of age. Ampleforth is a service village, and we have 30 new houses being built at the present time. It is not possible, owing to bus times to have employment in York and it will be very inconvenient for so many of the residents of our village who are elderly and rely on the bus service to take them to Helmsley or York for shopping, hospital appointments and general travel. Not everybody drives a car or is able to afford a taxi. I think instead of cutting down on the bus service, free bus pass users could be asked to pay a certain amount, which would be better than discontinuing the most convenient timed busses.
31X (Helmsley - York)	I am over 80, live alone, and am unable to drive. Specific proposals for route 31X, specifically the complete withdrawal of buses from Ampleforth to York, mean that I, and a number of friends and neighbours, will no longer be able to go shopping nor attend hospital appointments. I am exceedingly worried. How will we be able to buy food, clothes or other goods? What if we need further medical, dental or ophthalmic treatment? I urge NYCC not to withdraw these services without putting in place alternative, albeit reduced, services. If you proceed, I fear you are signing a death warrant for the local community and, possibly quite literally, for a number of vunerable people.
31X (Helmsley - York)	I am particularly concerned about the proposal for massive cuts to the 31X which I have used frequently and know that people rely on it. The passengers who use it obviously do so regularly as they know the drivers and the other passengers. I realise that North Yorkshire has cuts to make but the bus service has hidden advantages for access to rural areas that you won't realise until it's gone. People's lives and livelihoods are very much affected. How many cars do we want on the roads? How many people unable to access other services? Public transport in rural areas is essential.
31X (Helmsley - York)	With reference to 31X service: 3 times per week and 1 bus per these 3 days is not a service to York, neither is terminating at Clifton Moor. It is all too much for older people to deal with especially then having to get another bus into York centre. You might as well cancel the "service" altogether which is probably what the Council really wants to do and the more obscure/difficult the journey is the quicker it will disappear. What does the council actually do with our money?
31X (Helmsley - York)	I use the buses largely for recreation, tourism and shopping. This obviously is not as essential to me as it would be if I used buses to get to work, but I would make the point that recreation contributes to the local economy. The last time I used the 31X I visited Coxwold, had lunch in the pub, visited Shandy Hall where I made several purchases, visited the church where I made a donation. The previous time was to visit Helmsley where I stayed overnight in a pub, went a performance at the Arts Centre, had a meal in a restaurant, shopped in

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	various places and visited cafes or tea, coffee etcetera. I visit Wetherby by bus to go to the market, have lunch, shop and use cafes. The tourism spend in North Yorkshire must be quite important, and putting obstacles in the way of people who use the least environmentally damaging forms of transport would reduced the overall spend.
31X (Helmsley - York)	I appeciate that the 31X is a high cost route, but if services were reduced to three days a week it would mean that usage, and therefore cost effectiveness, would be increased. So I think this is an acceptable proposal. However: • The only service from Oswaldkirk to Helmsley would arrive at 1515. The only bus back would be at 1745. Two and a half hours to shop in Helmsley is unreasonably long for local people. • The timing of the proposed service between Helmsley and Clifton Moor would allow 2.5 hours in York at most before having to come back. • If one needed to do food shopping in Clifton Moor there would be no time to get to York as well. • There is no bus service to Malton from Oswaldkirk, making it even more cut off from any shops larger than those in Helmsley. • I am 73, live in Oswaldkirk and have spinal problems, so walking and carrying shopping can be difficult. The current 31X service into York City Centre is therefore invaluable to me and other people in both my village and other villages along the route. Please let us keep our bus!
31X (Helmsley - York)	Trying to link the current bus service 31x from Helmsley to York (and the subsequent return journey) station for onward travel to London/Manchester and the rest of the UK is difficult enough but with the proposed changes to the timetable it will be impossible.The changes will, in effect, cut Helmsley off from the rest of the country unless one is lucky enough to be able to drive or be able to afford the very expensive cab fares. There appears to be no direct service at all into the centre of York.The fact that the proposed change would mean that there was not even a daily service to and from York means that the residents of Helmsley would be unable to look for work outside of the immediate area. As a relative newcomer to living in Helmsley I would have to say that a bus service into York was something I was looking for and had there not been one I would have looked elsewhere to live.
31X (Helmsley - York)	I don't have a car so use the bus to get to York and Helmsley, living in Ampleforth I am not the only person who relies on the buses as quite a number of older people don't have cars. We do have a volunteer car scheme to help people get to medical appointments but not shopping or social outings.
31X (Helmsley - York)	I use the service to York from Helmsley to access health services, shopping, and for leisure. Stopping the direct service from Helmsley to York is unacceptable - routing it via Monks Cross (or whatever) would be inconvenient, and involve an additional change. This would inevitably mean a journey taking more time, and - consequently - fewer people would use it into York. Fewer people using = more cuts = fewer people. Then no service at all. I also use the service to access London; Helmsley -> York -> London (or return) is a viable journey.

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	The alternatives would be a taxi to Thirsk, or bus to Malton then change twice for London. As I get older, I do not want to have to drive into York! The bus is the green, environmentally-sustainable means of getting to York!
31X (Helmsley - York)	I use the 31x to go to Helmsley or York from Oswaldkirk. Under your new proposals there would only be one bus a day to york and that would stop at clifton moor. Even worse it will be impossible to use the bus to Helmsley as the only bus in is at 15.05 and the only return is at 09.05 which is complete nonsense. I urgently request that you look again at the 31x and make sure communities along the route are served with at least one reasonable bus journey to Helmsley and York per day . People will only continue to use public transport if it is good or at least reasonable. What you are proposing is ridiculous and is not well thought through. Please look again at provision for Oswaldkirk and in all probability other rural communities along the route and amend your proposals
31X (Helmsley - York)	Comments made in recent letter to you. The proposed changes to the 31X would cause a severe deterioration to my qualiy of life.
31X (Helmsley - York)	I note no drop-in sessions are proposed for the area between Hemsley and Easingwold which will be badly affected by your plants reduce the 31x service. I see no reference to the likely financial penalties which will be incurred by the government due to increased environmental emissions which are likely to result from increased car use consequent upon reduced public transport to and from the City of York. I see no indication of how the Council is proposing to encourage commercial operators to expand their services to minimise the effects of your proposed reductions in support. You give no indications of what other parts of NYCC budget are being considered for reductions to maintain public transport.
31X (Helmsley - York)	Cutting the already limited bus journey even further is appalling it prevents people who are unable to drive getting out of villages and into neighbouring villages and towns/ what Is the point of building houses in these areas if you are cutting any transport too and from these areas
31X (Helmsley - York)	I am a University of York student living in Helmsley for a year and the 31X bus has been a life saver. I can't afford a car so I depend on this bus to take me to and from York both during the week and at weekends to spend time with friends. If the service were to run at the times suggested, I would not be able to use it. I currently work 1 full-time job and another part-time job so my spare time is very limited. I usually catch the 15:55 or 17:45 bus on a Friday and the bus which runs via Castle Howard on Sunday morning (or the 14:05 bus in the winter). If one were to consider a day trip to Helmsley or to York then the proposed timetable would be useless- the 4 hour gap between

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	the time you get off the bus in York and return to Helmsley is not worth the expense. And as for any tourist wanting to spend a day out in Helmsley, they simply won't be able to because there isn't a return bus on the same day. I understand that you have no control over how much funding you get but it makes me nauseous to think of how many members of the community are going to suffer from these transport cuts. Besides reducing greenhouse gas emissions, public transport is also vital for the mental health of those who depend on these services to partake in leisure and social activities. Personally, there have been some days where getting on that bus to York has been the only thing which has stopped me from breaking down, and when I found out that a Sunday bus was being introduced in the summer, I jumped for joy. Buses might be slow and expensive but for many people in rural communities they are a lifeline, so please do all you can to save them.
31X (Helmsley - York)	I rely on the bus for day to day needs as walking to Easingwold is too far for me and the changes will mean that I would have to walk in one direction.
31X (Helmsley - York)	Countryside communities already feel isolated. As a young person living in a rural area, I relied on the bus to get me to places. The most relevant time of course is during the summer holidays. I was able to get to town to meet my friends from across the district who used bus routes to get there. Now I am older, I do not drive. I cannot move back home after university because of the terrible frequency and reliability of buses in this area. No one could use the bus to commute to work, as the earliest bus gets you to York at almost 11! If the bus was cheaper that would encourage more people to use it, rather than drive in. Your efforts should be made in upping publicity, and telling people to use the bus rather than drive themselves. For example, for my mother and I to get to Central York it takes 1 hour by car. Petrol and parking costs around £6. The bus is much more than that! You are isolating communities and cutting costs the wrong way
31X (Helmsley - York)	As a person with epilepsy who is not allowed to drive due to my seizures, I am entirely reliant on public transport to get anywhere. I had to move to York as there was insufficient public transport to be able to commute for my job from Kirkbymoorside. The 31x is the ONLY bus I am able to use to return home to Kirkbymoorside on a Friday evening. Without this bus I would not be able to get home. I am unconvinced as to why the bus timetable will no longer include the 5pm bus. To have the final bus at around 2pm, entirely precludes ANYONE who has a job, from travelling outside of York and for me to return to my partner and family. I only see them on a weekend and this possibility would be removed by reducing the service. I disagree with the proposal that because the majority of the bus users for any particular bus are concession pass holders, then the bus is no longer financially viable and is susceptible to removal or reduction. This is discriminatory against both the elderly and the disabled and would, in my view, mean that people will be less able to travel which I think

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	is unacceptable. I recognise that savings must be made however I do not accept that the reduction of certain bus routes is the way to do this. Perhaps more encompassing bus routes could be considered, or journeys at more strategic times, such as travelling to and from work. Some of these proposals will have a huge impact on my life, both in terms of employment and socially. I would URGE the council to reconsider the proposals and engage in a more active and accessible way with those people who are reliant on public transport.
31X (Helmsley - York)	The service has already been reduced, already restricting my bus use and preventing friends from visiting. It is already impossible to use the service to get to work. I previously worked in York and it was not feasible to travel by bus since bus provision did not enable working a full 8 hour day. I and my husband use the bus to travel by train and it will be very difficult to do so if there are only 3 buses a week and none at weekends. Similarly if one of us has an early appointment in York, at present we have to drive into York but at least the other person can follow later by bus but that facility will be restricted with much fewer buses. It is already very difficult to use the bus for health appointments (usually at York Hospital) because of the restricted bus service. I have managed to travel by bus for one eye appointment at York since I cannot drive afterwards but I spent most of the day waiting for buses or travelling and was exhausted when I returned home. The changes would make it impossible. I have two eye appointments every month. Although we have a volunteer driver CVS scheme in the village, there are not enough drivers at present. It is a real problem for eye appointments since they tend to be of unpredictable length. I am a Governor at York Teaching Hospital Trust and it is rare for me to be able to attend meetings by bus at present due to the time constraints with the buses. Ampleforth is supposed to be a Service Village and I find it incomprehensible that the intention is to severely restrict the bus service. There is now considerable local housing development. Elderly people frequently have to stop driving and, whether they pay or not, restricting their access to transport seems dreadfully unfair. It would cost £80 for the return journey by taxi from Ampleforth into York. Although Helmsley is much closer, it does not provide all facilities e.g. no pharmacy, no large supermarket, restricted number of shops and speciality shops.
31X (Helmsley - York)	As a 19 year old I need the bus to get to work. The government put people down for not having jobs yet will cut bus services down meaning young people can't get jobs because they have no transport. Most people can't afford to drive.
31X (Helmsley - York)	The proposed 31X service denies anyone from east of Helmsley (Kirkbymoorside, Nawton) being able to get to York for access to the train station as it is going to be totally impossible to get to York. Older people who cannot run a car are now going to be unable to go anywhere. Everyone I spoke to has suggested that a token of £1 or £2 per journey be made to help keep access to shops etc.
31X (Helmsley	Due to ongoing health reasons I need to use public transport to travel from home in Easingwold to work in Helmsley between monday

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- York)	and saturday every week. The reduction of the service down to only 1 return journey on 3 days a week is totally unacceptable as I will not be able to get to work. The impact of this on me is that I will potentially lose my job. I am very satisfied with the cost and service provided at present and do not want it to change. Also Helmsley actively promotes tourism, with walkers and campers visiting regularly using public transport on a regular basis. I feel it is necessary to have a good public transport link for everyone, including young people who do not drive, infirm people who do not drive, tourists and commuters, especially between York and Helmsley. The station in York is used by many, and these people need to be able to get from York into Ryedale which has to be by bus. Please do not change the service - it will significantly alter my life for the worse.
31X (Helmsley - York)	The proposals for the reduction of the 31X between Helmsley and York means that it will cease to be viable for appointments at York Hospital, which are likely to become more frequent as my wife and I get older, as well as for any other necessary appointments, shopping and leisure or for onward travel by rail. The only alternative will be the 128 Scarborough & District 'bus to Pickering and the 840 Coastliner to York, which invariably involves around 1 hour waiting in both directions and sometimes a change of buses at Malton, resulting in a doubling of the journey time and transferring of luggage when onward travel is involved. When I retired I gave up my car, not only for financial reasons, but it also seemed to be beneficial environmentally and the public transport available, including the Moorsbuses which have already been axed, meant that we had reasonable access both locally and further afield. Whilst we don't use the 31X on a daily basis, implementation of what amounts to the almost total withdrawal of this service will certainly result in hardship not only to my wife and I, but also to many other residents in this area.
31X (Helmsley - York)	I read that you are cutting the buses with 3 or 4 people on. Yet in the following section you state: Section 3. Our overall strategy is :- i) To use the budget allocation for support for bus services to ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently. The number 8 bus no longer picks up the elderly WITHIN the villages of East and West Ayton leaving them trapped and isolated. Pensioners and disabled can not walk a mile and cross a busy road (as my blind 80 year old mother has been told to do). She no longer goes out. I would like you to use this service as one example even though it is not on your list. The 31x being cut to 3 days a week will lose the many commuters and students that pack it full to standing part of the journey Mon-Fri. I believe you will find this bus empty without them. However it is an essential service to the villages such as Kirkbymoorside who otherwise would have to take 3 connecting buses to York. Impossible, scary and unsafe for, say, someone with Aspergers who has high intellect and independence otherwise. The reasons not to cut a service may not be the same obvious reasons on how to keep it. Be perhaps mindful of that. You speak of the majority of bus users being pass holders. Perhaps you

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	should look at whether remote locations have buses that get people to work in time and have buses that come back after work also. An example of this (not on your list but One to learn from) is the 128 service from Helmsley which now has a good timetable for after work service users. But the first bus does not get to Scarborough until 10. Just one extra bus and over time the council may pick up an ammount of paying customers both in and out. Lastly, when the elderly and disabled are prevented from getting out and about their physical and mental health suffer pitting a far bigger strain on the global public purse.
31X (Helmsley - York)	This is the second occasion I have had to express my concerns about the reduction of buses on the 31X bus service Helmsley to York (see previous consultation comments). The present proposal is suggesting we use a token service designed to create the journey to York as stressful and as awkward as possible. It is difficult enough at the moment to arrange hospital and dental appointments with the present service so the proposed alterations are going to make life considerably more difficult. People if they have cars will have to use then more frequently and those that do not have a car will find life a great deal more complicated. So much for reducing carbon emissions. The proposal shows contempt for an integrated transportation system as there is no direct link to the station and organising trips so that train and bus schedules correspond is fraught with anxiety. The bus is a very important link that keeps our village viable. Similarly, Helmsley is a market town that should have a frequent bus service to York its regional centre. The proposal's lack of vision will have an effect on tourism for both locations. The young and the elderly need to use the bus otherwise they are stranded in their homes. The disadvantages of the proposal are endless. Rural areas suffer all the time and communities are tired of this constant assault on public services. The bus is a service and a service worth protecting. I have written to my MP expressing my concerns and eagerly await a response. I will be sending you a copy for reference.
31X (Helmsley - York)	I use the bus to get into town,the hospital and more frequently the station to commute to family in London AND NOT TO VISIT TESCO.
31X (Helmsley - York)	as a non driver and a single parent the bus services are the only means of accessing the national park areas with my children. I am a full time teacher and am fully aware of the positive impact that being able to access our wonderful heritage has on young people and on hard working adults. there is not only the personal loss to my family but the traders will lose out too. Re think this proposal!
31X (Helmsley - York)	I have set out my objections on a separate letter to your Chairman. You must remember this is a route which takes in many villages on route to York and this will affect them also. I notice on the proposed timetable that one can get a bus to Helmsley but can not get back for two days. (crazy). We have a market day in Helmsley on a Friday and this is essential that a couple of hours to do shopping would be

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	benificial. I think personally that put in to a nutshell that I will have to seriously consider moving into a Town (considering I have lived in the country all my life) as the proposed service is totally unsuitable for me and my friends.
31X (Helmsley - York)	I will have to consider if I can live in a village environment in my future retirement.
31X (Helmsley - York)	The proposal for the 31X will effectively cut off York from Helmsley in terms of public transport, which is astonishing. Having one bus in the afternoon that starts from a shopping centre outside York is obviously going to exclude anyone who want to spend the day in Helmsley. This will lead to a loss of revenue for the shops and prevent people from York from using public transport to get to the area for walking and other leisure activities.Ultimately, more people will have to use cars (if they have one) which is environmentally unfriendly. I understand that the 31X is often poorly used and that makes it a target for your cuts (aka subsidy reduction). A publicity campaign aimed at visitors might help in this regard. If you insist on this pretty savage cut, may I suggest that the three days a week bus to Helmsley that you propose actually starts mid-morning and from York. If this is not possible, the mid-afternoon bus is pointless and should be abandoned. Similarly with the 181 bus to Castle Howard which I use, along with many, many visitors to York. Starting this from Monks Cross Sainsburys is preposterous. This will bemuse your average tourist and they simply won't find their way to Castle Howard. This will be a blow to the attraction and will make the city of York look pretty stupid. So I ask you to think again about your proposals. The ones that affect me make little sense.
31X (Helmsley - York)	Many people in our village don't drive and need to get out village for shopping and appointments. I am sick, unable to drive and rely on my mother coming to help me . She travels on this bus .
31X (Helmsley - York)	We already pay £480 per year for a school service that is inadequate for our children's needs as there are so many after school educational activities that are critical to educational success. Removing the last 31X York to Helmsley service would make access to these activities impossible. We are a single vehicle family that is required to get my wife to work so if I need to go anywhere during the day I am reliant upon this service. Removing it would seriously affect my business and my ability to earn money. My experience of the people who make these decisions is that they have little or no understanding of the impact their decisions have as they have never had to use them. Maybe before reducing these services further they should try and make a journey themselves. For instance try and go to a meeting at Hambleton District Council in Northallerton from Coxwold! Unless the appointment is at midday it would take 2 days to get there and back. Just imagine how long it would take after the proposed cuts? The proposal that the 31X stops at Clifton Moor is crazy!

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	How many people currently catching this service want to go to Clifton Moor. I would suggest very few! They most want, surprisingly, to go to York!
31X (Helmsley - York)	I do not live in N Yorkshire but use buses regularly to visit an elderly relative in Bedale. Having a regular bus service from Northallerton station to Bedale, that connects with mainline trains, is essential to enable me to continue making these visits. I also walk regularly from Helmsley (which of course is the start of the Cleveland Way). Cutting the bus service from York to Helmsley will make it much harder to access leisure activities by public transport; reduce the number of visitors; and/or and add to car traffic in the area.
31X (Helmsley - York)	I live in Edinburgh. My elderly mother lives in Helmsley. I use the 31X service to visit her monthly (train to York then bus). Your proposed reduction in service would make this virtually impossible.
31X (Helmsley - York)	I often visit a friend in Coxwold travelling by train and bus. I have really enjoyed the frequency and reliability of these buses and it would make the journey and the accessibility to many interesting tourist spots impossible to get to. I always enjoy visiting York and, of course spend money whilst I am visiting. I can see how cut off Coxwold would be if the proposed service cuts go ahead. I am also aware of the impact on travel times and leisure in York would be negatively impacted upon, if the bus was to stop at Clifton Moor (which benefits Tesco but not the traveller as far as I can see), as opposed to stopping centrally in York. this will have a negative impact, especially during the winter months as it will mean waiting in the cold twice. I do feel that the cuts are particularly draconian given the remoteness of Coxwold and the fact that there is no shop in the village. Perhaps there is an option to ask those with a bus pass to pay the fares unless they receive income support.
31X (Helmsley - York)	Living in a village with an already limited bus service will make travel almost impossible when I stop driving. The Village Plan includes the provision of several affordable homes. Presumably all these new people will have to own cars as the bus service continues to deteriorate. We pay what I consider to be an exorbitant amount in Council Tax and apart from having my bins emptied I see very little in return. The further limitation of the 31X bus is just another nail in the coffin. We have friends who live in York who don't drive and who frequently use this service to visit us in Husthwaite. The recent cuts have made it difficult enough for them without further loss of service. Often the 31X has only a few passengers on board. Would it not be possible to run a smaller bus as sometimes happens when a change is made in Easingwold in the evenings?
31X (Helmsley	please don't disconnect the whole town from to up to york

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Main Service	Comment
- York)	
31X (Helmsley - York)	I like using Stephensons of Easingwold and they run services commercial and you are changing them, but the 181 is not but then Reliance are not having to reduce there services, people need a daily 31X service to Helmsley and they need services to the villages that only have the bus 3 or 4 times a week, so I think you should make the whole of the 31X commercial. The 181 is also supported by the city of York council so it should be decided by them about the times. I think you should bring back the 31 between York,Tollerton and Easingwold
31X (Helmsley - York)	The reduction in services is particularly severe for people, like me, visiting North Yorkshire. And there are many people who live and visit York who make good use of bus services to visit the Moors, Dales etc who will all miss out. This will also have a severe effect on businesses in eg Helmsley if no bus services will be provided for people to visit from York, a similar situation arises in many cases where it will no longer to make a day visit from the city. This will have a major impact on my life as visiting the glorious outdoors of Yorkshire are a key factor in my retirement. I would be happy to pay a reasonable fare for this facility, so long as suitable bus services are retained, as now applies to the DalesBus while the equivalent MoorsBus also helps, apparently without council support. Overall the considerable potential loss of economic activity throughout North Yorkshire without adequate bus access for visitors seems to have been ignored in your plans.
31X (Helmsley - York)	I am not only concerned for this for myself but for the rural economy of the North Yorkshire Moors as more and more services are withdrawn. Whilst I recognise the difficulties of the decrease in subsidies and how best to address that, the increase in pollution from carbon emissions attendant upon more car usage will not improve the attractiveness of the area. The great pleasure received from the countryside will not be as accessible to those like myself who rely to a great extent on public transport. Surveys are recognising the health value of time spent in the countryside so any discouragement or increased difficulty in doing that is likely to have a negative impact. The economic impact could also be significant. Please re consider these cuts, particularly where there are no viable alternatives as with the Easingwold to Helmsley route
31X (Helmsley - York)	I strongly oppose the proposed reduction in the 31X service- it currently allows those from villages (families/individuals/mothers with babies and toddlers, children and those going to school, work or health appointments) the opportunity to regularly meet their daily needs in an affordable manner. Villages are having more homes being built, increasing the demand for such bus services. To reduce the service at this point in time does not make good sense, to the individual or the business.

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Main Service	Comment
31X (Helmsley - York)	1. Expecting passengers to change buses on the outskirts of York on the Ripon & Castle Howard routes is an idea that may look good on paper but has clearly been dreamt up by someone who doesn't actually travel on buses. It is totally impractical. On the Ripon route, for example, someone might, if desperate, be prepared to change buses at the Park & Ride site coming into York as the P & R buses are fairly frequent. But to return to the P & R site at the right time to connect with the infrequent bus to Ripon, they would have to guess a)how long they will have to wait in York for a P & R bus to come along, and b) how long the journey to the P & R site will take. I know York well but I wouldn't like to guess at the total time needed. 2. I appreciate that NYCC's prime responsibility is to provide services for its residents, but it is an area much visited by tourists and it seems as though "Welcome to Yorkshire" only applies if you cycle or drive a car. Visitors needing to get around by bus are already finding it difficult. 3. I used to use the 74 a lot in Wharfedale, but since the last round of cuts the buses on this route are so infrequent that it is effectively an unusable service. Before it changed, I frequently saw people standing on these buses; on the rare occasion I've used it since the change, it has been noticeably less well used. Presumably that was the idea - make it difficult to use then passenger numbers fall and you can then justify removing it altogether.
31X (Helmsley - York)	1.No bus service in our village to Easingwold or York which is where I need to get to. 2.Severe reduction of frequency of 31X will make it virtually impossible to access this to eg go to appointments, catch booked trains in York. 3.Reduction of public transport goes against overall strategy of encouraging independence and reducing isolation of older people. 4.It also encourages use of unsustainable energy by increasing individual car use. 5.Stopping the bus on the outskirts of York make it much more difficult to get to eg York station and will make it seriously more difficult for older people to get to York Hospital for appointments(3 buses!) (The likelihood is that people going to the hospital are unwell themselves or are visiting a patient who needs visitors)
31X (Helmsley - York)	I recognise that some savings have to be made, but these savage cuts are unacceptable and will cause severe damage to many communities. Your own impact assessment shows that people who are already vulnerable and disadvantaged will be the ones hit hardest – you have a duty to help these people and to help communities and businesses to thrive, not to pursue a neoliberal agenda at the expense of residents. In particular: 72/74: These provide a vital link to important villages up and down Wharfedale, and are essential for both residents and visitors. A demand responsive service that only runs three days a week and doesn't even connect Bolton Abbey to Ilkley is totally inadequate. Running three buses a day, three days a week to a fixed timetable from Ilkley to Buckden would be just about tolerable as a bare minimum, but absolutely nothing less than that. 56/57/58/59/60: The proposed timetable is a confusing mess that is going to deter usage through sheer complexity. The current timetable has not had long enough to bed in for you to be saying that further cuts are needed, give Connexions a chance to make it work. The proposals rely on passengers changing buses to

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	complete a lot of journeys, which is never a successful strategy. 142/143: The proposal to reduce what was not long ago an hourly service down to three journeys a day speaks volumes about your commitment to public transport. Terminating the route at Poppleton Bar and making passengers change to P&R guarantees that usage will plummet, particularly when you are not proposing to offer through fares, making it considerably more expensive for passengers. As I've said before, this kind of connecting service has never worked in this area and has always reverted to a through service because people just won't use services that require them to change buses. 492/493: Cutting peak-time commuter journeys means that local residents in the area will be unable to get to work, this is not acceptable.
31X (Helmsley - York)	This bus is used alot for elderly people who don't drive.
31X (Helmsley - York)	I use the 31x on a fairly regular basis to catch the train from York to visit family in Cumbria and friends in Devon. As I still work part time it is difficult to plan journeys on a specific day at a specific time Like many other residents in this area I have no other way of getting to York and back should I need to visit for any purpose. If I understand the porposed timetable correctly it appears a bus pass as a pensioner I would be quite willing to make a contribution to the fare and I believe that many people in my situation would agree to this. Please don't make us feel any more isolated than we already do as a result of living in this lovely area.
31X (Helmsley - York)	I have already sent an email with my thoughts on bus services in the area. I received an acknowledgment that invited me to reply to the official consultation as I am now doing. I am an occasional visitor to N Yorks who relies on buses when I visit, but of course do not use them when I am not visiting. At the time I sent my email I said I hadn't used any of the services in the last 6 months, though I had used all of them at some time or other apart from the demand responsive services, the 110 and (I'm not sure about this) the 150. However, since then I have used the 31X and except to make more use of it in the coming weeks. In my email I made some suggestions about changes to some of the routes. I would like to amend my proposals to change the 31X and associated routes, as follows. This assumes that relevant changes to commercial routes can be negotiated -- this may not be possible in practice, even with support, but should not be ruled out in advance. 1. Divert alternate York-Thirsk journeys to run from Easingwold via Husthwaite and Carlton Husthwaite, then either to Hutton Sessay turn or Great Thirkleby turn. Time these journeys to cross at Husthwaite. 2. Amend the timetables of the 128 and 194 to establish a joint hourly service running east from Helmsley. 3. Extend these journeys either to Husthwaite connecting with 1 above, or to Thirsk via either Sutton Bank and Sutton under Whitestonecliffe or Coxwold and Kilburn, in either case continuing via Bagby. It is suggested that Husthwaite and Thirsk should each be served 2 hourly. 4. Direct journeys from Helmsley to Thirsk should either extend to Thirsk station or make advertised connections (e.g. with Ripon buses) which are timed to connect with trains. (Connections

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	could of course also be made at York.) This will create a much better integrated network that will encourage many more people to travel and generating fare revenue which should go a long way towards offsetting the operating costs.
31X (Helmsley - York)	Whilst I realize cuts have to be made, could they not be at least two busses each day
31X (Helmsley - York)	While I appreciate that NYCC is suffering from the iniquitous policies of the current and last government, I believe that the proposed further reductions in bus services, and indeed the previous round of cuts, fail to acknowledge that good quality, frequent, conveniently timed public transport is a PUBLIC GOOD. NYCC Councillors were elected to act for the PUBLIC GOOD. There is no way that it can be pretended that a reduction in public bus services, with the associated increase in the use of private cars (in some cases) and the impoverishment of quality of life suffered by other residents is a contribution to the PUBLIC GOOD. From my personal point of view, as a retired non-driver, my quality of life is affected by an inability to access many parts of the county if there are no, or inadequate, public bus services. A reduction in leisure travel hits destinations economically - fewer visitors. The proposal to stop various services on the outskirts of York makes no sense. Through journeys are what the passenger needs.
31X (Helmsley - York)	You are targeting people who cannot afford cars and making their lives even more difficult, especially those living in rural areas.
31X (Helmsley - York)	It seems as if living in a rural area is being discouraged yet again by council and government policy. Lip service is paid to the maintaining of communities in this part of North Yorkshire whether by our new MP or our county council. I do a great deal of voluntary work and I rely on the bus service to enable this. Losing yet more buses will curtail further my potential to do this.
31X (Helmsley - York)	It would appear that you have taken no regard at all for members of the community to travel into York by direct means on a daily basis and that would give them an opportunity of spending any length of time there. Cutting the service to three times a week means that I will no longer be able to use the service at all.
31X (Helmsley - York)	Q5 is an unfair question (Do I find my right leg or my left leg more useful?) I travel by bus, by many services e.g. 128, 194 and Moorsbus. I do not drive.I try to take an integrated approach to all public transport services. I have frequent hospital and clinic appointments.Today I will be using 840, 31X and 128 to go shopping in York for children's clothing items my daughter is unable to by in the Netherlands where she lives. I used to visit my daughter who lives in Norton, Malton by bus (194) and the Malton town bus. Earlier cuts stopped that. I

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	used to attend York university talks travelling by bus. Now it has become a journey partly by car, because the evening services have been cut. I am struggling to continue to attend art and craft classes because of the lengthy times between buses.It is unfair to ask only about cuts to specific services when it is clear the whole local authority policy is to end travel by bus. Local volunteer drivers are not interested in long trips where they have to wait for someone to complete an appointment. I have first hand knowledge of this. This consultation is about as unfair as you could make it. When I worked for NYCC, job application forms sais you had to be a car driver. I was a teacher and never needed to drive. NYCC has always discriminated against people who do not drive. Some of us try to have greener credentials. How about it North Yorkshire. For my part, I would be willing to contribute more in Council Tax for more inclusive strategies.
31X (Helmsley - York)	These are a lifeline to the local community - not everyone has a private vehicle and it a cut to these services will have a poor effect on the quality of life for a section of the community.
31X (Helmsley - York)	Your proposal for the 31X virtually makes it useless to me. I am annoyed that you could even be considering the destruction of a SERVICE
31X (Helmsley - York)	it would make it impossible to use these buses and harder to visit these places,
31X (Helmsley - York)	i have recently retired and was hoping to travel to york on the train [from lincolnshire] then catch local bus services as a paying passenger to visit tourist attractions such as helmsley castle rievaulx abbey and terrace ,duncombe park byland abbey shandy hall ripon castle howard etc.it seems many of these places may become impossible to visit for those of us on public transport and will have a negative impact on tourism in the area ,the local economy and even yorks economy as less visitors may come through york.i hope you will keep as many services open as possible as less people may have access to car travel due to demographics cost environmental reasons etc.even york residents seem unaware of travel options eg i recently visited beningborough hall and had to tell 2 york residents how to get there by bus.why not publish booklets on days out walks etc by bus andadvertise it better to increase awareness and hopefully visitor numbers?
31X (Helmsley - York)	Leisure use is vital to the physical and mental wellbeing of those who use buses and, for car owners, is also an important way of reducing pollution. The cuts, particularly to 31X and to winter service to Whitby, will make impossible or severely limit my opportunities for such leisure use (principally for countryside access for walking). Re service 181/182: I lived in Terrington until 9 months ago and then made

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	quite frequent use of those services and still use them less frequently. I am therefore familiar with the number of people who use those services and the change to their lives, in many cases, which would result from the proposals. I am not convinced that (for Terrington and Scackleton) demand responsive or similar services would provide as good a service. A scheduled service leaves it open to users to decide on the day, according to how they are feeling, the state of the weather, etc, whether they wish to travel and also ensures that the service is available to casual and leisure users. Furthermore, in respect of both services 31X and 181/2, I am concerned at the proposals for changing to/from park and ride services at York. I am sure that this would at best be quite a challenge for some of the elderly people who use these services, especially when encumbered with sticks, shopping trolleys, etc. At busy times they might well find using the crowded park and ride buses next to impossible. In addition, especially travelling out of town, a substantial amount of extra time would need to be allowed as traffic inevitably means that P and R do not run at regular intervals and buses are sometimes full. I would think that on average something like half an hour would need to be added to travel times. I would much prefer current service levels to be preserved and, if necessary, to pay extra Council Tax or possibly to see some adjustment to the free bus pass (though I realise that the latter is not an NYCC matter). An over 50% cut in subsidy is excessiv
31X (Helmsley - York)	They are short sighted. Ryedale has a high concentration of older people. They will live longer and need public transport. The less well off will find it difficult to pay higher fares. Tell the government to restrict bus passes to fewer elderly -raise the age level / means test in some way. Do not reduce services, however. They will be needed more, not less.
31X (Helmsley - York)	The fact the 31x is only going to Clifton Moor it would cost me at least £4extra and would add time on journeys. Also when planning hospital/optition appointments as bus times would be limited! The buses I use the most are 10.05 from Husthwaite and return 2.05 and the 5.00 which as I understand is at the moment use by college and by York school children back to the village and beyond. I have been using this bus service from Husthwaite for 40years and seen lots of changes some for the better which is now and some for the worse like the proposed! Please let us have the the buses 5days at least and to York city even if it is less journeys? If people want to go to Clifton Moor let them use their passes or pay because of their own choices! To use the bus to go just to Easingwold I would have to wait hours to catch a return.
31X (Helmsley - York)	A strategy that ignores the future effects of global warming by reducing public transport and increasing car usage (for those who have them) is short sighted at best (although I guess the real culprit is our stupid government). For those without cars, and those like myself who prefer to minimise our detrimental effect on the environment, loss of public transport is a disaster

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31X (Helmsley - York)	Removing bus services and replacing them with dial a ride etc. don't work. People need a regular advertised service, services like the 4 serving the hotels on South Cliff Scarborough were removed the last time around. I see a North Yorkshire mini bus running around the route but no bus stop information or paper timetables are available. The bus runs regularly empty when I see it. How long before this service comes up for review and is cancelled. North Yorkshire relies on the tourism industry and needs a good regular bus service to support this for people who don't have access to a car.
31X (Helmsley - York)	I am writing in the strongest possible terms, as a resident of Kirkbymoorside, to object to the proposed withdrawal of bus service support on route 31X between Helmsley and York City centre, and by implication, the withdrawal of the daily lifeline extension of this service from Kirkbymoorside to York and return. Kirkbymoorside and Helmsley are towns with expanding populations, in isolated positions. I use the extended 31X return service from Kirkbymoorside to York regularly, especially to connect with train services to all parts of the country at York; the prospect of using buses from Kirkbymoorside to Malton is one of daunting difficulty, as the two buses necessary (128 and 840) conspire to link up so badly at Pickering as to make a journey by train from Malton impracticable from this locality. I notice from the advice published by getdown.org.uk that the proposed replacement service will be a solitary return journey 3 times a week between Helmsley and Clifton Moor. The 31X is always at its busiest at the York end of the journey, and it is hard to see the practicality of this proposal. At present there are eighteen return journeys a week between Helmsley and York; a reduction to just three truncated journeys would be disproportionate in the extreme. It is of great concern that the once a day bus from Kirkbymoorside to York has been omitted from your consultation document, and notice about these cuts has not been thoroughly broadcast; last year's proposals were advertised on the 31X bus stop board in the centre of Kirkbymoorside; there is no notice of intent on the latest proposals on our town bus stops. I speak also as a volunteer with the YHA. Helmsley Youth Hostel attracts 5,000 guests each year, many arriving by bus to stay the night before tackling the Cleveland Way. The proposed reduction or elimination of a regular bus from York City Centre to Helmsley will have a severely detrimental effect on prospects for the hostel, and for trade in the town.
31X (Helmsley - York)	This is a vicious dogma - driven piece of posturing. Community transport, and especially a car scheme, can never replace public transport in this area unless those PT services are made so difficult to access and use that they are sent into such a decline that CT can pick up what crumbs are left. And may I possibly remind you that those crumbs are actually human beings? A tiny increase in Council Tax would sort out the finances needed to return to the minimum public transport funding levels that NYCC oversaw before their last round of cuts, and that is what you need to do.
402/403 (Selby	Living in Kield Lane End Thorpe Willoughby it takes self 40 mins to walk to bus stop (Breathing Oxygen User) Even now with hourly

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- Leeds)	service which is 403-402 service not able to walk to leeds road/ fox public house to far to walk. This service now is only every hour and regular late anything from 5 to 40 minutes late X Leeds to Selby. Wide open spaces to feildlane willow rise and not even bus shelter cannot even go out on nights or sundays/ bank holidays now with present service with late arrivals on many occations on this Service. It can take 3 hours to selby hospital to assure you get to appointments on time i.e. 21/2 miles away.
402/403 (Selby - Leeds)	Is it not possible now with existing services 402/403 turn allow all existing services to use Thorpe Willoughby Fields Lane route instead of just Leeds services to route Field Lane/Willow Rise which would not cost too much more to circle Thorpe Willoughby on Sherburn services.
402/403 (Selby - Leeds)	Sherburn in Elmet is expanding at an exponential rate and more services should be introduced rather than any alterations and reductions. Sherburn in Elmet should be excluded from consultations from the council if it is to meet the District Council's expansion plans. If further schools were built in Sherburn there would be less reliance on bus services. More services are needed to the industrial estate at key shift times for workers. Sherburn is to be a large town rather than a village and I cannot see how the proposals enhance the bus services in the village, the bus service is seen as a token gesture and a bit of a joke in the community.
402/403 (Selby - Leeds)	The strategy is insular and fails to take into account connections with other forms of transport. I find it difficult to justify reducing some services with little or no alternative when there are proposals to maintain servies that run between rail stations with equivalent services (eg 840 Leeds - York - Malton direct when TPE have quicker access rights over these three points.) You have provided no evidence of consulting with Rail North, WY-CA or the franchised rail operators. While I accept that you are examining bus subsidies in isolation, failing to take account of transport integration opportunities is a distinct flaw in the process that may end up disadvantaging vulnerable users.
402/403 (Selby - Leeds)	I notice that drop in sessions are only during the day when people who use services for essential travel to and from work will be unable to attend which makes a mockery of this so called consultation. Sherburn in Elmet has been allocated over 1000 new homes predicated on the basis that public transport will be available and accessible to minimise journeys by car yet the services have been subject already to slash and burn tactics, halving services, extending journey times, breaking single journeys into two which don't connect and completely removing all evening and weekend services with no though to how people without access to cars can access services which they need or want to use. The proposed cuts make this even worse by guaranteeing anyone who actually needs to get to work will have no choice but to travel by car

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402/403 (Selby - Leeds)	The current service is not punctual and is unattractive. There are no buses on Sunday and there is no travel after 18.00 hours, buses are often late meaning I have paid for a taxi to get me to railway station. The service being unreliable means less people will use it and prefer a car if they have one. Reducing services further will only mean the bus will get used even less. The village is growing into a small town with few facilities and car use is on the increase. Cutting services is not saving money as roads get more damage from vehicles, with atmospheric pollution and congestion increasing. Selby is very poorly served by public transport and I think further cuts in subsidy are wrong. The council should work with bus company, which only wants a profit and cares not one jot about the community; the council should be above that.
402/403 (Selby - Leeds)	If these proposals are passed I will seriously have to think about moving from thorpe willoughby as the cuts to the service are making my commute to work and accessibility to Selby town to doctors impossible. New houses are been built in the village yet there is a limited service to leeds and selby for working people, not all households can afford one car never mind two! And unless you have access to a vehicle you can not get out of the village on a Sunday or a Bank holiday yet I pay for a weekly ticket which I cannot use for a full week!!!
402/403 (Selby - Leeds)	I travel to and from college and have to get an bus at 6:30 am ton make sure I get to college on time at 8:45.
402/403 (Selby - Leeds)	I do not think bus services should be cut, I work in Leeds centre and travel to work every day via bus and because they're every hour sometimes I get to work hours early and i just don't think cutting the amount of buses is fair to people who have to travel to work via bus
412 (Wetherby - York)	The Previous "cuts" reduced this service from hourly to two hourly. this leaver a "them" bus service already. The cutting of the 18.38 service from york/tockwith leaves a largely middle day service and cuts out a useful "Last" bus. Why doesn't the government make a flat charge of say 50p/£1 for councellers use?!! This would help keep the service.
412 (Wetherby - York)	getting rid of the 412 service early and late services reduced the options in inco/out or your service, especially getting rid of the 18:35 from York.
412 (Wetherby - York)	The 412 bus does not come to Bilton in Ainsty, no bus to go to doctor in Tockwith if you divert this service. To Bilton in Ainsty, was only 2days a week, the extra distance involved to come up Tockwith Lane was approx 7.5 miles, would be cost effective.
412 (Wetherby	I think it is shocking that you are cutting services like this for rural communities. I believe that the council has forgotten it is supposed to

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- York)	be there to provide a service. we pay a disgusting amount of council tax to harrogate and north yorkshire and from what i can see, it all gets spent in the middle of harrogate on hanging baskets! The councils need to start cutting their staffing and middle management and stop wasting money - they would not survive as companies in the private sector and are totally mismanaged. the councils should be run as private companies and get back to what they are supposed to be doing which is providing the community with services for everyone, not just those that live in the middle of towns!
412 (Wetherby - York)	The changes you are trying to make will keep elderly people stranded at home.
412 (Wetherby - York)	If the early and late 412 service were to be axed it would affect people who start work at 8.00.a.m. in York and who do not finish work until after 5.30.p.m.
412 (Wetherby - York)	I understand that buses have to be cut, however the current timetable is ridiculous. A bus every 2hrs is potentially adequate but not having a commutable service is simply ridiculous! On the 412 to have to get the bus at 6:40 to get in for 9am is outrageous. Why not have one bus at 7:30/8 and remove one of the afternoon services? Then it might actually make some money and need fewer subsidies if people can actually use it to get to work! Similarly other timetable proposals running from 9-1:30 (???) have the same issues. You surely only need two services a day for it to be viable but not within an hour and a half of each other (as I believe is the case with the current timetable for the 37 bus from tadcaster to York (always empty)). People are not going to use a service if they can only go one way on it!
412 (Wetherby - York)	You are proposing to stop the 142 at the Park & Ride site in Poppleton. This will mean an extra cost of £2.80 per day or £1. Many of the passengers on the 142 are elderly and disabled and changing buses will cause them difficulty especially as it is not known where the 142 will stop. The Park & Ride terminates on Clifford Street rather than the more central Piccadilly, which is also more convenient for the Shopmobility scheme, which it will be very difficult to access from Clifford Street, up a steep incline. The 142 has more stops than the Park & Ride Passengers have to wait for the park & Ride bus without seats and without protection from the weather. Recently, several Park & Ride buses have failed to appear, so there is a wait of up to 20 minutes. On Race days, it is impossible to get on a Park & Ride bus at either stop because of the long queues. To be sure of catching the 17.00 last bus back, passengers would have to catch a much earlier bus from town, and wait a long time. The time replaces the much more convenient 14.40 bus. If there is a problem with the 142, passengers will be stranded at the Park & Ride site, or if the Park & Ride buses are delayed, as happens on busy days, passengers might miss the last bus home.

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412 (Wetherby - York)	Tell this government that they must not continue with these cuts,its affects the working class,retired people Not their type,having just taken10% pay rise,if no public transport how do people move around,not every body has a car During the day its the older people out shopping,no buses no shopping
412 (Wetherby - York)	THE PROPOSALS ARE GRADUALLY EATING AWAY AT THE RURAL SERVICES. AS A SENIOR CITIZEN I RELY MOSTLY ON BUSES TO GO ANYWHERE.
412 (Wetherby - York)	Over recent years we have seen a steady reduction in an already poor service between my village of Rufforth and York. You are now proposing to stop the last inbound service of the afternoon. At the moment I can take a bus into York for an evening out and need a taxy for the return journey but by removing this service I will either need to drive or take a taxy both ways. I am a retired person not old enough for a bus pass I can ill afford frequent taxy journeys. Buses are a lifeline for rural communities and the only alternative is to add to urban congestion by using one's own car. Please do not make a poor service even worse.
412 (Wetherby - York)	The2014 cuts to the 412 service were a disaster, for my daughter and the staff at the local factory "mosaic fulfillment", both now have a one mile walk along the B1224 where there is NO PAVEMENT. Further cuts beg the question what services the rate payers living in houses outside Long Marston are actually receiving. Further cuts in the poor 412 bus service are totally un-acceptable. The council declined to build a pavement and now are destroying the very basic service running between Long Martson and Bilton in Ainsty.
412 (Wetherby - York)	I am dismayed that further disimprovements are to be made to the 412 service. I appreciate that the English region of Europe is the least civilised and has the lowest quality of life but this is ridiculous. I have work colleagues who use this service to get to work. One of whom is disabled and cannot drive. This person has no alternative means of getting to work. It is an outrage that the most vulnerable members of our society are constantly attacked. This stupid decision must be reconsidered. We have one of the richest economies in the world. There is no excuse for further cuts. This contrasts with a small town I recently visited in Noord Holland with a population of 10,000 where the bus service to the local city runs every five minutes in the rush hour, every 10 minutes during the day and every 30 minutes until 0107 in the morning. At weekends there is an hourly service through the night. The buses are modern and safe. A television screen displays the next stop using GPS and news headlines scroll across the bottom of the screen. We have to put up with ancient, unsafe very uncomfortable ramshackled buses. Why please?
412 (Wetherby	you are proposing to cut the buses that people who catch trains from York need

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- York)	
412 (Wetherby - York)	The major problem is more a case of the first bus of the day not turning up at all which makes it unreliable for me and the last bus currently leaves 10 minutes before I finish work so I can never use the return fare service!
412 (Wetherby - York)	I am adisabled person with eilepsy and therefore unable to drive. I am dependant on the 412 service to get me to work and home. I live in Acomb and travel to the British Library If the 0740 bus is removed I will be unable fulfill my contract of employment .Also I am semi retired on a limited income. Also the 412 at this time is full of passengers who work between York and Wetherby. I also use the last bus of the day to get home. This is because it and the 740 bus stop out side
412 (Wetherby - York)	I am appalled at the proposal to withdraw the subsidy to the 412 service. This is currently my only means of transport to work. The early morning and late evening services are heavily used. The removal of this service would result in severe transport difficulties. It also seems very short sighted to impact on services which provide a lifeline to rural areas. I would ask that you consider changing this proposal. I would also ask that you work with the service provider in order to continue this vital service.
412 (Wetherby - York)	You are taking the only bus times in bilton away, the reason we only had two times was for access to work and back and no you are getting rid of them, their a lot of council houses in bilton and they need that public service where a car is not possible to fund! you need to give bilton some different times then to make up for the loss of the two going!
412 (Wetherby - York)	I would like to comment on the proposed withdrawal of the subsidy to the following 412 buses which stop and pick up at the British Library: 07.40 Monday-Friday – York to Wetherby via The British Library 17.25 – Wetherby-York via The British Library For staff and visitors to the Library living in York and the surrounding areas who are reliant on public transport, these buses are the only direct service to and from the Library. The removal of this service will have a detrimental impact on staff and visitors to the British Library Reading Rooms. Although many visitors use their own transport, I know from my own experience of this service that these 2 buses are used by visitors in the morning & evening as well as Library staff. I strongly urge you to reconsider your proposal and retain the subsidy for these 2 buses which represent a vital link between York and the British Library.
412 (Wetherby - York)	The proposal is to withdraw subsidy from the following Bus 412 services: the 17.25 from Wetherby and the 7.40 from York. I am concerned that this will mean the service will stop. It is the only bus that goes to the British Library at Thorp Arch. Although I am not a daily user, I know colleagues who are and who have no other way to get to work, either because they don't own a car or because they

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	cannot drive. Earlier this year I broke a bone in my foot and I took the bus daily for three weeks. It was a lifesaver. One of your stated objectives is to support the local economy. The British Library is not the only business on the 412 route and many people use it to get to out of the way workplaces (i.e. They are not on the main Wetherby-York road). What guarantee do you have that the company will continue operating this service on a commercial basis?
412 (Wetherby - York)	The 412 is the only direct bus between the British Library and York in the morning and evening. Having to change buses causes delays or possible missed connections, sometimes with no alternatives, resulting in problems getting to or returning from work.
412 (Wetherby - York)	The proposed reduction to the 412 bus service would dramatically reduce the accessibility of the British Library's site from York for its visitors and employees. The service is already pitifully infrequent and the buses themselves are old and uncomfortable. You should be investing more in public transport, not less. Public transport in the North Yorkshire area has been reduced to such a level that getting to and around the County is virtually impossible without a car. This cuts off a large number of people from community life, employment, and access to public services and further encourages damage to our local and global environment. The County Council needs urgently to invest in a solution that is more equitable and sustainable. Proper investment in County-wide bus services and other forms of public transport would increase usage of these services and make North Yorkshire a more welcoming and attractive place to its residents and the visitors upon whom our local economy relies.
412 (Wetherby - York)	I understand why proposals to reduce subsidies are being made and this is due to the Government's refusal to pay Councils the proper amount they should be receiving. However, I have filled in this consultation because although I don't use the 412 York to Boston Spa (British Library) service every day, I do depend upon it to be able to get to and from work at times when I don't have access to my car. Sometimes, I have used it every day for a considerable period of time to get to and from work. I know many others who also depend upon it in a similar way. Please do protect this 412 service, including the link to the British Library at Boston Spa. I hope you will be able to protect the other services as well. But I continue to recognise that it is the Government's fault that you have been put in this position.
412 (Wetherby - York)	I am concerned about the withdrawal of funding for the morning and evening 412 service between Wetherby and York. Although I often share a lift to my place of work at Thorp Arch Estate there are several days a month when I need to catch the bus, which diverts off it's normal route onto Thorp Arch Estate. Without this service I will really struggle to get to work on the days when I can't share a lift. The detour is only a few miles and is used by several people who work at the library or elsewhere on the Estate, such as myself. I would be happy if the bus turned round at the roundabout at the entrance to the Estate as I could walk from there to my place of work in about 15

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	minutes. Please reconsider the withdrawal of the subsidy as many of us rely on this service. Many thanks.
412 (Wetherby - York)	When we are trying to cut carbon emissions I think it is wrong to reduce public transport. Also it is difficult for non-car owners to get to work or access schools reasonably if you do not provide alternative means of travel. I thought you were trying to address impact on equality
412 (Wetherby - York)	This service is vital to me as I work at the british library which is a remote site. I will have very difficult issues getting to work should the propsal go ahead.
412 (Wetherby - York)	I have worked @ the British Library on Thorp Arch trading estate for 28 years . Over that time the local bus services to and from York have slowly got worse . Public transport to the library from York is now very limited . The 412 service has already been reduced to calling in at the estate only once in the morning c.8.30 a.m. and once in the evening c. 5.35 p.m. . With extensive reductions in staff numbers due to public sector cuts there is very little car sharing to and from York anymore either . By stopping the Wetherby buses pulling in to the estate (a diversion of only 5 minutes ??) you are making it impossible for people without cars to get to work . More cars will probably end up on the roads doing nothing for congestion and greenhouse gas emmisions . Finally the British Library is trying to encourage more students to its reading room at Thorp Arch . This will also impact on their studies and any plans to make the BL a local information hub. I appreciate cuts are difficult to manage but the savings expected must surely not be worth the knock on effects in this case . Thanks Mark Steel
492/493 (Tadcaster - Sherburn in Elmet)	People are finding it to get to work on time (2 in 1 village). Medical appointments are very difficult to organise. Shopping is impossible for those who don't have a car.
492/493 (Tadcaster - Sherburn in Elmet)	When you altered the service last year, the Arriva drivers switched off the swipe for seniors cards. As a result, the numbers you may be using are skewed. I challenged this with a driver who threatened to call the police if i did not get off the bus. To my knowledge, atleast 15 people in the Ulleskelf / Kirby Wharf area complained about this. I was also the refused Yorkshire day ticket, when challenged the drivers told me that NYCC had instructed Arriva "not to issue" this type iof ticket. Again as a result this action should nulify any measure of passenger for the first couple of months. It also skew any figures as it seems to me and others nefarious means were undertaken.

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	Ulleskelf Parish Council got involved and I understand this matter was brought about by a Mary Walsh. It is action like this that cause people like me to oppose and transfer any power from central government to local councils.
492/493 (Tadcaster - Sherburn in Elmet)	Need to access Dr's in South Milford, Dentist in Sherburn.
492/493 (Tadcaster - Sherburn in Elmet)	The proposed cuts will have a devastating effect on our small village - cutting it off even more from accessing local towns and their services. (After all, we pay similar council charges to those who will still have a decent bus service!?)
492/493 (Tadcaster - Sherburn in Elmet)	We went through enough cuts last year and now we are facing even less. Having to go to our doctors regularly 4 miles away and taking up to 3 hours is ludicrous. We find it hard at nearly 70 to spend most of the day shopping for our weekly shop.
492/493 (Tadcaster - Sherburn in Elmet)	Village is gettinig bigger, transport getting less. If true, taking late bus from Tadcaster to Ulleskelf will greater probles. After living here for forty years why should I have to leave my village? I almost 70 years. It is shocking unbelievable
492/493 (Tadcaster - Sherburn in Elmet)	More time is required for health appointments and shopping at Sherburn-in-Elmet between arriving thereand catching the bus back home, on the 492/493 service frequency of service is also a problem.
492/493 (Tadcaster -	I need a bus to get to York before 0810 in the morning could the next bus from tockwith start on Wetherby

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Sherburn in Elmet)	
492/493 (Tadcaster - Sherburn in Elmet)	N/A
492/493 (Tadcaster - Sherburn in Elmet)	I feel that the needs of my village are largely ignored in the scheme of things, there are no usable transport links to enable people to acess work and general activities. would it not be possible to have a small shuttle bus to serve the nearby villages around Tadcaster on an hourly basis? This would enable people to access local services - doctors ect which at the present are out of reach due to the appalling transport links. We have a train station in the village but the only train into Leeds in a morning is at 7.15 in a morning. Even going to york is difficult as you can't get back. trains stop at Church Fenton but there are no bus links from Ulleskelf to get there. I feel that we are a forgotton enclave when it comes to transport
492/493 (Tadcaster - Sherburn in Elmet)	Re: 492 changes These now make leaving or getting back to Ulleskelf in the afternoon impossible It would be better in combine the 492 & 493 and restructure the 2 routes in to one and go around all villages This completely rules out any medical appointment in the afternoon in Tadcaster
492/493 (Tadcaster - Sherburn in Elmet)	The current bus service is essential to enable our children to attend their secondary school. Without this service, this would be simply not possible. To move school at this stage of their education would be hugely disruptive to their learning. We currently pay £580 per annum for two children which we feel is already excessive. To increase this would result in them having to move schools, with results as previously stated.
492/493 (Tadcaster - Sherburn in Elmet)	As a non driver a last bus at 3 in the afternoon basically means that it will be impossible to visit the likes of Malton / the coast / Yorkshire dales due to the time i would have to leave to get back for the last bus. It will restrict my ability to meet friends in the afternoon and limit options for hospital appointments. It will make it impossible to visit friends who may be in hospital unless at a cost of over £60 for taxi fairs.

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492/493 (Tadcaster - Sherburn in Elmet)	The cost of fares in North Yorkshire is absolutely ridiculous. I do not believe that the council has no money to fund these services. The people who need this service more will be hit hard. There is no forward thinking. You are building more houses, asking for more council tax and taking away services and jobs
492/493 (Tadcaster - Sherburn in Elmet)	Living in Burton Salmon for the last 16 years, we were very upset to learn about more cuts to the Pontefract to Sherburn service. When I can here it was running well into the evening from Tadcaster to Pontefract but little by little these so called cuts have reduced our bus service to 3 buses a day each way. The first bus from Pontefract run by M Travel is useless it is too late for school children and until it reaches sherburn at 9.30 no senior's pass can be used. So we then have to wait until 11.17am and the last bus back from Sherburn is 13.32pm. It is now impossible to go for a day out visiting Tadcaster and York or Leeds (402) NYCC have not thought about young teenagers wanting to go out after school for recreational activities, also anyone wanting to visit the hospitals of Wakefiel Leeds and York. bearing in mind Pontefract hospital is not a fully functioning 24 hour service. We have no amenities in this village whatsoever, not evening a community service, this will be sold off for housing shortly. (although only a fool would come to live here after these cuts). Metro Journey planner say if you wish to go to sherburn in the afternoon you have to walk 30mins to the Brotherton Fox or 40MINS TO BATTERSBY's roundabout (nice) especially if you are over 70 and needing to visit the doctor's surgery. NYCC still take there full wack of Council Tax every month, the only service from the council is bins being emptied!! There are people in this village who are elderly and need this service on a regular basis and cannot dash about shopping, or to visit there relatives. This village as a lot of retired people over the age of 60 and eventually they will need a better service after they can no longer drive. I hope you will reconsider putting a service through BurtonSalmon, Hillam and Monk Fryston, possibly in the afternoon to allow people travel further a field for all sorts of reasons.
492/493 (Tadcaster - Sherburn in Elmet)	We underwent a series of cuts last year after a big slip up by the council using a twopence halfpenny company which wasted untold thousands of pounds. North Yorkshire is one of the most (if not the most) rural part of our country. With the ageing of the population we dont need less buses we need more. We see money spent on ridiculous things like flower beds and projects in all the large towns like Selby and Tadcaster but the rural areas suffer most of the cuts. Our area is facing the building of a large number of houses and places like the ex RAF camp at Church Fenton gathering pace with employment prospects. We therefore need the infrastructure to go hand in hand with all these projects Having to spend 3 to 4 hours for a round trip to our local doctors for a 5 minute appt is nothing short of ludicrous. The Transport Committee in North Yorks have not gor a clue as to what real life is like in the community or dont realise what a

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	devastating effect these cuts will have on those of us who are disabled and have little or no transport at all. If you need to save money then may I respectfully request that you people 'sat on high' start looking in your own back yard
492/493 (Tadcaster - Sherburn in Elmet)	We have just gone through a lot of cuts to our service. I note that the last bus for us from Tadcaster to Ulleskelf will be in the early afternoon. This is absolutely ridiculous. I t means we will be even more restricted as to where we can go for time out It will cause all sorts of difficulties getting to and from our doctors. With the last lot of cuts I cannot go to Pontefract to shop and visit relatives and it looks like I may not be even to get to Leeds if these cuts go ahead I know several people in the village that are at this very moment worrying about what they are going to do. People in the area are getting older and are losing what bit of service we do have. If we face even more cuts it mean another loss to their independance for both the elderly and people with disabilities who for one reason and another cannot drive I urge the council not to make cuts but to look for ways whereby the service can be improved Has anyone thought about the possibity of feeder services to the main areas with smaller buses. It will always be difficult but North Yorkshire is the most ryral county in the country and this should be borne in mind
492/493 (Tadcaster - Sherburn in Elmet)	The proposed changes for the Tadcaster to Sherburn route are appalling for the elderly who do not drive. Many elderly patients struggle to get going in the morning and the last bus back to their home on the new timetable would be in the early afternoon. Many will end up trapped in villages between Tadcaster and Sherburn which lack amenities such as shops. This policy is age discriminatory as it has a disproportionate impact on the elderly. Social isolation is already a massive problem in the UK and this will make it worse. When will Public bodies start to pursue socially responsible policies rather than simply slashing costs - we are supposed to be one of the richest societies on the planet but you would be hard placed to tell by looking at the services we provide for the vulnerable and disabled.
492/493 (Tadcaster - Sherburn in Elmet)	The proposal to stop all services between Tadcaster and Sherburn after mid-day makes the new service unusable for me. This bus follows a tortuous route which means if takes a long time for what should be a short journey. Streamlining the route and extending it to South Milford for access to a new supermarket and trains would make it much more useful. The new service prevents people from traveling by bus from Tadcaster to Selby except via Leeds or York which is unnecessarily expensive and time consuming. Tadcaster is part of Selby so no access to council services !. In general terms I use buses for access to walking routes. The loss of services makes this very difficult, particularly when services are cut back in the late afternoon or evenings, which prevents a full day walking. The loss of winter services between Thornton-le-dale and Whitby will prevent walking in that area during the winter months, one of the best times to be there. NYCC needs to create a proactive support for bus services.

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54 (Northallerton - Richmond)	Although I understand your reasons for economissing please don't stop the No 54 Northallerton - Richmond bus from stopping in Cattrick Village (apart from 8.07 am to Richmond returning at 3:50pm) Reduce the service if you must but it is a very popular bus for people in cattrick taking us to Northallerton station, Fridge Hosptial, with Shuttle service to James cook Hospital and to Northallerton shop & Markets, Also it is the only bus taking us to Hildyard Rows for the denist & to Tesco (apart from free bus on Thursday morning) It will aslo take us to Lloyds bank & the new shopping centre. Hipswell Brompton on Swale and Colburn are well cartered for so why not Cattrick Village? No. 54 bus is a lifeline to me. The passengers and drivers are so helpful and i meet people. Sheila M Crich (Mrs)
54 (Northallerton - Richmond)	Looking at revised TT, is the 54 just going to miss out Catterick village? Many people depend on this service e.g the elderly, young people, people with disabilities. For many who suffer depression, mental health problems, it is an important part of recovery, for stimulation. People use the bus for hospital, train station, opticians, dentists, and many other services. Other aspect traders will lose out - yet another cut back. Between the government and councls, public transport is becoming part of history. So question is - how do you prepare to ensure that the elderly.disabled and young people get to Northallerton? Is it your intentiom to buy them all pedal bikes?
54 (Northallerton - Richmond)	I use the 54/55 bus service 5 days a week, 48 weeks a year, if the service via catterick village and colburn were to be taken off it would mean I would have a 13 hour working day as I would have to connect in Richmond for a bus to colburn on an evening
54 (Northallerton - Richmond)	Your proposals to removed the 54 from Richmond to Northallerton via Tesco and Colburn is in my view very short sighted. I have used this services, mostly on a Wednesday, market day in Northallerton, and it has, on most weeks picked up about half a dozen passengers at Colburn Library and the stop just after that. Also another three or four have got on in Catterick Village. Given that more service personel are to be stationed here, many with families, there is surely a chance that passenger numbers could increase. Furthermore, it might help if the service was more widely promoted, and even re-routed to go through the Garrison housing estate between St. Oswald's Rounabout and tesco, thus giving people living there a chance to use a direct service to Northallerton. On a wider point, I am aware that the council has to find savings, but I feel that limiting the availability of pub lic transport is not the best way to do that. I think, with reluctance, it is time to look at concessionary travel. Maybe an annual charge for the bus pass or charging a nominal fee per journey. It may be unpopular but it should be considered.
54 (Northallerton	I know that everyone has to make cuts but not to have a bus service back to rural villages, ie Scruton Little and Great Fencote plus Kirkby Fleetham after 3.20pm is going to make a few people unhappy, especially older people, people who don't drive and students who are at

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- Richmond)	colleges or schools in Northallerton.
54 (Northallerton - Richmond)	changes to bus timetables are not being advertised now,with no new bus timetables,next year would be the same,how are people to find out these when even the drivers are not helpfull
54 (Northallerton - Richmond)	I would use the Richmond/Northallerton bus services much more frequently if both routes called at Northallerton Railway Station. I'm a frequent rail traveller and always have to travel to Northallerton by car to catch a train.
54 (Northallerton - Richmond)	Access to employment should be the primary concern. Your proposals would create islands of unemployment for those unable to drive, which would be counterproductive. I feel that the positive externalities of bus travel have not been adequately assessed and that these proposed economies are false economies and represent a lack of joined up thinking between central and local government. I feel that your proposed timetables are simply to pander to the 'grey vote' in providing leisure services instead of a genuinely purposeful service.
54 (Northallerton - Richmond)	The cuts to the 54 service mean the last bus from Northallerton would be about 3 pm which is totally unacceptable .we only have 3 buses a day but at the moment the last bus from Northallerton is 18 21 pm.we in the villages of scruton and Kirkby Fleetham are in danger of losing our service totally as the new proposals mean the bus going from Kirkby Fleetham to Northallerton .as the 73 service picks up passengers from Ainderby steeple and Morton on Swale ,the 54 will only pick up from scruton and Kirkby Fleetham which I do not think will be viable . At present the 54 has many more pick ups on route to Richmond .i think if cuts have to be made why not make the 73 Bedale bus come to Kirkby Fleetham and scruton say 3 times a day not every journey .This does not solve how we in these villages get to Richmond .The new timetable will be devastating for many of us who do not drive . Doctors appointments and hospital visits as well as shopping in Northallerton . I do hope it does not go ahead
54 (Northallerton - Richmond)	Loss of the 54 service onwards from Kirkby Fleetham means that our village will have no connection to Catterick or Richmond. Loss of the late bus from Northallerton means that anyone working will not be able to use a bus home. This seems crazy as an affordable housing project is being looked at for the village to meet needs. The earlier last bus from Northallerton means that people attending hospital will most likely miss it and have to find alternative means of getting home. If the buses turn round at Kirkby Fleetham green, people on outlying roads of the Parish currently passed by the bus, will have to walk long distances into the village to catch it.

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54 (Northallerton - Richmond)	I use the 54 bus from Catterick to Northallerton, usually to attend health appointments and to go shopping, if the bus didn't run through the Catterick/Richmond area I wouldn't be able to make vital health appointments that are held only in Northallerton. I rely on this bus to get there and back as I do not drive and Northallerton is too far to walk. There are also many elderly people who use this bus from Catterick to attend health appointments too, without this service they too would not be able to attend them. If this bus service cut out the Richmond/Catterick area many would have to travel to Richmond using the Arriva service to get the 55 bus to Northallerton. This would be very expensive as an adult return from Colburn to Richmond Market Place is £4.90. People who travel from Catterick to Northallerton everyday will be far worse off due to this proposal, what we need is more regular services in this area to encourage more users.
54 (Northallerton - Richmond)	Northallerton, as far as public transport is concerned is already like an oasis in the desert. These proposals will only make it worse. Instead of shopping there my wife and I will use Darlington instead. I am sure this will delight the traders of Northallerton. And thank God for Darlingtons Memorial hospital.
54 (Northallerton - Richmond)	Removal of the 54 bus service through Catterick village would leave the residents without any transport to the Friarage Hospital. There are many elderly people who rely on this service for that very reason. Even though i am a car owner/driver, I myself have recently had reason to use this bus route , as I had broken my arm and could not drive and needed to get to the hospital.For people without a car it is the only way of getting into Northallerton for any reason. If you do go ahead and remove this service, any suggestions of realistic alternative transport options for getting to the Friarage Hospital in Northallerton?
54 (Northallerton - Richmond)	The withdrawal of the evening departure from Northallerton makes day trips impossible. We recently used the 54 to get to and from Northallerton station to meet friends in Leeds. This would not be possible with the proposed timetable. I am aware that people from Richmond use the 54 to get direct access to Northallerton Station. We have used the 54 to visit Richmond and in particular to volunteer at the beer festival and use shared transport to return. This would not be possible with the service only going as far as Kirkby Fleetham. There will be no access to Caterick where I understand residents use the surgery there. When the new A1M link road is built there will be an easier route to Catterick from Kirkby Fleetham. The proposed timetable will make it impossible to use the service and work in Northallerton. In the slightly longer term I believe the reduction in the service will make its longer term future in great doubt. One reason we moved to Kirby Fleetham less than 2 years ago was that in the future we would be able to make more use of the bus service but this is looking increasingly unlikely.

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54 (Northallerton - Richmond)	Rural bus services are a lifeline for many pensioners
54 (Northallerton - Richmond)	I note that the 54 is due to start in Northallerton. That will be hardly used as the proposal is for it not to continue to Richmond. As the successful contract is likely to go to Abbots or Proctors, it would be better to start and finish all 54 services in Kirkby Fleetham. As for timings, it will be a clear advantage that the 54 should arrive in Northallerton in time to catch one of the trains to York as both the Middlesborough and the Newcastle trains leave Northallerton before 10.00am. It is most unsatisfactory that the latest bus back to Scruton and Kirkby Fleetham and the Fencotes should leave Northallerton as early as 15.05, making appointments at the James Cook impossible by bus. Moreover, who will want to travel into Northallerton on the proposed 15.25 if they cannot get home again? It will be just another service that will hardly be used. A later return would be preferable and allow children to stay later at school and the elderly to participate in the afternoon groups at the U3A and take trips to York, Thirsk, Darlington and Middlesborough.
54 (Northallerton - Richmond)	Please do NOT reduce the bus service between Richmond and Northallerton. Both the 54 and the 55 are well used, people get on and off all along the route, and allow adequate access to all the services that are in Northallerton PLUS the 54 links to the railway station. I make many, many journeys where Northallerton is one stage and I then catch either a bus or train from Northallerton to my destination, I then have to get back to Northallerton and need a connecting bus back to Richmond. IF you reduce this service it means that longer journeys will not connect together or there are very long waiting times in Northallerton. Just how much time do you think we want to waste ? we need a regular and efficient bus service to our main county town and a regular service back again. Links direct to the railways station are very important. I use the 54 at least once, and sometimes several times every week.
54 (Northallerton - Richmond)	The 54 is the only Bus linking Scruton Morton Ainderby and Romanby with the Friarage Hospital
54 (Northallerton - Richmond)	I believe a good service between Richmond and Northallerton is essential for those in work and for students. There is no other way.

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54 (Northallerton - Richmond)	Why is it that the 55 will have an excellent service whilst the 54 is decimated? The 54 is the only possibility Catterick Garrison, Colburn and Catterick Village have of getting to Northallerton. Why might they need to go to Northallerton – the railway station, the Friarage Hospital, transport to James Cook and the magistrates court are there! The 54 route has never allowed people to get to work, in Northallerton, for 9 o'clock. It seems that living in Brompton-on Swale or Scorton is the ideal place to live for getting to and from work. I am not against this but it does seem rather strange that the much higher population covered by the 54 route is ending up with no coverage to Northallerton, the county town! I am beginning to wonder whether somebody important lives on the 55 route? I am a regular user of the 54 and have talked to many people, recently, who are already on the bus when I get on at Kirkby Fleetham They had no idea the bus eventually would only be going as far as K/F many were shocked. There has been no advertising of the new bus times/route on the 54 bus or at the bus stops – perhaps you didn't want people to realise what was going on? Actually generally more people are already on the bus than get on after K/F. Consequently if this goes ahead we can say cheerio to a bus service as the proposed times are no use whatsoever! What disturbs me is the fact we have been unable to find the reason for this choice i.e. the data that has been used as evidence for making this decision!
54 (Northallerton - Richmond)	The services should be improved, not cut. The service should be made more efficient (ie by making the the 54 & 55 services a circular route which would then allow all passengers to access all points on the route). The present bus services are under utilised because they do not connect with other routes. They do not connect efficiently with buses on the Brompton route (except perhaps for Wednesdays & Saturdays), nor do they connect with the 74 Town Service buses. The whole transport system in Northallerton is a shambles ! I do not drive, I do not own a car, I cannot afford a car and public transport in this area is a nightmare ! When are we going to have an INTEGRATED transport system in Northallerton ? Come on North Yorkshire County Council, get it sorted out ! Think positively, don't just keep saying 'it's due to budget cuts', look for more effective ways as a private company would.
54 (Northallerton - Richmond)	my response to the CUT in service not revision as you state involved use other bus routes to compare numbers and conditions The Bedale bus runs every 30 mins cannot meet its times and only has limited passengers but has a fleet of new buses These proposals do not meet our local needs it will cause further isolation,loss of independence and loneliness how are residents expected to get to Bedale or Catterick for health appointments the free bus to James Cook will be a none starter unless you have a morning appointment and visiting relatives out the window The cut will impact on the new affordable housing scheme for K Fleetham as they may wish to use a bus that goes to Richmond especially with the new development at Catterick Garrison with employment opportunities lost to anyone unable to drive or have access to a car. How is cutting the bus service helping the environment, NYCC should like Darlington encourage

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	bus usage by everyone and the elderly should not be made a scapegoat for saying we are costing the council by using our passes to much in subsides. These elderly people are the generation who walked their children to school and paid for transport post 16 age group. My children used the 54 to get to Richmond to school and were not provide with a mini bus as is now the case, and as councils have moved from letting children travel with the ordinary public as they did for years, they have created greater costs. Your own proposals are not being met in this cut as it will impact on residents, it is not daytime transport as the day does not finish at 3pm and causes isolation, loneliness and does not meet your own independence transport requirements I do not live in Kirkby Fleetham village limits ie the green I get on and off at a stop called High Garth, Lumley Lane, and other residents live along the road to Leeming Bar, so stopping the bus in the green is discriminating on all fronts, and stops me from using the connections to bedale and the trains to leyburn,
54 (Northallerton - Richmond)	This whole 'consultation' exercise has been a farce, publicity has been totally inadequate most passengers on the 54 know NOTHING of the cuts. Why no CLEAR statement of intention at bus stops and on 54 buses and how to object? Simply posting notices stating NYCC is reviewing subsidies is pointless – this is NOT public consultation but an attempt to CONCEAL proposals. Other than the need to reduce the number of buses & driver from 2 to 1, there is no explanation of why these changes are needed. Lack of passenger data other than an aggregate figure for 53, 54 & 55 renders comparison impossible-the bus company has this data, but it would apparently be ignored anyway by the Transport Section (C Price e-mail 090715), suggesting that using ACTUAL data would contradict the proposals Applying the 3 points of the “strategy” negates the reasoning behind cutting the 54 Service, it serves c15000 more people than the 55, more communities with higher population are potentially isolated and the 55 does not serve any rail station. To axe a key bus service that allows a large population to access key services by public transport in Northallerton (and beyond – eg James Cook) is absurd. Furthermore the Garrison is due to expand by at least another 5000 by 2020 as the army returns – are they to be denied access to Northallerton – the army has a special ward at the Friarage. The communities of Kirkby Fleetham, Great & Little Fencote & Scruton are ill served by the changes, the new timings are ridiculous and inconvenient – a deliberate ploy to cause the termination of the 54 completely? Have you not thought to consult the people about timings? But that of course is proper public consultation. On evidence available this is clearly a decision based entirely on the need to reduce the number of buses and drivers and ignores evidence that it comprehensively contradicts the 3 very vague strands of the Transport Strategy.
54 (Northallerton - Richmond)	We selected our childs school based on his educational needs. At the time there was a school bus service. We had one year of the school bus before it was withdrawn now it is looking like the only public route is going to be withdrawn as well, despite it being packed full every morning and afternoon. There will be no way for my child to get to school on public transport unless we move him from the

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	successful school where he is achieving excellent academic results to Risedale which from Ofted reports is failing in most areas. This is not acceptable. I acknowledge a need to balance the budget but punishing children isn't the solution.
54 (Northallerton - Richmond)	The 54 bus is the only one between Catterick Village and the leisure centre and new shopping centre at Gough Road. Without this bus, non-drivers will be cut off from these facilities.
54 (Northallerton - Richmond)	cutting the service54 to richmond will reduce village choice and downgrade the village. running a bus to kirkby fleetham and back will in six months give the council opportunity to stop the bus altogether as it needs to run in conjunction with a larger catchment area such as catterick village and the garrison. this in turn will lead to downgrading of the village for such as winter gritting, road cleaning, gulleys etc, all services barely carried out at the moment, perhaps this is why NYCC is keen to stop the service, as keeping the other service to richmond the 55 does not serve as large a population as the 54 but of course it is on a B road and not the C or unclassified around Kirkby Fleetham cutting the 54 will increase isolation, loneliness and independence for residents and therefore meets none of NYCC public transport requirements. nycc also seems to have no environment policy as cutting buses services merely encourages car use and pollution.
54 (Northallerton - Richmond)	as someone who is mental health disabled i value my leisure opportunities. when i do not get a lift or am happy to use my aged mum's car the 54 11.30hrs to catterick racecourse from northallerton is my lifeline to catterick races. in winter i can see all or virtually all of the races before catching the 3:50pm last bus to northallerton. at other times of year i get to see 3 or 4 races. in the future i may find myself totally cut off from catterick racecourse if the 54 service is withdrawn. i know i am only one person but i wish to make my plea against withdrawal of the 54 service. many thanks
54 (Northallerton - Richmond)	I am asking for NYCC to provide a sustainable transport and a less car dependent society to achieve gains in environmental quality, public health, land use planning and for local economies. I object to the proposals outlined by the County Council in respect of the network of supported services for reasons given below:- A comprehensive public transport network is the mark of a civilised, socially equitable and sustainable society. It is therefore of interest to all, not just service users, and not just now, but for future generations. Through its design, the consultation document is unlikely to capture views of those other than those who use the buses. Travelling on the buses under threat, it is clear from comments and observation that significant numbers of users would be unable to understand, or would be afraid of, a document of this size and complexity. They would also be less likely to have access to online facilities. A ‘managed decline’ of

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	bus services against current constant pressure for and provision of new roads would clearly lead away from a low carbon alternative and towards a mode shift to private motorised transport, hastening decline still further. This constitutes 'negative marketing' because it creates a climate of diminishing expectations of what the bus service can - and will in future - offer. It also appears to contradict those many County Council policy objectives described in the Local Transport Plan aimed at reducing dependency on the car for multiple reasons. For those without access to a car, or who choose not to own one, or who cannot drive or afford a car, a bus service is key to a decent quality of life. With fewer buses, or none whatsoever, journeys may not be made at all. Please let's have an integrated transport system in Northallerton and the whole of North Yorkshire.
55 (Richmond - Northallerton)	People in my age group, who are not car owners, will find it very difficult to get around. We are being advised to get out more for fresh air, exercise, meeting people, take up new intersts etc but how can we do so without public transport, not to mention day to day shopping, appointments etc. This will be especially felt in country areas - people will feel lonely and isolated - leading perhaps to health and even mental health problems - adding to more pressure on the already over stretched NHS.
55 (Richmond - Northallerton)	Rather than cut bus subsidies, which will increase fares, we need to be using these more. We need to encourage more people across the county to use buses, as this has a better environmental impact. The more available buses are, the more money will be made from them. Cutting them is going to create a lot of problems for people in North Yorkshire, especially in the more rural and cut-off locations.
55 (Richmond - Northallerton)	You have already reduced our local (around Northallerton) bus service to once an hour and no buses at all in the afternoon, please do not reduce to NIL
55 (Richmond - Northallerton)	Would be much more cost effective to improve the service & publicise it better, so that more people used it
55 (Richmond - Northallerton)	Having diabetes and having to travel from Richmond to Northallerton on Dales and District service 55 for retinal screening and other reasons with strong advice not to drive. I use the service 55 to get there and either use this bus or service 54 to return to Richmond. There is no other services to get to Friarage Hospital from Richmond and at present these buses are few and far between. Whilst it would cause me untold difficulties while other elderly persons would also have difficulty attending this hospital. Strange that I'm paying full Council Tax for Group Design property and the one service I use to my benefit is being cut. This situation is unsatisfactory.
55 (Richmond -	Like my husband who has given his views I have diabetes and have to see a specialist at the Friarage Hospital which entails retinal

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Northallerton)	screening. I am unable to drive there and also have to attend Friarage Hospital for other reasons and the loss of Dales and District service 55 would cause untold problems for us both and other elderly persons who have no other hospital in the vicinity, ie North Yorkshire Richmondshire.
55 (Richmond - Northallerton)	Cutting out the 17:55 from the Friarage Hospital means that resident's in Scruton would not be able to go further afield from Northallerton because the last connecting bus at Northallerton leaves at 15:02. More importantly this would also apply to the bus service from the Friarage Hospital to James Cook and back. If one had an appointment at lunchtime or in the afternoon there would be no connecting bus service to get them back to Scruton. I therefore think that the 17:55 service is vital. Would it be possible for the Northallerton to Bedale service to be rerouted via Scruton and Kirby Fleethama a few times a day. This would also have the advantage that resident's could access doctors and medical appointments in Bedale
55 (Richmond - Northallerton)	The loss of service 55 Richmond to Northallerton would nake it impossible to attend appointments at Friarage Hospital.
55 (Richmond - Northallerton)	Last year you held a 'consultation' in Richmond. It was a fiasco. The decisions had already been made and absolutely no attention was paid to those members of the public at the meeting. The gentleman presenting the reduction in services had never used the bus services around Richmond and was even unaware that there were any hills in the town. His seemed to be full of his own importance, even suggesting how good he and his staff had been identifying £2m in cuts when the council had asked them to find only £1m in cuts. This sort of consultation is laughable and makes the County Council look really stupid. I really can't be bothered to communicate with you in future if your approach does not radically change.
55 (Richmond - Northallerton)	Leave our buses alone. And it is inherently wrong to charge people to travel to religious schools but not state schools.
55 (Richmond - Northallerton)	There is a huge risk that cutting subsidies on rural bus services will mean more reductions in timetabled services. This will further isolate rural communities and increase car usage. Clearly the council is just responding to cuts in their government funding but there must be a better way than this
55 (Richmond -	I am sure with a little bit of thought NYCC would be able to develop a better bus service than is proposed and save money into the bargain. Your proposed system uses 2 buses and 2 drivers. Why not consider other options such as a CIRCULAR route using one bus and

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Northallerton)	one driver which takes into account some of the benefits of both routes ? For example:- Depart Richmond No.55 service 08:00,going via Scorton, arrive Northallerton 08:45. Depart Northallerton on No.55 service 10:05 (after connecting with all other bus services) going via Scorton, arrive Richmond 10:50. Depart Richmond on No.54 service 10:50 going via Catterick arriving Northallerton 11:50. Depart Northallerton on No.54 service 12:35 going via Catterick to arrive Richmond 13:35. Depart Richmond on a No.55 service at 13:35 going via Scorton arriving Northallerton 14:20. Depart Northallerton on 55 service 15:20 back to Richmond via Scorton arriving 16:05. Depart Richmond on a 54 service at 16:05 going via Catterick arriving Northallerton 17:05. Depart for final run to Richmond No.55 service via Scorton at 17:45 arriving Richmond 18:30. Spare time at Northallerton can be used for breaks & No.74 service as a present. This is only one possible solution, there must be many more, have these been examined as possible alternatives ? Conclusion: The proposals for the Richmond bus services need a radical rethink.
56/56R (Harrogate-Knaresborough - Ripon)	The proposals would further isolate the calcutt and Forest Moor areas having access to Knaresborough and Harrogate. It is essential to have a bus between 9am-10am into Knaresborough and Harrogate for access to Health appointments, dental, banking etc. As of now(2015) after the recent cuts I am unable to access Knaresborough from Calcutt before 10.02am Bus always late. I have no transport. My deteriorating health situation(MS) now preculdes me from walking any longer from Top of Thistle Hill to Knaresborough Bus station. It is ridiculous situation. Whilst I still have painful mobility I must be able to get into Knaresborough & Harrogate
56/56R (Harrogate-Knaresborough - Ripon)	Further reductions in the buses would penalise us all even more. We must be able to get into Knaresborough from Calcutt between 9.05am and 10.00am. The present system is totally inadequate and useless. I cannot walk from the top of Thistle Hill to Knaresborough any more to catch a bus to Harrogate after 9am and I must return to Calcutt (to walk to the top of Thistle Hill) at around 2-3pm after my charity work in Ripon each day.
56/56R (Harrogate-Knaresborough - Ripon)	Appreciate you have to save money so avoid duplication, ie Transdev and Connexions Harrogate - Knaresborough and reduce if necessary (against my own interest) frequency on Leeds - Ripon Service. If necessary I can walk 5-10 miles per day
56/56R (Harrogate-Knaresborough	Further reductions in services int eh Calcut area of Knaresborough would leave me totally cut off from all facilities. I must have a bus service into Knaresborough mornings 9.15-10am and a return midday and mid afternoon.

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- Ripon)	
56/56R (Harrogate-Knaresborough - Ripon)	The 56 service is very poor now and to cut it further is very unfair when the town service do not appear to be cut. There are many buses per hour between Knaresborough town and Harrogate town centre - yet the feeder service from close villages and suburbs are virtually non existent now. The Goverment promised that old peolpe's concession would continue - not much use if there are no buses. Why not have a reduced fare rather than free. People on the 56 cannot depend on it for getting to work because of insufficient buses.
56/56R (Harrogate-Knaresborough - Ripon)	Your proposals would further isolate me from essential health services. I must have a service into Knaresborough and Harrogate between 9am-10am daily from Calcut and a return early afternoon. I can no longer manage to walk from Thistle Hill to Knaresborough 30-40 min. On narrow and uneven pavements, steep hills and very dangerous road crossings. I have no vehicle or access.
56/56R (Harrogate-Knaresborough - Ripon)	I would like to add. that No. 56 Ripon bus is much busyer in the summer months, due to an influx of people from scortton caravan park.
56/56R (Harrogate-Knaresborough - Ripon)	The bus times that you have suggested in your timetable are just no good at all to me and I would be completely cut off, also as people say we wouldn't have time to get what we need in Harrogate plus I couldn't get to Staveley from Arkendale. Everyone is very worried about the proposal - it is not practical at all. The bus service is vital for me as I cannot drive and need to see my doctor in Boroughbridge regularly following a heart attack and the 0930/1000 service is ideal as it fits in with surgery times. My dentist is also in Boroughbridge and I collect my medication, shop and meet friends if I am in the town. If I do not have business in Boroughbridge, I go to Harrogate. A last bus in the early afternoon from Harrogate would not give me sufficient time to complete my business. Losing either one of the lunchtime buses to Ripon or a late morning bus to Knaresborough would be preferable if it meant keeping a later last bus. Have you considered running minibuses for some of the day?
56/56R (Harrogate-Knaresborough	I only disagree with the proposed changes as I have an elderley neighbour who these changes would affect greatly as she uses the buservices a great deal.

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- Ripon)	
56/56R (Harrogate-Knaresborough - Ripon)	The proposed service will be an improvement on the eisting service in that it will allow more time in knaresborough for shopping etc particularly as the present 10:15 departure from scotton is often 10 mins late. However - The proposed new service has only one viable return from town, i.e. 11:15 - thus making hospital appointments and visiting mostly impossible. The proposed services to towns from scotton at approximatly 12:00 & 1:15 are ok, but whats the point of these as there are no return services from town after 11:15AM?!! A late afternoons return service would be a sensible (and obvious) provise. This would definatly be of value both for hospital visiting and later visits to town.
56/56R (Harrogate-Knaresborough - Ripon)	By reducing our service56/57 you would be removing a lifeline for many elderly people who live alone and do not have acces to a car. They will not be able to afford taxis for appointsments or leisure by withdrawing services in an afternoon there will be no means of hospital visiting at all. We cannot understand why it is proposed to run a service to knareborough at 12:04 and 13:14 from scotton when there is no service backafter 11:15am. Please reconsider providing a service later in the day, possibly retaining the 17:20 from harrogate and providing something between 11.15 and that service. We do appreciate the proposed re-introduction of the 9:30 from scotton-knarsborough. The present service is really not workable especially as it is usully at least 10 min late.
56/56R (Harrogate-Knaresborough - Ripon)	I live in Goldsborough and understand thr reduction to one bus per day in and out. However the timetable only allows 1 1/2 hours in Knaresborough before the return journey. This is not long enough to get into Harrogate, do shopping and return to Knaresborough to get the bus back - or to attend appointments etc. Suggest a longer gap in the timetable before the return journey.
56/56R (Harrogate-Knaresborough - Ripon)	Not enough consideration is made to villages as thriving communities. This second class service will discourage young people from moving into the village and encourage the use of private cars thus increasing pollution and congestion at Bond End. It will also increase the isolation of the elderly - so NOT resulting in the first aim of the strategy. Having been caused to drive to Railway Station, Knaresborough - there is nowhere to park a car - more often than not. Having got there by bus there is no means of return to village pm. A retrograde development.
56/56R (Harrogate-	You would be leaving us with a service that is not viable. Older people would be left stranded and lonely. Government policy to relieve rural isolution, is the opposite to what NYCC with these proposals are doing.

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Knaresborough - Ripon)	
56/56R (Harrogate-Knaresborough - Ripon)	A lot of people in Scotton and surrounding areas would find themselves unable to access facilitys ie shopping, health appointments also visiting tourist attractions. A lot of money would be lost if people cannot get into Knaresborough. I for one have no transport, and the cost of going to places by taxi would just not be feasible. At present there is only one 56 bus going into Harrogate which is just not acceptable in this day and age. How are there one every seven minutes from Knaresborough to Harrogate. Knock some of those off. Not the 56.
56/56R (Harrogate-Knaresborough - Ripon)	WORRIED, if for any reason I could no longer drive - or walk to knaresborough - I'd become housebound and I for one came here because of all the wonderful walks provided by the ... , North Yorkshire Moors, constant ... Shopping would be almost impossible as I am useless at carrying heavy weight. Which keep me better that I would be otherwise. (access to wildlife means life to me).
56/56R (Harrogate-Knaresborough - Ripon)	Would it be possible to take a Carmires bus at around 1pm and 3pm and divert it to Ferrensly, Farnham, Lingerfield, Scotton and back to Knaresborough. The No 1 bus is very frequent and it would only delay 2 buses a day but make access in and out of town for afternoon appointments etc.
56/56R (Harrogate-Knaresborough - Ripon)	I do hope that the 36 bus in Harrogate will will not be cut.
56/56R (Harrogate-Knaresborough - Ripon)	The proposed new times will be completely useless to me. I will not be able to follow my activities which include walking and country dancing. I am 79 years old and without these activities my health will detiriate both physically and mentally. I would have thought it is essential to have a bus back from town about 4.00pm

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56/56R (Harrogate-Knaresborough - Ripon)	Understand the need to save money but access to transport for OAPs is very important to health & leisure & personal reasons.
56/56R (Harrogate-Knaresborough - Ripon)	At present we have the use of a car for appointments when bus services are not appropriate. Age and family health will stop this in the future.
56/56R (Harrogate-Knaresborough - Ripon)	Divert 65 Between B.Monkton & B.Leonard via A61. RR in George car park (Wormald Green) in both directions. New bus stop by George (North bound). Use S.Bound Bus stop on hill. Gives connections to/from harrogate with 36 service.
56/56R (Harrogate-Knaresborough - Ripon)	All villages need better access to trasport - a lot of residents do not own a car and it is difficult to get lifts to appointments. More buses and details of voluntary car schemes should be made more accessible and information should be readily available. People should not be penalised for living in a village.
56/56R (Harrogate-Knaresborough - Ripon)	Whilst understanding the need to cut costs, living in Burton Leonard (and at the moment a car owner) I would be very worried, should I cease to be able to drive, if the existing, in my view, fairly limited bus service, is to be further reduced. Although I have a bus pass, if the existing service could be retained, I would be prepared to pay the same fare as non pass holding passengers. The proposed extension of the use of council operated minibuses sounds a step in the right direction. May I also suggest that transport costs could be saved if the frequency of journeys on the main routes be reduced, e.g Harrogate - Ripon - every 20 minutes instead of every 15 minutes.
56/56R (Harrogate-Knaresborough	As we are in our 70s, there will be a time soon (like many others in this village) when we will be dependent solely on our bus service. We pay high rates and without a regular bus service we will face difficulties with medical appointments (Dr in Killinghall), none in village) and shopping. We don't ask for much, but don't want to be cut off from support. NB FAR TOO FAR TO WALK MILES TO GET 36 BUS.

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- Ripon)	
56/56R (Harrogate-Knaresborough - Ripon)	I agree with services to stop at Park and Ride destinations. But do not agree with the removal of 56 + 56R as this would leave the villages with no public transport. Would it be feasible to run a service on the 16 seater around the villages dropping off on the Harrogate/Leeds Road to pick up a main service and then to Ripon and Boroughbridge in a circular type route.
56/56R (Harrogate-Knaresborough - Ripon)	I have concerns that future cuts will effect my children school services
56/56R (Harrogate-Knaresborough - Ripon)	This will lead to greater pollution, worsen parking problems and traffic congestion in our towns and villages. A very retrograde step, forced on the councils by central government, which will mean greater use of private cars to compensate. I welcome the idea of using smaller buses, though, it always seemed crazy to use a full-size single decker bus when it was never more than 1/4 full.
56/56R (Harrogate-Knaresborough - Ripon)	This village, Burton Leonard, has an elderly population which needs regular reliable transport services to local towns. The current level of service works very well, but a reduction would caouse substantial difficulties for many residents. A reduction in subsidy that results in a fare paying structure would be preferable to withdrawal of services.
56/56R (Harrogate-Knaresborough - Ripon)	It would be good to have Bus at 2:15pm from Ripon bus station return to the villages. Service 56/56R.
56/56R (Harrogate-Knaresborough	This propsal is unacceptable and takes away a key travel service for the residents of Burton Leonard. It will particularly impact on elderly residents and those without their own means of transport. It will reduce the ability of the village residents to travel to work, the doctors

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- Ripon)	and hospital to collect prescriptions, shop at local markets and visit friends and family. Please dont reduce this bus service.
56/56R (Harrogate-Knaresborough - Ripon)	To travel to and from Burton Leonard to Harrogate would involve 2 changes and 3 buses.
56/56R (Harrogate-Knaresborough - Ripon)	Need access from Burton Leonard and Bishop Monkton to connect with route 36.
56/56R (Harrogate-Knaresborough - Ripon)	I am writing about my concerns for older people, teenagers in the village. It will increase the pressure to allow teenagers to drive their friends aroundat an earlier stage after their test. The 56 was immensely important for our teenage sons - they are now adults and have left home but I am now concerned about the teenagers who are in the village during the holidays. They would become very isolated.
56/56R (Harrogate-Knaresborough - Ripon)	People with appointments in Harrogate A) will have to travel all day via Ripon to Harrogate as there B) is no connection service from Stavely to Knaresborough. If people volunteer will their insurance cover them.
56/56R (Harrogate-Knaresborough - Ripon)	If reductions were to be made, then there should be shuttle buses or something similar to take those in certain areas to a point on a more used route (such as the 36) and give a travel card allowing people to have a subsidised fair on these longer bus routes. Especially those who have to be in full time education by law, who then have no choice but to pay £400 to use the bus service.
56/56R (Harrogate-Knaresborough	We are a family of 4 with one car. The current very limited service on the 56 means we cannot use the bus for work. We therefore cycle to work. We use the bus to allow the children to access sport and leisure in Ripon as with one car and four people, we cannot do all journeys by car. The proposed cut in services means we could no longer take our daughter to gymnastics in Ripon. These proposals force

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- Ripon)	families to run two cars at significant environmental impact and leave older people islolated.
56/56R (Harrogate-Knaresborough - Ripon)	Although we only use the one service, the timings mean we could use it one way. There would be occasions when we would not be able to get back to the village and as there are no pavements, it means we have to walk on the road, which is used by local farm vehicles and Hymas lorries, which is dangerous.
56/56R (Harrogate-Knaresborough - Ripon)	Access to Doctors or Hospital and return journey's also to shopping. Access to meet other ongoing buses, trains etc. To catch more regular buses involves 1 1/2 mile walk to Ripon Harrogate Road, a very busy road with no footpaths.
56/56R (Harrogate-Knaresborough - Ripon)	Although I do not use the bus service very much, if I am unable to drive, like some other people in the village, I would feel completely cut off because the times of the buses are not convenient.
56/56R (Harrogate-Knaresborough - Ripon)	As I do not drive, I am a frequent user of this service and it enables me to continue with shopping, health appointments and leisure which at the present time are worked around the present bus time table. The proposals suggested for the change to this service would not enable me to continue with this. There will be a less frequent service and I shall be unable to get the appropriate connection without hours of waiting for the appropriate bus. We have already lost the services of Eddie Brown, replaced with less frequent buses. Many pensioners like myself would be prepared to contribute towards the cost of our ticket if it meant that the bus service could remain the same. We do not all have friends or relatives that we could rely on to take us here and there and many rely on the bus service to remain independent. The cost of taxis is out of the question. Hopefully thought will be given to village communities which consist of the elderly who need to have the use of this bus service as it stands at the present time.
56/56R (Harrogate-Knaresborough	I am very distressed at the proposed withdrawal of the 56R service from Copgrove to Ripon schools. My son is a pupil at Ripon Grammar, which is an extremely highly rated selective school and perfect for his academic ability and in terms of allowing him to fulfil his potential. The 56R bus is the only way we have of getting him to school as both parents work full-time and are unable to either take him

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- Ripon)	to Ripon or pick him up. I will be attending a drop in session shortly to discuss this but seriously urge you to reconsider extending the service which you are proposing to start and end at Burton Leonard, to Copgrove and Staveley as a minimum, which is only an extra 3 miles each way. If necessary I would be prepared to pay more for the bus fare, as I am sure would other affected parents.. Following consultationit is critical to me that you decide to continue the service as I will be left with no way of getting my child to school and back.
56/56R (Harrogate-Knaresborough - Ripon)	I've discussed your proposals with users in Farnham, Scotton etc & general opinion of your proposed Apr 16 service is it will be completely useless except for anyone who wants only to make a short morning visit to Knaresborough. The cynical view is that the proposal is deliberately useless to ensure people can't use their bus pass thus making further savings!! Although 2 or 3 journeys are listed, only 1 allows a return journey and only to Knaresborough (there is not long enough in Knaresborough to allow a useful journey to Harrogate, the hospital or beyond). You propose to use NYCC vehicles which are available between mid morning and early afternoon. This results in an very poor use of the proposed spend which could be better used by other operators. We understood that there was to be spending review in April 15 for services which because of Eddie Brown bankruptcy was brought forward to Jan 15 and resulted in a significantly reduced service being contracted to Connexions for 4.3 years. Assuming this is a legally binding contract which NYCC do not propose to exit from by dubious means, there will be a significant penalty payable to Connexions for the loss of the contract which they have undertaken capital outlay etc in order to provide. This must be set against any savings proposed. It beggars belief that NYCC are now saying further changes are necessary to an agreement they have just entered into. A real consultation would allow people to suggest other ways for NYCC to make savings. There is plenty of private sector expertise out here to help! Connexions could teach us all about reducing overheads! If NYCC can't make other savings and must renege on the contract, surely the sensible approach would be to go cap in hand to Connexions and ask for their help to suggest what savings could be made on the remaining 3 years of the contract from Apr 16 which would be an acceptable compromise for all parties and provide the most useful service possible for users.
56/56R (Harrogate-Knaresborough - Ripon)	I believe you will not be happy until there are no bus services whatever in North Yorkshire.
56/56R (Harrogate-Knaresborough	utterly ridiculous suggestion. many people use this service - some regularly others now and again. I have 2 neighbours who in the past 12 months have been told for medical reasons they can no longer drive- they will be marooned along with many others who have never driven. One lady near m also uses the bus to work in Bishop Monkton- that's the end of her job. why are 40 new houses going to be built-

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Main Service	Comment
- Ripon)	half low cost, in burton leonard when a useless bus service is being cut back to useless. How can anyone shop or use leisure facilities with the times suggested ? they cant. You are making villages unsustainable for so many and the fact remains that harrogate council selected villages for building because they have 3 elements 1. A shop 2.A school 3. A BUS SERVICE. This service proposed is useless because a major part runs round school buses - NOTE Schools have 13 weeks holiday per year.
56/56R (Harrogate-Knaresborough - Ripon)	While I appreciate that cuts are being imposed on the council by central government I am very concerned about how these proposals will affect rural communities. It seems there is a relentless force at work making it impossible for people to live outside the larger centres of population if they do not have a car. I am concerned about the isolating effects this will have on vulnerable people within the rural areas and the impact on local businesses such as shops, pubs and cafes. I am also concerned about the environmental effects of these changes as the number of car journeys and extra bus journeys (where it is necessary to catch two buses to get from A-B rather than one as at present) will increase putting more pressure on the road network and having a negative effect on the environment. Speaking personally and as a non driver I use the train to get to work and can do most of my shopping locally but many people are not so fortunate, particularly the elderly and less well off. The main affect on me will be travelling for leisure and to see friends which is already getting more difficult. With no direct service during the week from Harrogate to Skipton I now have to change in Otley to make this journey which I do regularly at present. Under the new proposals it seems there will be no direct bus from Knaresborough to Ripon in future so I will need to go via Harrogate. I would be happy to pay more in fares to help keep services running and would urge the council to look elsewhere for savings or to put up fares on the routes which currently make a profit to subsidise those that do not.
56/56R (Harrogate-Knaresborough - Ripon)	I travel from Bishop Monkton to Knaresborough mainly. Changing buses in Stavely and waiting in the cold when you don't know when the next bus will arrive is going to be an issue. Will there be electronic information at the bus stop. Can I buy a through ticket to Knaresborough and Harrogate? There will only be 1 return bus (at lunch-time) and I will have very little time in Knaresborough. Similarly what about hospital appointments at Harrogate hospital. I won't be able to get home to Bishop Monkton easily. I don't use the school bus as it is too crowded. Again the last bus (not the school bus) will be lunch-time from Ripon. It would make more sense for Bishop Monkton to have a bus service that that went on to Ripon Road and allowed connection with the 36 between Ripon and Harrogate. There was a bus that used to do this a long time ago. I fear that we will become prisoners in the village. The post office closed some time ago. The shop has now closed and is likely to be converted into housing. People don't want to come and live in the village because you need to have a car to get anywhere. We would like a Sunday service back. I am sure that if the routes were thought through better and linked to the A61 then you would be able to offer a better service. The same goes for Markington and Bishop Thornton - just run a bus to

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	the A61 and shuttle busses in between. Cut services means that more people have to rely on cars - why not tempt people back on to the bus? Better buses, quicker journey times, more frequent services.
56/56R (Harrogate-Knaresborough - Ripon)	Please make sure that buses are available at the times that people want to use them. At the minute we do not even have correct timetables in our village so how can villagers be expected to use the buses.
56/56R (Harrogate-Knaresborough - Ripon)	I fully understand north Yorkshire reasons for these drastic cuts so millions of pounds can be saved over several years. My concern is Disabled and elderly people in Rural areas as the buses listed in the consultation are mostly Rural services which are been cut. I feel this would create lonelinessand possibly Depression which may put greater pressure on our NHS service which is struggling too. I thank you for reading my comments but I know every consideration has been looked at as regards saving NY money.
56/56R (Harrogate-Knaresborough - Ripon)	56/56R Has any thought been given to the possibility of running between Bishop Monkton and Burton Leonard via A61 (perhaps turning in The George car park, Wormald Green) to improve access to/from Harrogate by connecting into/out of the 36?
56/56R (Harrogate-Knaresborough - Ripon)	Whilst understanding the reasons behind the proposals it is very unfair to be penalised for living in a rural area and having no transport services provided, as a senior citizen without a car it would be very easy to get more isolated, the last thing needed. Paying either half or full fare would be far preferable than to be left without any transport services.
56/56R (Harrogate-Knaresborough - Ripon)	My son is 12 years old in August and has just finished his first year at Ripon Grammar School and we have recently moved into the area. We do not have a wide circle of friends and support network to draw on. Both myself and my wife work full time and I leave home at 6.20 and return about 6pm. Similarly my wife is away on business approx 5 days a month and leaves the house at 7.30 returning at 5.30. Effectively you are putting us in a position where our son cannot get to school without either excessive cost to us - a taxi to Burton Leonard and back daily or putting our son at personal risk by either cycling in the dark (in winter) to Burton Leonard or walking 1.5 miles to Burton Leonard. The bus probably has to travel past the existing bus stop on it's way to Burton Leonard and I cannot see how

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	reducing the service to your customers will really save you any money.
56/56R (Harrogate-Knaresborough - Ripon)	I have twin daughters about to start their GCSE year at Ripon Grammar School. We live in Copgrove and they go to school by bus (no 56) every day and return by bus. Both myself and my husband work full time. Currently the girls walk to the bus stop in the morning and walk home from the bus stop in the evening. We would find it very difficult having to drive the girls to school or even to Burton Leonard to catch the bus (and again after school). There are 5 children in Copgrove who take the bus every day. In addition the girls often use the bus to travel to Knaresborough or to Harrogate to visit friends or to shop. If the service is reduced and Copgrove is cut out altogether then this seriously undermines their independence. When our aged parents visit us they always come by train and bus. They would also be affected by these propososals.
56/56R (Harrogate-Knaresborough - Ripon)	The 56 is an important service for my children, and other children in Copgrove and surrounding villages, to get to school in Ripon. To cut the service would place the onus on parents to ferry children into school which would have a dramatic impact on our ability to work. Also, it would create more pollution, congestion etc of the types that the government is trying to cut. It is unfair to axe an important service when children are in mid-education. The 56 bus is well used and ought to be viable, unlike many of the buses that operate empty. At the least, you should leave the service running at the ends of the day to allow children to get to school and come home again. Please do not hang families out to dry by axeing this important service.
56/56R (Harrogate-Knaresborough - Ripon)	Reductions to services will hit those of us who don't drive the hardest yet again. Last year's were bad enough but only one buser per day 3 days per week from York (and not even from the centre of the city) to Helmsley will put that side of Yorkshire totally out of reach.
56/56R (Harrogate-Knaresborough - Ripon)	Changes to route 56R: You are removing access to Ripon schools & removing choice of education for those living the Knboro side of Burton Leonard. We applied to Ripon Grammar in the knowledge that there was a direct bus serving the Knboro villages and going all the way to Ripon schools. This change means that, in particular, children who are suitable for grammar education can no longer access it. Changes to 56/56R and 57/57B: It is not appropriate to only serve Scotton, Farnham, Staveley in the earlier part of the day only. I accept you are pushing ring and ride to access apts but you need to be aware that Hgt provides the majority of support services, rather than Knboro and people will try to do several things at once to make the bus journey value for money. Thus Kboro as a hub is reasonable but you should texpect people to regularly swap to no.1 to continue to Harrogate & back - and allow time for this before the return services.

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	As proposed we can only do a return journey by getting the 1st bus to Knboro, and the last bus back which only gives 1.5 hrs gap. If you need more evidence of support services provided in Harrogate, see the report done by St Mark's church -an explicit resource for needy and vulnerable people in our area. Dial a ride & car schemes sound like they are for old people.Vulnerable families may become isolated without a bus service which can be caught with less stigma. I strongly suggest that an evening bus is provided from Kboro to the villages to enable people to return from later appointments and employment, and particularly for children to be able to join in with after school clubs or sport and still get home Safely from both King James(the catchment school for Scotton, Farnham, Ferrensby), and Hgt schools, particularly St Aidan's & St John Fisher(which are the faith schools serving these villages, which NYCC has already stated it is withdrawing school services). Without this you are denying access and safety for many, especially children.
56/56R (Harrogate-Knaresborough - Ripon)	It is seriously misleading to describe the 56 as Ripon to Harrogate (a lie would be more accurate) because you have to change twice and once in Harrogate you can't get back the same day. It would be better to continue the service through Staveley to Knaresborough and then place a return service in the afternoon. Even so the time spent in Harrogate is too short. Getting to a hospital appointment will be impossible. We can't get to our nearest town (Boroughbridge) and doctors' at all. We use the school bus but these will not be available for 13 weeks of the year. We can't then get to Ripon or return in the afternoon. The excellent 36 service is very close but out of reach and you should consider some means of getting to it such as taking the 56 to a point on the A61 as in earlier times. The proposed 56 service could be improved by extending it to Knaresborough as at present, adding an afternoon service from Ripon and keeping the school bus all year.
56/56R (Harrogate-Knaresborough - Ripon)	My children use to 56 to travel between ripon and knaresborough on a daily basis. This change would make it impossible to get to school I know you're not bothered but its grossly unfair when transport links are so poor compared with many other areas of the country. I am a GP and many of my patients use this bus service to attend appointments.
56/56R (Harrogate-Knaresborough - Ripon)	Your proposals for the end of the 56R morning and after school bus service will remove our children's access to their education. At present they are able to catch a bus to their school and we happily pay to access this service. Under your proposals they will lose their access to any way to get to or from school using the 56/57 service. You intend to replace an existing and used service (56 Knaresborough to Ripon Schools) with a 57 service (Knaresborough to Boroughbridge/Roecliffe), which is advertised in the proposed new timetable as a 'school service' but that nobody will use; hardly good use of scare resources. There may be a financial justification for stopping my children's access to education where you remove school services altogether. This is deeply upsetting and will reduce opportunity, choice

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	and social mobility but across society we are having to cope with the implementation of national Government 'tough choices'. There is, however, no justification for removing this service to replace it with a service nobody requires when children are using the existing 56 service on a regular basis and contributing to the cost of running the service by paying for termly travel passes. It is proposed the 56R service will continue to and from Burton Leonard only. Why not simply extend this one service per day to Knaresborough, as it presently runs, thereby allowing children who use the service on a regular basis and pay to do so to continue to attend the school they love? I will be pressing my MP and councillors to support the retention of this single service and very much hope that the council can reconsider the suspension of this used and needed school bus. The removal of the service in the middle of the school year just before exam preparation is a disturbing and particularly heartless aspect of the proposal that displays not only how badly thought through this change is but a genuine and distressing lack of consideration for children in North Yorkshire.
56/56R (Harrogate-Knaresborough - Ripon)	It would be a great shame to lose the 56 service to Ripon to knaresborough.
56/56R (Harrogate-Knaresborough - Ripon)	We live in copgrove and I work in leeds and leave the house at 7am every morning so my daughter would not be able to get to school if the Ripon grammar bus did not pick up from copgrove . She will be sitting her GCSEs from April 2016 so it would directly affect her getting to her exams - it is unacceptable that There would be no bus to get her to school Or back from school .
56/56R (Harrogate-Knaresborough - Ripon)	The removal of a school service without alternative provision by the local authority would mean my child, who would still be under 16, needing to change school part way through their final GCSE year. The proposal fails to make provision for a fazed transfer of service allowing existing pupils to complete their education at their existing school.
56/56R (Harrogate-Knaresborough - Ripon)	We live in Knaresborough and my daughter attends Ripon grammar school. Full time education. .If you withdraw the bus service unfortunately I have no way of getting my daughter to school so she is highly dependant on the bus service 56...We pay £18.80 per week as it is and really struggle to fund the cost , so any further costs will unfortunately prevent my daughter getting to school. Life is stressful enough without having the extra worry wondering how your daughter will attend her education.

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56/56R (Harrogate-Knaresborough - Ripon)	Cutting the 56/57 service would have a major impact on children accessing King James School. It would also mean that at least 4,000 people would not be able to access a proper bus service.
56/56R (Harrogate-Knaresborough - Ripon)	Reduced bus services would add to the isolation of elderly people. It would also add to the volume of other traffic on the roads, with all the parking and congestion problems that would flow from that. In particular it would increase the use of cars by inexperienced teenage drivers, who have notoriously high accident rates - there have been numerous tragic car accidents involving young drivers in N Yorkshire.
56/56R (Harrogate-Knaresborough - Ripon)	I am a resident of York, but attend Harrogate Hospital for various conditions. I am partially sighted. As far as I know, dial-a-ride, etc. is not available to me as I am not a resident of North Yorkshire.
56/56R (Harrogate-Knaresborough - Ripon)	It will be a great shame and i will be sorry if the direct bus from Knaresborough to Ripon is lost.
56/56R (Harrogate-Knaresborough - Ripon)	I would add to your proposals for cuts in bus services by suggesting that the no.36 bus Ripon to Leeds takes the biggest cut. The amount of times when I have driven to the edge of Leeds (close to the grammar school) from the Harrogate by-pass I have seen up to 3 buses going the other way with about half a dozen passengers. During rush hours every 15 or so minutes is a good idea but other times it should be considerably reduced to save money. You could then keep the local buses on the road.
57/57B (Harrogate-Knaresborough -	We perfectly adequate bus service in place at the moment, you won't save any money by making the changes to the 56/57 routes. Why waste public money o buying 16 seater buses that are no as accisable for older people and lots of people use these routes for their shopping. People travelling with shopping on these routes will not want to change to another bus half way through the journey either. Leave things as they are!! People will be losing their jobs!!!

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Boroughbridge - Roecliffe)	
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	The greatest problem facing mankind is climate change not money. We should be extending the public transport service and making it so cheap that people leave their cars at home and prefer to use public transport. in the last 20 years Boroughbridge has doubled in size and now there are 2 new housing developments. The railway was removed in the 1960's and now you wish to remoe the direct bus serviceto Harrogate. Shame on you!
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	It is a rubbish change it doesn't help anyone. Feels like you are making life hard and more expensive for people as we would have to use Taxi's which are over £25 a trip.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I think the proposals are ridiculous for the Boroughbridge / Knaresborough / Harrogate service. Boroughbridge is just a growing community and town. There should be a direct service from Boroughbridge to Knaresborough / Harrogate, with provision for people to get to and from work. The Ripon to Boroughbridge / York service is not much better either. The Government and Environment agency are wanting the public to use their cars less. How can you when you have such a poor public transport service.
57/57B (Harrogate-Knaresborough - Boroughbridge	Not time (to) shop Morrisons Wood like 45 mi

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Main Service	Comment
- Roecliffe)	
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	Bus no56/57 Boroughbridge/Knaresbrough - Harrogate. I do not agree with the changing at Staveley, because we may be stuck there!!
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I would pay full fare for this service. Due to the poor maintenance of the payment between Manor Lane and Roundabout A59 York Road and my medical condition (osteoparosis) should I have a trip or fall by having to walk into Knaresborough I know who I shall be coming after.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	You have already cut services to the bone. and now this. SHAME ON YOU ALL!!!
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	It is proposed to have one bus per day (Goldsborough to Knaresborough) I think it enables you to have about 1 1/4 in knaresborough. This is a complete waste of time we might as well NOT have a bus than this pathetic service or should i say NON SERVICE.

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Main Service	Comment
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	The proposed 1 bus a day fron goldsborough to knaresborough would mean that i would be unable to put my volentary work or to appointments at the drs or dentist or hospital unless i booked taxis to get out of the village. I would be reliant on taxis or beg lifts to have any way of getting from the village into knaresborough. Having lived here all my life my only option would be to sell my home and move into town. It is bad enough with 3 buses a day and i get very annoyed when waiting in knaresborough bus station to get home to see how many buses run from knaresborough to harrogate, every 8 mins. It would seem to me that rural areas do not get much consideration reguarding public amenities. We are not at all weathy households with 2 or 3 cars each.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	Many people of my age including myself and my wife have regular doctors appointments and hospital appointments. To have no bus service from Roecliffe after 12.11 (noon) will make life even more difficult than it is with the current service. No buses from Boroughbridge after 13.07. We cannot pick our hospital appointments. State pensioners cannot afford taxis. So much for encouraging the use of public transport.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I do drive, owning a car but I try to use public transport whenever possible. If I understand the rumours there will be no direct service to Harrogate from Staveley or back again. This must be a retrograde stop. I don't understand why a nominal fare of £1 per journey can not be made for all bus passes for pensioners.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	As a non driver there is very little choice under your proposals for me to leave the local area, with no direct services to a nearby town. With only one bus which leaves the village at 9:59 and having to change at Staveley allowing only 1 1/2 hours in Knaresborough before the last bus to Roecliffe arriving at 13:21 again having to change at Staveley.
57/57B	I am a volenteer worker and this will now have to cease. In the last few years the price has got ridiculous for the time i can be there to

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(Harrogate-Knaresborough - Boroughbridge - Roecliffe)	carry out the work can sometimes not get there or if I get there I cant get back.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I can understand you have to save money. But would it be possible to put a bus on at say 5.00 or 5.30pm from Harrogate or Knaresborough towards Farnham/Ripon/Boroughbridge. I live in Farnham and have no other transport. Thank you P.Bailey
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	We read in the newspaper that the 36 route is having huge amounts of money spent on it, when we (56/57) have a poor service. Why can't the routes which are successful subsidise the ones which are less well used. I would suggest that the 56/57 route has lost many customers since the timetable has been reduced, as the new times are not very convenient - no buses between 2.20 pm and 5.20 pm it is not acceptable. Would the 16 seater bus be more economical to run? The ducky estate has a better service with 1 every hour! (except 3.30)
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	NYCC assume that all working-age people have cars. I spent more than a month commuting everyday on the 57A bus from Boroughbridge to Hornbeam Park. I was staying in Boroughbridge at the time and, without a bus service, I would have struggled to get employment. NYCC is turning North Yorkshire (especially small towns like Boroughbridge) into a place where only the wealthy who own cars are able to live. Public transport is a necessary, essential public service. As it already is, the rural bus services are not affordable or frequent enough.
57/57B (Harrogate-	Although I understand North Yorkshire Proposals in reducing public transport on mostly rural routes to save money. this would create isolation amongst the elderly or disabled who are unable to drive. I am fortunate, I can drive and would have to use my car more to allow

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Knaresborough - Boroughbridge - Roecliffe)	me to get around. This would create more pollution and increase the Ozone layer.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I live in Arkendale and the proposals do not allow me to go to Harrogate on the bus, go to hairdressers or do shopping or go to hospital appt and then return on the bus as the return bus leaves too early in the day. I appreciate cuts have to be made somewhere, but feel the proposals are too harsh. The building of the incinerator nearby at extortionate cost against local opinion is a bitter pill to swallow when you then say money has to be saved in NYCC budget.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	The proposal to reduce the service through Arkendale to 2 buses/day makes the service virtually unusable. I use the bus to avoid extra car journeys and connect with the Knaresborough -Harrogate service. The proposed timetable would not allow a sensible return trip to Harrogate as you would have to set off back as soon as you had arrived! The population of Arkendale is lardely elderly with quite a few people who do not drive and are reliant on the bus service. We have already had a reduction in service in January 2015 and this would be the last straw.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I have recently had to give up my car for health reasons, and the bus service for me ...aged 89 is at very inconvenient and impractical times. A mid morning service leaving Calcutt about 10.....or even 9.30 (as it was before) would be much more practical so that I can shop in Knaresborough and return within the morning. An 8am bus is far too early at my age, and 11 too late. I have researched other transport options via Age Concern etc etc but none of these seem at all helpful. I wish to remain as independent as possible but these cuts are not helping.
57/57B (Harrogate-Knaresborough	I use the 57B to return home for school. Without this service I cannot attend the necessary extra curicular activities. Although the fare is extortionate at £5.20 for a single from Harrogate to Boroughbrigde, I am willing to pay this as it means I can carry on attending clubs which are neccessary for my CV and personal development. Without the 57 service and reduced ripon buses, means that Boroughbirgde

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Main Service	Comment
- Boroughbridge - Roecliffe)	is even more isolated. I cant always rely on my parents to drive me into towns therefore use the bus to travel around. The idea of you removing and reucing these services is abominal. Not only does it isolate an already small town and its occupants, but it also increases the amount of seperate car travelling to these villages which increases car emissions. Reducing car emissions should be of upmost importance within this modern society and bus times should be increased to try and reduce thse and global warming. I understand that you are trying to reduce government spending but completely removing the 57 bus which takes you to two of the bigger town in the area (Harrogate and Knarsborough) is ridiculous! That must be one of the more frequently used buses and will take people to hospital, dentist and doctors appointment as well as the different schools in the area. If this service really must be reduced then please at least keep 3 buses a day running. The buses already on place are at alkward times (5:14 is the last bus that leaves from Harrogate!) however some buses are better than your proposed idea of no buses. A bus at 9am, 12pm and 5:30pm from Boroughbridge to Harrogate would at least be more useful that no buses.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I am mentally disabled and rely totally to go Harrogate from Boroughbridge twice a week on the bus to work at the disability centre voluntarily. If this service is stopped I will have no form of work as this is all I can do. I will have nowhere to go and nothing to do with my time. I need the bus service to get there. I also use the service to go to Ripon and York from Boroughbridge at least once a week to buy my groceries as due to my illness and disbility I am unable to shop in Boroughbridge (schizophrenic)
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	Normally a car user but following surgery and advice not to drive for 6 weeks used service to attend medical appointments. In the event that I can no longer car drive would have no means of accessing medical services, shops etc. if Roecliffe village was not on the 57 Route. Would be dependent on volunteer transport etc.
57/57B (Harrogate-Knaresborough -	Roecliffe will be cut off . Will not be able to attend surgery or go shopping in the morning.

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Main Service	Comment
Boroughbridge - Roecliffe)	
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I use the 57 sevice to Harrogate regulaly for hospital appointments. Without a regular sevice I would have to call on friends to drive me there. Taking the earliest bus from Boroughbridge at 10:05 with changes at Staveley & Knaresborough, I would not arrive at Harrogate hospital before 11:10 which would not be long enough for my appointments before I would have to catch the bus back to Knaresborough in order to make the final connection of the day in Staveley at 13:00 and if that bus were not to arrrive I would be stranded in Stavely. I feel that the proposed changes would be difficult and inadequate and if not used we would lose our sevice altogether. I also use the current service to access shopping and amenities in both Knaresborough and Harrogate. I would like to suggest a compromise. Could we have two buses each day running from Roecliffe to Knaresborough I would suggest approx 09:00 and 1:30 from Roecliffe with return journeys from Knaresborough at approx. 12:30 and 17:00. This would allow me time to spend the morning, afternoon or the whole day in Harrogate as at present.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	The need for budget discipline and a possible reduction in the current timetable is acknowledged , however the specific proposals for the route 57/57B are inadequate. Apart from the school service the proposals appear to cover mornings only. It would be virtually impossible to complete a return journey to Harrogate by public transport from Boroughbridge to attend any business/medical appointment. Further scheduling work is required to correcvt this significant shortcoming.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I have no other means of getting about other than public transport and the extreme cut backs you are making, limited journeys, more follow on journeys, timetable etc is just useless to the general public. To be honest I think you would lose out with the revised bus service as nobody is going to be able to use it. There just might as well not be one at all.
57/57B (Harrogate-	Bring in a charge for using the buses for bus pass holders. We need buses in the villages. In Arkendale a number of residents use vehicles, but there will come a time when they will be unable to drive, and then will be housebound, and alone. This factor will add to

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Knaresborough - Boroughbridge - Roecliffe)	the increased cases of dementia, elderly people need buses for a change in scenery, and to visit places of interest, and a social life. Reduce the bus service, and the cost of care in the community,and support for the elderly will rise.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	how will an eldely person gain access to the bus if a mini bus is used and how do people get on withpuschairs and wheelchairs
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	We need to get our children from Roecliffe to school in Harrogate. Removing the Roecliffe services (57) will cut off the village for school children, or reducing it from 9 until 2 pm will not be of use for school children. You have a duty of care for children going to school so please leave the 57 service running as now.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I rely on the 56/57/58 service to get me to and from work in Knaresborough. There are no other bus services running on this side of Harrogate (Hookstone/Woodlands). If you have to reduce the service, wouldn't it be more sensible to have buses running at a time when the majority of users need to go to and from work? I.e. 9 am and 5 pm? Why stop the service at a lunchtime?
57/57B (Harrogate-Knaresborough	These cuts will affect the most vulnerable in our society and are a disgrace to NYCC. there are elderly people who rely totally on public transport to be able to leave their homes. this in some cases is their only means of contact with the outside world, these are also people who in general do not have computers and are therefore unable to make any comments about the new proposals.

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- Boroughbridge - Roecliffe)	
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	The proposal will cause my family great distress. My elderly mum lives with us if these changes go ahead she will lose her independence she will not beable to go to Harrogate at all or boroughbridge where she goes to the supermarket and tends to my dads grave. She uses the bus also to go the doctors and the time frame 1/12 hours in knaresborough will make this impossible. If you have to reduce the buses do so but please do not cut this generation off. They deserve to have the local towns accessible even if you have to restrict the days the buses run. I wrote to you a few months ago and you confirmed this would not happen! Very disappointing. If this goes ahead my mum will have to put in for a council bungalow and ask for doctors to be called out surely this will cost a lot more to the council.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I am a pensioner who uses the bus service regularly. Without it I would feel cut off from the world. I would lose my independence. We meet friends on the bus journey and I can get around town as I have bad hips I walk slowly and wouldn't have enough time to do what I want in the time given between buses. I rarely go to knaresborough and use it to go to Harrogate. Knaresborough does not have the facilities I need.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	This service is a lifeline for the elderly and disabled and those coming to and from work. Lack of service will isolate the vulnerable as they have no other means of transport. Day to day activity including shopping, doctor appointments and meeting with friends will be curtailed for those living in the outlying villages.
57/57B (Harrogate-Knaresborough -	Services 56/57/58/59: Ripon/Boroughbridge – Staveley – Knaresborough The proposals require a change of bus and 10-minute wait at Staveley on most journeys which is inconvenient to passengers, particularly in winter. I suggest:- (1) Merge proposed service 57 with service 58/59 to provide a through Knaresborough-Boroughbridge service thereby eliminating the change and 10-minute wait at Staveley. Ripon passengers travelling to/from Knaresborough would have a shuttle service (as proposed) connecting at Staveley with the

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Boroughbridge - Roecliffe)	Knaresborough-Boroughbridge service. (2) If possible, provide later afternoon services to Knaresborough by extending school journeys – for example:- extend the 15:45 Boroughbridge High School – Ferensby and 16:10 Ripon Schools – Burton Leonard journeys to Knaresborough. Service 31X: Helmsley – York Access to this area for day trips from York will be virtually impossible if the proposals go ahead. I suggest – as a minimum – retention of the 09:05 York – Helmsley and 15:50 Helmsley – York journeys to provide a suitable day return facility for visitors. The 15:50 anyway operates as far as Easingwold as school transport during term time. If through York-Helmsley (and reverse) journeys are not possible, provide Easingwold-Helmsley journeys connecting with other services to/from York at Easingwold. Services 72/72R/72S: Buckden – Skipton In the case of services like this which are likely to be used in part by tourists using concessionary bus passes, the council might consider charging fares to such users – as has already happened on the Sunday DalesBus services in North Yorkshire – if this would help to reduce the cuts.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	Because the parking is so restricted in Harrogate I like to take the bus for which I do not pay. However for convenience I would be glad to pay and would appreciate a bus direct from Boroughbridge to Harrogate. With numerous house being built in Boroughbridge and Minskip I find it strange that the bus service should be curtailed and even odder the suggestion to travel via Staveley.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	These buses help many elderly residents from surrounding villages to get into town. Many would be shut ins with the 57, 57a, 56 and x1 buses running less frequently. I rely on this bus to work and would also be very disadvantaged by these changes. I already negotiated the later start time as there was no early enough bus, so if it changed, I would have to go in an hour to 1.5 hrs later, around 1130 am, having made 2 bus changes to get to the nearest town to here, half an hour away! its less changes to get a bus to London! I would lose my job and my independance.
57/57B (Harrogate-Knaresborough - Boroughbridge	I believe that proposed changes will make the bus servise from Boroughbridge to Harrogate entirely usless as i have been looking through the timings ive noticed to be able to bus to and from Harrogate i would get the grand sum of ten minutes in Harrogate. I use the bus sparingly but have friends and relatives that use the bus for employment and health reasons and this is clearly going to make these trips impossible unless they can organise a taxi or lift in one direction. I would say means the bus is no longer a service but just a token act of a service which is no longer usefull to the many hardworking people and elderly that have paid tax and are paying tax to recieve

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- Roecliffe)	such things. The bus timings here are already poor without the cuts and i belive these proposals to be heartless and untenable. We in boroughbridge only have a doctors and bus service, apart from the rest being spent trimming hedges where does our money go. Surely we deserve and need this bus to be improved not made unusable.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	Living in the village of Goldsborough a regular bus service is essential for many of our community to reach the shops, health care and to prevent being isolated from the outside world. As a mum with small children I have often relied on the bus service to get me to knaresborough to reach the doctors or shops as we have neither in the village. Currently we only receive 3 journeys each way a day which limits access and makes it very difficult to reach harrogate by bus and return effectively. To reduce this service to once a day each way would be catastrophic to our community! This would especially effect those with young children or older people who would have to wait many hours to return home just to reach the GP or get some basic shopping. I would urge you to reconsider your proposal due to the crippling effect it would have on the vulnerable population of Goldsborough.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	It's bad enough you're stopping the bus to St Aidan's next year, now you're stopping the one to ripon grammar. Children are meant to have a choice of school and you're taking it away. And no bus back after 1115?! Are you having a laugh? Wait til someone gets mugged or run over walking home in the dark along fast roads. You'd better hope it's not a child coming back late from sport at king James. Your questions fail to realise that you're responsible for providing access and opportunity. We all need buses at some point and most often when we don't have a choice. People living in villages need to be able to get a bus to /from work otherwise you're creating black holes. Dial a ride can't do this. Stop forcing low earners to live in towns and keep some kind of choice for education.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	The people here pay their taxes and deserve transport, its unfair to take it away from us.
57/57B (Harrogate-Knaresborough	Services affecting Arkendale (A.). You say in your documents that you wish to limit the impact on people with protected characteristics. In our case and that of many similar whose lives will be utterly diminished by your extraordinary proposals, these are generally older people: often with chronic health problems including dementia and/or with disabilities; with no personal transport and no possibility of

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- Boroughbridge - Roecliffe)	ever having any; with few or no living friends or relatives in the area who could help; with low incomes, often living in Council properties; living in a rural area where you cannot buy so much as a bottle of milk and where there is certainly no access to a shop, doctor, any form of elderly day care or leisure facility; trying to remain independent and actually costing the Council less by trying to remain in their own homes. A place like A. has NO other transport. Virtually NONE of the few community transport options reach A. The only option is to get a taxi and, even with help from SS, that is not always financially possible. There is no other way to get to the doctor's in Boroughbridge (B), clinics in Knaresborough (Kn). or the hospital in Harrogate (H). There is no other way to get to the station in H or Kn. There is no other way to get to any of the shops or markets or Morrisons in B. You are proposing to cut what is still a functioning, albeit already much reduced service providing access to Kn., B., H. etc to ONE DIRECT RETURN BUS A DAY TO K. ONLY, (dep. A.10.35, arr. Kn. 10.55, dep. Kn.12.25, arr. A.12.41). Other than this, you are proposing that people change buses at Staveley! You try doing all that in the middle of Winter with a wheelchair and your meagre shopping. I completely understand the need to make services as cost-effective as possible but please explain to me how your extraordinary proposals will contribute to alleviating isolation and loneliness and allow the elderly to live independently in their own homes rather than forcing them out?
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	The current albeit limited bus service to Flaxby,provides a lifeline for many people,including ourselves,despite the fact that we use it irregularly. As I have explained many times before,this is because of the inappropriate times that the service runs. I cannot,for instance,get into Knaresborough,for my job starting at 9am,nor could I get home after I finish between 5 and 5.30. As far as I know,there is no demand responsive service on offer here,but to deprive us of any service other than one bus in and out a day is ridiculous in such a poorly served community that is barely rural,being only 3 miles or so from Knaresborough. Surely the service could be modified to run at more suitable times,with smaller buses? I often see the bus go past with barely a handful of people on it but it is a town size bus rather than a small one.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	I am 82 years of age and my wife is 76 and we live in Aldborough village which we have done all our lives. We have never owned a car and so we rely on the bus services especially the 142 and 57 which come through the village every day. We use the buses for everyday shopping, going to york station to connect to holiday destinations and hospital appointments. If the bus services were taken away from us we will lose all our independance and would never get out of the village as the nearest shops are half a mile away and we both have walking difficulties. We feel the 142 and 57 bus services at present are a vital lifeline through all the local villages, enabling many people to live an independant life. Any further reductions to these services in our view will have a negative impact on peoples lives.
57/57B	I have only used the service occasionally in the past. But, recently I have been diagnosed with a brain tumour and I am no longer able to

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(Harrogate-Knaresborough - Boroughbridge - Roecliffe)	drive and therefore would need to use the bus service on a more regular basis.
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	My husband and I are at (myself) or nearing (my husband) retirement age where we are looking forward to a greater use of the local bus system to take trips out to shops and places of interest. We see this as an important part of our retirement where we can enjoy time together and get to places without the need to worry about the stress of driving, the costs to run a car and of parking charges. We live in Goldsborough, where the bus service is currently 3 journeys each way Monday to Saturday and the timetable offers us the opportunity to take an early bus, head off to somewhere beyond our local town of Knaresborough to such places as Harrogate, Wetherby, Ripon, York, Boroughbridge, Leeds and many villages and be able to return to Goldsborough on the last bus, which is 14.46 (if returning from Knaresborough direction). However the proposed timetable includes just one journey each way Monday to Saturday - but the times are such that in essence it would only be possible to take the bus from Goldsborough into Knaresborough, have about an hour or so in the town and then return to Goldsborough. The times completely take away the opportunity to go anywhere beyond Knaresborough other than incurring a taxi charge if we were to choose to go beyond Knaresborough and this miss the bus returning to Goldsborough. This proposed timetable therefore restricts us severely in how we would travel by bus in the future. It is a retrograde step. If it is absolutely essential to make savings, please would you consider retaining two journeys each way such that it could still be possible to make longer journeys on the buses. If this were the case, could not a bus be laid on that picks up in Goldsborough at 9.38 (to Knaresborough) and 10.01 (to Boroughbridge) as at present and then buses return at say between the time of 3pm to 5pm from either direction. Many thanks. Having paid our dues in taxes, national insurance, council tax over the last 45 or so years we
57/57B (Harrogate-Knaresborough - Boroughbridge - Roecliffe)	Not able to walk to town and can't drive

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72 (Grassington - Hebden - Buckden)	I am a fare paying customer who uses the 72 & 74 service on average 3 times a week, ALL the year round & usually purchase a £7.20 rover (day) ticket. I cannot drive and having taken early retirement could not afford taxi. The North Yorks cafes pubs and shops would lose my trade. I regularly get a full english breakfast & have 3 or 4 pints at the end of my walk. I am therefore contribution to a, bus fare b, local economy
72 (Grassington - Hebden - Buckden)	Outrageous to think about cutting the top of the Dale from access to a bus Dial a bus on demand will not work for peole visiting the DR etc as appointments are doled out a approx 8-8.30am each day. This Dale has a large number of pensioners some of whom cannot drive anymoe and rely on the bus for transport. The volunary drive scheme in Grassington is having difficulty finding volunteers for the bus, own cars & also other volunary jobs. There s volunteer stress in this area. Socil life will be curtailed. Business will be affected by not being able to recruit people to work in the Dale. Visitors to people(mine use the bus from Skipton & back). Walkers to access the Dales, many use the bus, bringing money into the dale for shops & cafe's. The Govenment tells pensioners to keep busy, have a social life & keep contact with friends in order to stay healthy & alert. How with no TRANSPORT!!???
72 (Grassington - Hebden - Buckden)	They are the death of our independance. We cannot rely on others. This is catastrophy for Yorkshire Dales/ Kettlewell/Buckden in particular
72 (Grassington - Hebden - Buckden)	For we non drivers this is an absolutely ridiculous proposal. There are many of us in Upper Wharfedale (Kilnsey, Kettlewell, Starbotton, Buckden) who rely on this(reduced) service for Dr's, Nurse, Dentist, hairdresser. A voluntary driver, car , minibus service will not work. We need to have a properly timed service so that we can book appointments at the Health service we need. The bus at monent does this very well, by using the 9.30 from uckden and the 11.15 back up dale from Grassington. Also when the last cuts were made and the 12.00 midday bus stopped at Grassington it made it a long day to wait for 2.00 bus back up dale. We do not use the bus now for shopping in Skipton so much. National Park - Dales Way - Walkers very much affected.
72 (Grassington - Hebden - Buckden)	This whole idea has no consideration for the people of the Upper Dale. We who do not drive, myself being an active 90 year old, would find it impossible re Doctor's appointments. It would also put more pressure on the Doctors who I'm sure would be demanded homevisits more (not me) and the process of getting out of the Dale most unfair for shopping etc. let alone people having to finance this themselves if this is so. Why are the people of the Upper Dale being treated like this. It is also no good for the young people if there is no

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	bus service.
72 (Grassington - Hebden - Buckden)	The previous reductions have already made this service us, ie you might make an outward journey - but there is not a suitable return.
72 (Grassington - Hebden - Buckden)	Whilst I am still able to drive i do not use the bus reguarly but when i do it is between kettewell and skipton, all the choices given do not allow for the option. The present service is insufficent, the service finishes too early, Torurism is essential to businessess in the area & tourists will not find it easy to stay then walks in the upper part of the dale i will stay in the Grassington area.
72 (Grassington - Hebden - Buckden)	Your proposals to cut our Bus service is an act of treachery to the older generation who have supported all services over a lot of years. I personally have lived in Wharfedale since 1958 and have used all services for many years. We try to be independent and not a drain on the community. With the bus service we have at present we can catch the bus to go to the surgery or dentist at Grassington and Skipton, the banks and building societies at Grassington and Skipton. Visit the solicitors and do shopping without bothering anyone. We the older generation (I am 87) feel totally betrayed and will be totally stranded without a sensible bus service. E.L Lambert.
72 (Grassington - Hebden - Buckden)	WE NEED A "PROPER", FREQUENT BUS SERVICE TO SUSTAIN ANY SORT OF QUALITY OF LIFE AT ALL !!!!
72 (Grassington - Hebden - Buckden)	We may not use the bus just now but maybe tomorrow. I can't drive, we are in a village of ageing people so will need the buses even if we pay something and not having it free.
72 (Grassington -	With Regard to the grassington/Hebden/Buckden Service - the prposals will isolate the villages of upper Wharfedale. As an owner of a holiday hame at long ashes we frequently use the pride of dales bus service, along with many others on the site, to access the villages at

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Hebden - Buckden)	Wharfedale to access their goods from the village shores. We are keen walkers and we always use the bus to travel around the dale to or from places to start or finish our walks. To cut this service will surely encourage people to get back in their cars creating even more enviromental issues.
72 (Grassington - Hebden - Buckden)	Kettlewell, and all the yorkshire dales villages, need a good reliable bus service for so many important reasons - e.g. Community, social, economic, tourism etc. Please keep our bus service!
72 (Grassington - Hebden - Buckden)	The connection between Hebden, Grassington and Buckden will limit access to health and business appointments. It is important for some people to get to skipton but just as necassary to get back home. Hanging around Skipton for 3 1/2 hours on a cold winters day is frustrating for vulnerable, old-frail people.
72 (Grassington - Hebden - Buckden)	Reducing / cancelling bus services will have a very negative effect on rural economy ad tourism - more cars in the dales - very bad for the environment. Last time we used the 72 bus it was full of walkers (+ locals) using the tourist facilities in dales village.
72 (Grassington - Hebden - Buckden)	I think it is wrong to abolish the buses completely. I would be quite happy to pay the fare.
72 (Grassington - Hebden - Buckden)	As we live in Buckton and there is no pavements or street lighting it would be terrible to loose the service as its to dangerous to walk. Many OAPs rely on the service as well.
72	I live in housing association and I am on low income, I can not afford a car so I'm dependant on the buses. I also work in a hotel in the

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(Grassington - Hebden - Buckden)	village (Kettlewell) where I live that depends on tourism walkers who use the buses. If I was ever to lose my job, I would have no way of getting to Skipton or anywhere else to look for work or get a job on the pre-proposed service, I would have to go on benefits. I do all my banking, shopping and personal things (hairdressing etc) in Skipton. I go to the Grassington Medical Centre for the Doctors and Dentist, even now it's hard to make an appointment, the new service would make it impossible. The On Demand Responsive Service has limied space and capacity which would not acoomodate everyones needs. WE NEED A REGULAR BUS SERVICE.
72 (Grassington - Hebden - Buckden)	Really helpful to be able to not rely on my children to take me to health appointments. Also need to access the buses to pick up my grandchildren a few times a week from school.
72 (Grassington - Hebden - Buckden)	I use all the Bus Services in North Yorkshire as a Member of the Public and I don't pay a Fare at All I use it for Leisure Perposes I use it every Week or when ever I'm in North Yorkshire Areas I think that if any of the Bus Services change within North Yorkshire it could get much wroser and it will be shame if they had to change and it would affect me because I use them a lot etc. I don''t pay any fares I got a Bus Pass ENC Pass. I think That all the bus services in North Yorkshire should remain to keep them Running because it helps me to get out and about and it also gets me to and from the North Yorkshire Area So I got a Pass that gets on me on Buses in North Yorkshire for Free. I use it a lot So I use all buses in NOrth Yorkshire for the Leiurse Perposes. I think that all the Buses should not Change and should not affect That should all bus services keep on remainging etc. NYCC are cutting a lot of bus Services over the Last Year and over this Year to save money And I was Suprise Last Year How much all the Bus Services in North Yorkshire were withdrawn over the Last Year.
72 (Grassington - Hebden - Buckden)	Rural communities need a regular bus service as is evidenced by the number of people using the service.
72 (Grassington - Hebden - Buckden)	People in remote rural communities get little value for the council tax they pay. A subsidised bus service is vital to a significant number of people and helps to make up for the lac k of other public services.

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72 (Grassington - Hebden - Buckden)	I would be devastated if the proposed cuts were made. As a seventeen year old living with my parents, I do not chose to live where I live, although I do love living here. It is completely unfair and discriminatory against young people with little money who legally must attend school, to remove the only means of transport available to them. The school bus of course will run, but how are we supposed stay after school to finish art coursework, to get our hair cut, to buy things from the shops, to go home and revise before exams, see our friends, access the sports center? In short to fulfill the basic needs of any teenager? I would also like to say that I love the friendly atmosphere on the buses, the way young people converse with older people and give up their seats respectfully to the less able. Do you want to lose that? I don't. Thank you.
72 (Grassington - Hebden - Buckden)	Why not ask pensioners to pay half fare instead of having their travel free? I am sure that the majority of pensioners would prefer to have a bus service that they have to pay a little bit for rather than a greatly reduced service.
72 (Grassington - Hebden - Buckden)	I have been a resident of Hebden for 9 years, and am now studying for an undergraduate degree, but still live at home during the holidays. Since moving here, I have relied fully on the bus service, not only for school transport but also for independence. As a full time student, buses are the only transport available, particularly since car insurance costs have made driving myself around an unlikely option. Young people such as myself are increasingly reliant on their parents' support, but I feel this is unacceptable. Now I am an adult, I should not have to rely on my parents as a “taxi service”, and I feel strongly that this should not be their responsibility. I travel by bus whenever and wherever timetables make this possible; since the last reduction in council subsidy, this is more difficult, but I have continued to use the service, despite its being infrequent and time consuming when waiting between services, in order to retain my independence. In Hebden, public transport is a necessity for many residents. The age of the village's residents is such that the children of the village are reaching an age when, like myself, they desire some freedom from their parents. I understand your focus on school buses, but I know the transition to university would have been much more difficult for me, had I been forced to be driven around by my parents all the time until the age of 18; “real world” experience is unobtainable in a classroom. For elderly residents, the bus service is not only used for medical appointments, but for social purposes; this may not be a priority, but it should be. For someone living alone in a small village like Hebden, the opportunity even just for a short trip to Grassington is invaluable. To cut bus services from Hebden might be merely an inconvenience and annoyance for me, but the bus service is simply vital to a number of residents, and cannot simply be replaced by some other form of transport in cases of “necessity.”

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72 (Grassington - Hebden - Buckden)	Not only would this impact me personally but it would impact those around me and those wishing to visit the area. It is hard enough that we do not have a service on Sunday that goes to Kettlwell but to remove it all together would crush us. It would reduce day visitors for which Kettlewell benefits greatly from. It would also isolate those living in already isolated areas. It does not in anyway encourage healthy growth or development in the area but if it did go ahead would say that the Council does not care about those living in isolated areas.
72 (Grassington - Hebden - Buckden)	I live and work at Scargill House, in Kettlewell. The conference centre relies on the 72 bus service to enable guests to visit and our community members (many of whom are young people with no other access to transport) to move freely and safelyaround the local area, both for leisure and for necessary appointments. As a community we are very keen to contribute to the local economy as much as possible and try to buy what we need locally. Many of our members use the buses to get into Grassington and Skipton on their days off. If the bus were not available they would increasingly resort to online shopping, as local shopping would not be an option for them. We also have two school age children on the community who will no long have the option of learning how to get around on public transport on their own, which is a significant aspect of learning to travel independently. I realise that other prebookable schemes may already be , or may become, available, but it is not always possible to anticipate when a trip may be necessary, or desired. I am also concerned about the effect that cutting this service would have on other local people, reducing tourism and it's attendant income. And of course, the service can be a lifeline in enabling local people to get to Grassington or Skipton to meet friends and meet appointments. I would strongly urge you to reconsider cuts to this service.
72 (Grassington - Hebden - Buckden)	If you cut the bus services further you will fill up the roads with cars at a time when we are supposed to be reducing our carbon footprint. This makes no sense at all.
72 (Grassington - Hebden - Buckden)	The current service to Buckden appears to be subject to a deliberate attempt to downgrade the service and make it appear non viable by running buses at inconvenient times with no attempt at an integrated transport for Upper Wharfedale. School buses, often 3 at a time, run to and from schools with only a couple of children using each service. Could these buses not be a combined service for the public and schools? perhaps reduce the number of school buses to one that services all the villages on the journey and down Upper Wharfedale? The full price tickets are excessive. The times do not allow residents to use the bus to get to or from work in Skipton, or beyond. NYCC do not appear to have looked at the current time table to see if they could be better scheduled, before suggesting

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	alternatives.
72 (Grassington - Hebden - Buckden)	I would sell the house I own and leave the area if bus services between the village where the house is located and Grassington were stopped. I do not drive, and I believe that subsidized public transport is the only service possible for the area. There are quite enough cars using the Dales as it is. If one wlaks from Buckden to Huberholme on a Sunday morning, which takes thirty minutes, cars pass one at the rate of one per minute.
72 (Grassington - Hebden - Buckden)	Cutting out subsidies for bus services in Wharfedale north of Grassington would be devastating to the local economies which are so based on tourism. Also, placing the responsibility of providing any transportation at all on local volunteers would be an incredible burden on the community. Any potential tourists would be discouraged when considering visiting the area for apparent lack of public transport. Since tourism is the main economy of the area, this proposal would basically kill the small businesses that rely on walkers and other visitors who use the current bus services. In New Mexico, USA, where I live, the government subsidizes a rail service between the state's largest city and Santa Fe, a prime tourist destination. The state's economy relies heavily on tourism and officials see the logic and value for money in such a scheme. The value for money in the current subsidies is great when you consider all the local businesses it supports by transporting residents, employees and visitors to the beautiful and remote regions of the Yorkshire Dales. Please keep regular bus services in this dale.
72 (Grassington - Hebden - Buckden)	It will cut off guests from visiting Scargill house from all over the country and internationally. It will seriously affect tourism in the dales and the strong growth of Kettlewell and Buckden. It will make planning long journeys harder when connecting up with Leeds.
72 (Grassington - Hebden - Buckden)	As an individual this affects day to day activity and the ability to live in an area already restricted in terms of availability to services without travelling. As a key part of Britain for tourism which supports the North Yorks economy++ I find it very difficult to understand how anyone firstly would want to live in the area when they can't even get from A to B in a predictable manner to even have a job in Skipton, they can't CHOOSE to alter plans at any point because of such limited transport (a demand service DOES have limitations) plus if running a business in Kettlewell, Starbotton or Buckden they can no longer expect the walkers and day trippers who travel on transport to be a source of income nor the guests who travel to the Dales to stay in hotels & BB's etc WITHOUT cars. It seems so short sighted to cut a service that means people feel unable to live in an area and run the businesses that bring in an income to North Yorks - ??? how

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	this fits with all the invitations to visit the DALES. Whilst I acknowledge the financial issues faced I strongly believe a limited but predictable service is required each day that enables people to access jobs either based in the affected areas or in Grassington/Skipton by running an early morning and early evening service and one lunchtime service to provide a morning or afternoon option.
72 (Grassington - Hebden - Buckden)	The current times of the 72 do not allow people to get to Grassington and back from Buckden for a medical appontment
72 (Grassington - Hebden - Buckden)	In view of the tour de france coming to yorkshire in 2014 and advertising yorkshire and the Yorkshire Dales in particular,public transport must be a vital part of the infrastructure. Any money spent should be seen as an investment rather than an unnecessary expense Àlthough I use this service only occasionally, I imagine many visitors enjoy the flexibility public transport provides. What does yorkshire forward say about these proposals?
72 (Grassington - Hebden - Buckden)	A demand responsive community transport service won't work and won't cater for tourists thus affecting the economy of the Dales
72 (Grassington - Hebden - Buckden)	I currently operate as a single parent with two children that live in Buckden. I appreciate that changes have to be made as currently the service bus does not allow freedom for young or old people in Buckden. Any after school activity results in me having to make a return journey to Skipton as the last bus leaving Skipton is at 15.40. My son has just finished his GCSE's and had to sit at my place of employment when he had an afternoon exam starting at 1pm as the last bus to get him to an afternoon exam left Buckden at 9.30am. The 12 noon bus does not go directly to Skipton, a wait of forty minutes in Grassington and then you arrive in Skipton at 13.45. I would not take this route, would you? I work in Threshfield and at times need a bus to enable me to get to and from work. Without access to a public bus I would not be able to work. To enable a sustainable Dale for tourism and residents an efficient, reliable bus service is essential with a sensible timetable. The Yorkshire Dales is a conservation area which relies on the beautiful scenery and the fresh air. To take the buses off our rural roads will increase even further our carbon footprint. We want to encourage people to use the public transport not take it away. I strongly feel that the recent changes to the current timetable is a tool to make the current service

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	unworkable and financially not viable. The current buses do not allow bicycles on their vehicles, which after the Tour de France I find surprisingly. Many times, when I travel I am the only fee paying passenger. When I travel on a train those with passes pay half. Strong consideration should be given to a smaller more efficient bus with more frequent service that does not go around the houses making an half an hour journey into over an hour.
72 (Grassington - Hebden - Buckden)	I have just finished my GCSE's and have found it difficult using the current timetable. I have had to spend a lot of time at my mums work in Grassington. It is hard for me to meet up with friends and to think about getting a part time job as the timetable is rubbish.
72 (Grassington - Hebden - Buckden)	Failure to provide some commitment to a bus service all the way in Upper Wharfedale, will be the end of the possibility for young families (with children) to live in these communities. Maybe that's the reason NYCC intend to follow this path as then they can close Kettlewell School. The villages will effectively become only for the retired and the wealthy. The impact on tourism would be negative and rather than proactively market one of the best ways to travel the Dale Walking combined with Bus access and service; it simply seems easier to say it is under used so lets stop the service. Stopping the service at Grassington prohibits the Upper Dale's fundamental way of life as village communities. Many individuals would be willing to subsidize a regular service perhaps being means tested ? What value for money do the residents of these Upper Wharfedale villages get from NYCC, other than their bins emptied I see no other services being provided. Don't take away the bus service, it will kill the Dale.
72 (Grassington - Hebden - Buckden)	Getting rid of services and replacing them with demand responsive services will not work for anyone wanting to use them for leasure. If I use a bus for a walk, I often decide on the day where to go dependant on the weather. If you make the proposed changes, it will remove most of my options for linear walks to/from Grassington.
72 (Grassington - Hebden - Buckden)	I use the bus to visit family and go walking.

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72 (Grassington - Hebden - Buckden)	It is a great shame as it will be very difficult for people to access the Upper Dales without having to come by car.
72 (Grassington - Hebden - Buckden)	i cannot outline my comments in the available space so will write you a letter.
72 (Grassington - Hebden - Buckden)	The route from Skipton to Grassington and Grassington to Buckden is an amazing service and provides great accessibility into the Wharfdale area. I am a fare paying passenger but I do appreciate that a large number of users are not which, given the poor subsidy situation does reduce the potential for commercial services. The Pride of the Dales company have invested a lot of thought and effort into their service which exceeds that of what I've seen in other rural services, even the introduction of wifi. Remote communities should not be left without a scheduled service, especially those which are currently thriving small communities with excellent businesses and good facilities. People should be encouraged to use the bus rather than relying on their car and these cost cutting exercises do not encourage or support this basic transport policy objective.
72 (Grassington - Hebden - Buckden)	Elderly people need access to busses for many reasons. They will no longer be able to live in Buckden without a bus service.
72 (Grassington - Hebden - Buckden)	I completly disagree in removing all buses in Kettlewell. I sometimes go on holiday to Scargill House and when I need to catch a bus to Grassington or Skipton, the bus is there. Withdrawing it is going to cause a devastation effect not for me, but for the people who live in the area
72	A scheduled, daily bus service is essential to the sustainability of Upper Wharfedale Communities.

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(Grassington - Hebden - Buckden)	
72 (Grassington - Hebden - Buckden)	We are all being asked to use our cars less to help the environment but under the proposals car usage in the areas around Grassington will have to dramatically increase. There is insufficient information as to how the demand response will operate. As someone who has now become able to use a " free bus pass " I would be more than happy to make a small standard payment for every journey made. I do not believe that there are any " pensioners " who would not be able to make a similar payment of between 20 - 50 pence per journey. I would suggest that All councils make an on mass proposal to the government with this suggestion. The alternative would seem to be that eventually there will be no bus services.
72 (Grassington - Hebden - Buckden)	Withdrawal of services north of Grassington will isolate residents, particularly elderly, disabled, students etc. Access to medical centres, railway station and facilities in Skipton will be impossible. There will also be a significant impact on tourism and associated businesses. Current timetables discourage use. An early Buckden - Grassington- Skipton service arriving Skipton approx. 9a.m. with a return service at lunch time and 5pm would be a more simple and effective compromise.
72 (Grassington - Hebden - Buckden)	Villages north of Grassington will be cut off from the outside world. It is unfair and unnecessary to cut the bus service completely, denying access to medical centres, further travel, clubs and social communities in Grassington and Skipton. An early morning service to Skipton returning at approximately 12 noon and 17.00hrs would be a good option.
72 (Grassington - Hebden - Buckden)	I am unable to drive owing to poor eyesight. Since retiring 11 years ago I have spent a lot of time walking in the North Yorkshire countryside, in Wharfedale, Swaledale and the NY Moors in particular. If your proposals go ahead I will no longer be able to access many of the walks that I currently enjoy. Nor will I be able to reach some of the places that I stay in (eg. Kettlewell, Robin Hoods Bay). Often the current bus service in Upper Wharfedale makes it possible to do circular walks, which would be too long for someone my age if I couldn't use the bus part way. I think your proposals are ill-thought out. Yorkshire tourism has been very much on the up in the last five years and now you seem intent on putting a stop to that. Every time that I visit I contribute on average about £500 per week to the local economy (on accommodation, meals, local shopping for gifts, snacks, cards, newspapers etc.). We do not all have cars (either because we cannot afford them or because we are unable to drive). As usual, it seems, it is to be one rule for the 'haves' and another for the

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	'have nots'. We need LESS cars cluttering up the country lanes, not more. How much do you really care about your environment??
72 (Grassington - Hebden - Buckden)	You say in section A point 2 that 'We are not proposing any changes that will affect pupils entitled to free home to school transport under the Council's current Home to School Transport Policy. ' However you are withdrawing the bus service from Buckden to Skipton that my daughter has to use to get to college each morning. We already have to collect her three afternoons a week because there isn't a bus service home, and now she won't be able to get to college independently either. We pay £480 per year for this privelege!
72 (Grassington - Hebden - Buckden)	It is my understanding that NYCC pay a taxi from Keighley £100 per day to pick up twi kids from Outershaw to take them to meet the school bus at Grassington. That's £15000 per year in term time which would go a long way to paying the salary of a bus driver for a year. That driver could then use one of Grassington Hub's buses all day long 5 days a week to drive between Hubberholme and Grassington and then onto Burnsall and Appletreewick as well as being used for school pick ups. This would also mean the school buses in the upper dale were no longer required which would save many thousands more. Surely that is a simple solution that isn't going to cost anything I also think that your proposals to cut the 74 to Ilkley is ridiculous. Very few people use that service because the timetable is so poor. Its the tourist bus connecting with trains from Leeds and Bradford (which most people will do as its much cheaper than going to Skipton) and also brings visitors to Bolton Abbey, Appletreewick and Burnsall. All you are doing is encouraging people to use their cars so increase traffic on the roads in Upper Wharfedale and in turn cause further parking issues
72 (Grassington - Hebden - Buckden)	Your demand responsive services only offer transport if you are registered with NYCC and live locally. Does not work if I need to use a service that is non local and disadvantages me as a disabled person
72 (Grassington - Hebden - Buckden)	Still have use of a car but aged over 75 and not in good health will soon need buses to access Grassington surgery and Skipton shops and railway station. Beginning to feel isolated in the Up Dales area of my birth.
72 (Grassington -	Your proposals do not consider whether the existing arrangements are failing due to poor management of the bus service. Frankly neither yourselves nor our current operator know how to run an effective service that is responsive to the needs of the community, the

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Hebden - Buckden)	design of the existing service discourages usage rather encourages it. You can really tell it has been designed by local government employees rather that business people All over the country there examples of how to run an effective bus service but rather than consider these your only option on the table is to cancel busses. Very sad and poor value for our money that you spend so ineptly
72 (Grassington - Hebden - Buckden)	Completely cutting the bus service between Grassington and Buckden is silly beyond belief, as it is extensively used by walkers and other visitors, to the extent that the bus is completely full on Saturday afternoons in the summer (when we use it). Removal of the bus service will simply ensure that walkers and other visitors either bring their cars into the National Park, or simply stay away. We also believe that the statistics used in arriving at this decision are flawed, since we always buy a Day Rover ticket from Skipton, which we understand is counted only as a journey between Skipton and Grassington, even though we use the bus on this ticket right the way to Buckden and back. We are away of a number of other walkers and visitors who do the same, and whose revenue is thus being wrongly allocated.
72 (Grassington - Hebden - Buckden)	We already have to travel 5 miles on foot to the nearest bus stop, if you remove this service 5 miles becomes 10 miles meaning it would take all day to walk, if one can indeed walk.
72 (Grassington - Hebden - Buckden)	I work as an insurance agent for CIS. Most of my clients are inside an area bounded by Cray, Skipton, Ilkley and Harrogate. This includes Buckden, Kilnsey, Starbotton, Kettlewell, Grassington, Threshfield, Burnsall and Appletreewick. Because of my epilepsy I rely on public transport to keep operating. Closing the 72 between Buckden and Grassington, together with killing the link between Grassington and Ilkley closes me down almost entirely. There just is not enough business on the Grassington to Skipton route to stay viable. Although you may not realize it, the Upper Wharfedale communities are already pretty isolated. Some members of the farming community really struggle to get through the winter months and further reducing their contact with the wider community will certainly harm them and their families, whose members rely on a decent bus service. For instance, I know 2 teenagers - a girl in Kilnsey and a boy in Kettlewell - who make a living doing bar work in Ilkley. What will they do without their bus service? And supposing the proposed merger between Ilkley and Grassington GP's goes ahead, how will elderly residents from Grassington and the Upper Wharfedale villages access treatment at Coronation Hospital in Ilkley? They will require a regular, reliable, timetabled bus service. I can understand you need to trim transport costs but the Buckden to Ilkley route is a well-used, well loved, essential rural service. Don't replace it with a "Demand Responsive Service". I just don't know when a client will contact me, and when he/she does I need to get to him/her immediately. I can only plan my work around a regular, reliable, timetabled bus service, which is what we have at present. Equally, my son cannot access

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	his school at Kettlewell without the same.
72 (Grassington - Hebden - Buckden)	Here are my reasons for keeping the Vital Bus Services we have now. Grassington- Buckden- Hebden- Ilkley 1 Why should the competent drivers we already have loose their jobs? The Council has a duty to support the Rural economy and support people living and working in the Dales? 2 A timetabled service offers easier access for all generations accessing key services in Skipton. This needs to be kept. 3 If families are to be encouraged to settle in Upper Wharfedale a Daily Bus Service has to run from these out lying villages so students can access Craven College and 6th Form in Skipton and then access to work also. The communities are made up of a large percentage of Holiday Cottages at present and families need to be encouraged to move in or these villages will die out. 4 After a meeting In Grassington re The Bus Cuts, it was stated that the concessionary passes will not be used on the Voluntary run planned service. If the government has given these passes out to encourage older people to travel to decrease the impact of isolation and loneliness then a Bus service to use them should be in place. 5 I work in the National Park Information Centre, Grassington and Malham. When people are on holiday or visiting the Dales for the day they very often take a bus up or down the Dale and then walk back. Also some people come by Train and bus and use the Buses for their full holiday. So the Buses are vital for Tourism and supporting the Tourist industry in the Dales. At the Bus meeting it was stated that only Residents would be able to use the Volunteer Buses. This needs to be looked at again as Buses of walkers heading up the Dales from Skipton to Kettlewell/Buckden needs to be encouraged since we are a National Park. 6 I have great concerns with the fact that the new Buses are to be Driven by less qualified, possibly elderly, Voluntary Drivers who may be keen to start with and then drop off.Who runs the Buses then? Keep and Support Our Vital Dales Bus Service!!!!!!!
72 (Grassington - Hebden - Buckden)	I can understand the need to reduce services for cost but I live at Long Ashes Park which has 129 Park Homes most of which are occupied by elderly people who at some point in their life will almost certainly need access to public transport. Currently the bus into Grassington from the park is infrequent but at least there are a few each day. If the route between Grassington and Buckden is taken away there is no way other than to walk or drive. Grassington is 2 miles away and there is no path on the side of the main road. It would be very dangerous to walk on this extremely busy road. There is a public right of way on a dirt path but this is not practical for a lot of people with limited mobility and a 4 mile round trip is not really feasible. I personally do not currently drive so rely on my husband to take me or I walk. This may not always be feasible. I would then have the expense of having to get a taxi. I do have a free bus pass now but I would rather pay than have the service taken away. Also I cannot see how this reduction will help get cars off the road. A lot of people catch the bus to go walking in the Dales from Skipton and this will just add to the problem of car congestion and parking. We are supposed to be encouraging people to get fit and healthy by walking in our countryside and although a lot of the people on this bus

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	probably have a free pass I am sure that if asked like myself would probably pay rather than not have the service. I realize you would not be able to charge it would have to be voluntary. I would hope that rather than cutting this service altogether it would at least be a limited service so people can plan journeys on either set days of the week. It couldn't be reduced on a daily service as there only a few each day already.
72 (Grassington - Hebden - Buckden)	I am able to use the bus instead of the car. By doing this, I reduce the vehicular traffic on the road. Others doing the same saves on the council spending on the roads
72 (Grassington - Hebden - Buckden)	A bus service to and from buckden YDNP carpark is essential. We use bus service in combination with walking to make circular walks in YDNP. Service in upper wharfedale is very attractive to us and to customers of holiday let cottages. Details on demand responsive service are unknown, concern is it will not respond to individuals, just groups, or some unknown minimum number of passengers. A smaller bus or van would be suitable, it does not have to be a bus, seldom need to carry more than a van load. Access / share with school buses would be useful.
72 (Grassington - Hebden - Buckden)	Demand responsive is not an option If we are to have a community service, it must e scheduled with at least as many busies as at present If we are to have a community scheme it should be a scheme run by us - not be Grassington Hub
72 (Grassington - Hebden - Buckden)	I run a tourism business and we try very hard to encouage our guests to use public transport to reduce traffic on our roads. Since the last cuts people struggle to get to Buckden if they are travelling a long distance as the last bus leaves Skipton Railway station at 3.25pm. We also get a lot of walkers who use the bus to get to different places without taking a car. We also used to use the bus a lot more ourseles but again, since the last cuts the timetable does not work anymore. I feel very strongly that we need a timetabled bus service and that we should all be trying to reduce traffic on our roads. Aswell as encouraging visiters to use the bus we have to think of locals who use the bus to get to medical appointments, shopping and hairdressers, for instance. Quite a few people from Upper Wharfedale rely heavily on the bus and without it they will not be able to get out for these appointments, etc. I think that the older generation will not be comfortable with a dial-a-ride bus so there has to be a timetabled service.

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72 (Grassington - Hebden - Buckden)	I rarely use the buses - they are too costly and are inconvenient and take to long. My primary concern is for others who have to use them, especially young and older people an people who cannot afford a car. I would like to use the buses for leisure - walking at weekends, getting the last bus after 3.30 pm. and I would like to better arrangements for getting drivers off the roads. Your proposal and this questionnaire is seriously flawed. You have defined the task as 'how best to reduce subsidies' rather than 'how can we support the transport needs of our communities in a way we can afford' - rubbish in, rubbish out.
72 (Grassington - Hebden - Buckden)	A demand responsive service is not feasible for Upper Wharfedale. The recent changes in bus timetables by Pride of the Dales has rendered the service almost useless for travel to and from Skipton, hence the reduction in numbers of passengers. If a sensible timetable was structured then the numbers would increase immediately. The school bus situation needs addressing as well as we have buses running empty up and down the dale that the general public have no access to. We also have a ludricous and expensive taxi coming up and down for one pupil!!?? I know it may be a different budget but some joined up thinking would help. We receive very little in the Dale in the way of Public Services but pay an equivalent amount of Council Tax to those in town. Please do not remove our transport and isolate us even more. The people in the Dale who rely on Tourism will be severely affected and if the tourists still decide to come they will clog our roads with even more cars. As a bus pass holder I know that I speak for most of us older people in the Dale when I say that we would all be prepared to pay a reduced fare on the buses instead of getting a free ride if that meant that the ordinary fare could be reduced to make public transport more attractive to the younger generation. We are all trying to make rural life sustainable. Any reduction in public transport is a retrograde step. Please find a way to improve our bus service, not destroy it.
72 (Grassington - Hebden - Buckden)	I (Jeremy Evans) am separately sending a letter with detailed comments on the proposed reductions to bus service subsidy. As a visitor to the area from outside North Yorkshire, none of the community or demand responsive services would be available to me. The villages of Kilnsey, Kettlewell, Starbotton and Buckden would be inaccessible by public transport.
72 (Grassington - Hebden - Buckden)	Discontinuing the service north of Grassington means that villages such as Kilnsey, Kettlewell, Starbotton and Buckden will have no bus service. A large number of the mostly elderly villagers rely on the bus for medical appointments, shopping, going to the bank or leisure trips. Without a service they will be left with little choice but to move away as they cannot survive without a bus service. I myself have just received my national bas pass for pensioners, but without a bus there is little point in having it. As I get older I will use the car less and rely on the bus a lot more. The proposals of NYCC would mean that I either, perhaps unsafely, continue to drive or move from the village which is my home. Neither of these seem a sensible choice. With a better service allowing time in Grassington or Skipton to

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	transact business would mean an increase in bus use. At present students continuing their education beyond 16, particularly at Craven College, have no means of getting home after college. All students at secondary schools in this area cannot stay to after school activities without relying on parents picking them up. Totally unsatisfactory.
72 (Grassington - Hebden - Buckden)	Although I live and work on the bus route I cannot use it as the current timetable does not provide a bus at suitable times. The proposals for removing the bus service completely will mean I can never use the bus. With a little thought being given to a revised timetable it would mean I could consider commuting by bus. As I get older and less able to drive under the proposals I would be trapped in the village. My only alternative would be to move. as it will be for many other older residents in the village. Inevitably this would result in houses becoming holiday homes and the village would become like many in the Cotswolds, empty during the week. I would not like to see this happening to the village where I live. With no bus service would there be any point in applying for my concessionery pass when I reach the appropriate age?
72 (Grassington - Hebden - Buckden)	We have a real problem with car dependency that impacts not only congestion and parking issues, but also the proposed cuts to the regular bus service would cut off significant areas for tourists, locals making leisure journeys or who should not be driving (but may do so given lack of alternative). We are a family of 6 that do not have a car and rely on public transport. We live in Germany and we would seriously stop visiting upper Wharfedale on holiday if the bus service ceases. We cannot be the only ones that would feel uncomfortable using demand responsive services (and this is a lot more inconvenient compared to a regular timetabled bus service). Bus services need to be maintained at a reasonable frequency in order to be an effective alternative to the car. The 72 bus has always been well used in my experience by locals and tourists alike.
72 (Grassington - Hebden - Buckden)	They will reduce the health and well-being of the dales popluation; negatively impact businesses by reducing access to visitors and lower income / revenues to local businesses, and probably negatively alter the level of permanent residence to weekend retreat home ownership ratio. Villages that are effectively isolated will not be sustainable living environments for the elderly (pensioners) or those with young families - the future of the dales.
72 (Grassington - Hebden - Buckden)	Whilst I understand that changes have to be made due to the reduction in subsidy, this has to be balanced against the loss in facilities to the local residents and the impact on tourism. Removing the bus service from Grassington to Buckden not only will have a detrimental effect on individuals, but also on walkers who visit Upper Whafedale and bring business into the area. I would suggest that rather than cutting the service completely that a minimal service be introduced with one return trip from Buckden to Grassington per day. If the

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	times are chosen carefully to tie up with the service into Skipton and allowed travel out from Buckden mid morning returning mid afternoon, this could provide a useful service for both residents and visitors alike.
72 (Grassington - Hebden - Buckden)	Having this week taken my grandson to Upper Wharfedale on a packed (including standing-room) midweek 72 from Grassington to Buckden, having travelled on the again full and popular (popular it would seem from the passengers, hikers, visitors and locals alike) 74 from Ilkley to Grassington and back, it would seem that an increase not, as proposed, a decrease in the frequency of these services would be pertinent. The fare was very reasonable, and I noted a number of young people taking advantage of the £1 journey concession. Personally I would rather see an increase in (certainly adult) fares to offset subsidy, rather than a decrease in a regular timetabled service which allows those without cars, or those who choose not to use them, access to, and travel within Wharfedale.
72 (Grassington - Hebden - Buckden)	You seem to be intent on destroying the economies of the areas in which you are removing proper bus services. You have already cut services to the limit acceptable - beyond in many cases, and you cuts have been more severe than anywhere else in the country. I visit Upper Wharfedale two or three times each year but I will no longer do so if the cuts proposed for the 72 and 74 go ahead. Those services are well used - the fact that many of the passenegers have concessionary passes is a separate issue and not one that should be reulting in the destruction of rural bus services.
72 (Grassington - Hebden - Buckden)	The bus service is vital to maintaining sustainable villages in the upper Dale. Without it the villages will wither and die. Nobody will be able to live here and work in, say, Skipton. This is the single most important point. Families will not move here and, the ones already here will surely move away. Rural communities need the support of a bus service. Without it, what have you got? Isolation is the answer. Dales people have lived here for generations and relied on the buses. Please don't take a step backwards. I thought we (the Government) were trying to cut down on car transport, especially in National Parks, and were urging people to use public transport. If you stop our buses, isn't this a step backwards. We have queues of tourists waiting for the buses who travel up Dale and walk back. Stopping the buses will curtail tourism. Surely this is not what we want. We rely so much on tourism that I can not imagine what this proposal could do to the tourist industry. Please, please reconsider how much harm this proposal will do to the Dales communities. There is a 90 year old lady who lives in our village. She does all of her shopping by travelling on the bus and when her husband was ill, visited him in Airedale every week day for 3 months without fail until he died. What would she have done without the daily bus?
72 (Skipton - Grassington)	The dales areas depends greatly on tourism throughout the year, cut backs on these routes will have a knock on effect. More properties are being built in these areas too.

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72 (Skipton - Grassington)	Instead of All senior citizens having a bus pass for all areas of England should go back to only being used in the area we live. In north Yorks we get thousands of visitors using the buses-free The govenment are ignoring this. Most OAP would be happy to contribute to the fare eg £1 as in the past. Low cost housing is encouraged - people must be able to get to work We want people to continue to want to live here
72 (Skipton - Grassington)	MEAN! For everyone Bus service is supposed to be a service, not a luxury. Hitch hiking is on the cards for pensioners, watch out!
72 (Skipton - Grassington)	The proposals will be devestating for communities. They are already suffering from lact visions due to the economic climate. Your proposals are the nail in the coffin and the death knell of the communities.
72 (Skipton - Grassington)	The 72 bus service from Kettlewell is not sutable for anyone wishing to use for work as it is - there is no bus back at a time sutable for workers in Skipton. This severely impacts employment potential.
72 (Skipton - Grassington)	I understand that cuts need to be made. However, I think that looking at the schedule would be the best starting point. If I wish to use this bus, I have to leave work at 4pm - and my employers can't always allow this to happen.
72 (Skipton - Grassington)	Please do not stop your subsidy on the 72 and 74 bus services. the toruist village, grassington, will MOT survive without a regular bus service. Also, i am a resident who does not drive. i need to be able to use a conveinent, regualr and reliable bus service from and to the village.
72 (Skipton - Grassington)	With regaurd to the propsed changes to bus services, i note services between hebden and grassington will no longer exist. they will be replaced be a community driven service which, as it will be voluntary, will not be guaranteed as to running and times. For many people, this will make life very difficult for appointments at the medical centre and for the collection of prescriptions. Also some people rely on buses to meet in grassington for socail reasons to keep in touch with friends as well as to do some shopping. we lost our village with a thriving community is surely better than one with short term let properties. Given the ditstance between hebden and grassington is only two miles, the cost of maintaining this bus service cannot be so great. it is to be hoped after after consideration to the above, you will be able to maintain the link between hebden and grassington.
72 (Skipton -	Since the adoption of the latest time table i have not been able to use the 72 as much as before. If it were to be curtailed even more as

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Grassington)	pe your proposals, i would be forced to use my car even more.
72 (Skipton - Grassington)	Reliance upon volunteers will not be sustainable as the general average age of the village is incfreasing, and it's in the common statement that they must have 'regard to the transport needs of members of the public who are elderly or disabled'. This can only be met by maintaining regular commercial services. Ohterwise this leads to people who are too old to drive and becoming dangerous on the roads, using their cars. It also badlyaffects families whose children need to get from A to B unable to do so without parental help. Service cuts also affects tourism which ths area relies upon.
72 (Skipton - Grassington)	We've been coming to Kettlewell for 15 years, regularly using 72 buses. It seems a vital service for the smaller and more remote villages, connecting everything within the national park. The impact on tourism spending in places like Kettlewell & Buckden would be devastating.
72 (Skipton - Grassington)	The Reuctions to bus service subsidy as outlined in toverall strategy will have a detremental impact on the area. Access for isolated people and for communities who do not have private transport will be grately impacted. The carbon footprint and environment factors will be affected with possibly more car users clogging up the roads. The tourist industry will aslo be affected which brings valued economic benefits to the region.
72 (Skipton - Grassington)	In the care of the 72 there is no suggested timetable, it is therefore unreasonable for you to ask me to respond in detail, the general tender of your propsesals will only lead to even less bus use, more car use, by those that can, and increased issloation for the car - less, primarly the old, young & disabled. My bis usage has decreased considerably since the previous cuts - it is usage prior to them that is for more pertinant. I regard this as a very poorly designed Questionaire intended to elicit the answers NYCC worth to hear. It should be conforming the proposed service cuts with what prior to the previous round of cuts. i use buses for less now than i did 18 months ago. the proposed reliance on volunteers will not work in this area. We already have a wide range of voluntary organisations supporting life in the Dole. Including a volunteer car scheme which connot recruit sufficent drivers. If transport is to be supported it needs to be reiable and predicable. people consult build their working lives on the good will of volunteers the YDNPS has designated grassington - a key service centre and ear marked it for considerable population growth. That de-registartion will be subverted if the only people that can live here are multiple car owning families
72 (Skipton -	Don't know how any changes will affect journey to work as proposed timetable for my route unavailable.

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Grassington)	
72 (Skipton - Grassington)	It will make my access much worse. I may not be able to attend all things I need to.
72 (Skipton - Grassington)	Changes to services for people living in Grassington/Hebden etc is vital for some people to go for shopping etc and would make it hard for people to get to Skipton and back. Taxi fares are expensive.
72 (Skipton - Grassington)	I disagree with the proposals. We love this area and when not walking, we use the buses, we have bus passes, so we have a free journey but as we live out of the area (we live in Merseyside) we would be willing to pay £1 to £1.50 for our journey in conjunction with our pass. I am sure that this would go a long way to helping to keeop the bus timetable as it is for the local people, this should apply to all who live out of the area.
72 (Skipton - Grassington)	Respondant 238 provided 2 x A4 sheets of comment which seem to be on behalf of a number of people, including his severely disabled wife, and exceed the 2000 character limit. Comments include: Concern for tourists who might be unable to progress beyond Ilkley if the 74 service was cut Isolation of villages in Wharefdale if 74 service cut Concessionary bus pass holders being willing to pay half fare to maintain the service Difficulties with the dial-a-ride service Lack of publicity about proposals and consultation Environmental impact as reducing bus service could increase number of cars on the road
72 (Skipton - Grassington)	There remain many elderly residents in the Dale who either have never driven, or who have given up driving. Their only access to Grassington or Skipton is the bus or the kindness of neighbours. This would seem to require a timetable for them to plan their lives.
72 (Skipton - Grassington)	I think they will cause a lot of hardship to people living in rural areas who can't drive and people will not want to live in Dales villages if there is not a decent bus service so shops and schools will suffer & there will be even more cars on the roads. I still have a husband who can drive me around but if anything happens to him I will be very cut off from hospitals etc!!
72 (Skipton - Grassington)	I think it would be unfair to cut the bus services altogether from Grassington to Skipton. As a pensioner we would be cut off living up here, it is like taking one of our life lines. Even if you keep on a few it would be better than none.
72 (Skipton -	The use of the bus service from Skipton to Grassington & back has been inconvenient since the last change.... with times of returning causing time wasted in Skipton. I have used them less since that change as I know others have. the proposed change would make

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Grassington)	matters worse and impossible for our use of the buses for taking us to and from a walking destination.... meaning we could no longer do a linear walk up Wharfedale and be able to return by bus.... which would affect many of the tourists who come to Grassington for a holiday.
72 (Skipton - Grassington)	As a council you are wanting the elderly to live independently in their own homes for longer yet you want to take away their transport. Many elderly rely on these buses to live a worthwhile life. Without them they will be stuck in their own four walls and may not see another human being from one day to the next. This will affect their health and wellbeing. Councils need to stop assuming everyone has a car. Rural areas need buses not have them taken away.
72 (Skipton - Grassington)	NY should be promoting tourism. By reducing services to remote areas such as upper Wharfedale you will force more people to use cars or not bother visiting. I will be retiring in June and would use the service to access remote areas but will not be able to book in advance so will have to use my car. I realise NY council have no control over bus passes, but when I get mine I would be happy to be a small fare. I will write to my mp suggesting that a fare of 20p for each concessionary journey would be appropriate. Based on your figures this could eliminate the need to reduce subsidies. Perhaps NY council could lobby MPs to get the rules changed, and maybe encourage passengers to do the same.
72 (Skipton - Grassington)	When we go walking we spend up to £20 per walk on average. Cutting the bus would reduce local business income. We particularly do not like the loss of the buses to Bolton Abbey, Barden Tower and upper Wharfedale. We understand NYCC budget problems but think NYCC is being very short sighted and should cut bureaucracy first. We feel some bus policy is directed by a myopic resentment of OAPs from outside the county, despite their high spending power in dales businesses
72 (Skipton - Grassington)	I use a number of the buses that you make changes to. For myself they enable me to go hiking in the countryside and visit the small towns and villages I like to go to. I do this quite often and do feel that any changes to these buses will make it more difficult to visit these places. I am not interested in car share as I don't have a car. I would also feel that in making it more difficult to use these buses then for me as a tourist I would not be spending money in these areas on food, beer, meals, tea & coffee and hotel accommodation and would I guess have to look elsewhere to visit other areas of outstanding beauty in this country.
72 (Skipton - Grassington)	I dont agree with more cutbacks the services are bare thread enough after last time.

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72 (Skipton - Grassington)	i believe that we will have a bus pass but no buses to use it on. this will effect huge amount of elderly people and remember they are a massive force in elections.
72 (Skipton - Grassington)	It is so difficult trying to make medical appointments when there is a reduced bus service and these cuts will make the situation even worse, especially for older residents
72 (Skipton - Grassington)	More bus service results in fewer car journeys which is surely better for the environment, including less pollution, wear and tear on road surfaces, traffic congestion, car parking problems, elderly drivers feeling they have to drive when perhaps they are unfit because they are isolated otherwise and consequent dangers on roads. The bus provides essential transport to work and college for many who might not have a car at all. I am sure that most elderly passengers who benefit from a free pass would be only too glad to pay a contribution -say an annual fee similar to a senior rail card. It is the access to transport which is vital for many passengers, even more than the cost.
72 (Skipton - Grassington)	Since the last changes, it has been dreadful for children in educationis in Skipton who live in Cracoe, Threshfield, Grassington and beyond. It is also hopeless for occasional business to commuters to Leeds, London and all points in between.
72 (Skipton - Grassington)	We live in a rural area and our buses are a life line for a lot of people in the Dales. Grassington is a very popular area for tourism, with walkers, hikers etc using the buses every week. The idea of car sharing is not a good idea, if people charge to take someone to Skipton you are then in the realms of insurance costs rising as its classed as business use! Grassington businesses will certainly suffer as the visitors who go to our area won't be able to visit for lack of transport. At a time when we are all supposed to 'think green' doesn't work in our area if we all have to get cars to get from A to B! Why not cut in areas like Harrogate and Leeds where their buses are running continually throughout the day and evening! Tourism was heavily promoted when the Tour of Yorkshire visited the area last year as mentioned before for non drivers or people hiking walking etc they can't get car share to visit the area so they won't visit anymore! Our property prices will drop as people wanting to retire in the area won't want to buy if there isn't a proper bus service. Younger people won't want to buy if they or their offsprings can't get to work in the area. Community buses are too hit and miss as you are relying on someone to drive it on a voluntary basis and folk just won't use it! PLEASE don't take our regular service away from us by reducing it as proposed.
72 (Skipton - Grassington)	The cutbacks will affect every aspect of Dales life as tourism will be affected (eg. walkers using buses to reach their starting point etc.) I work as a volunteer at Grassington Hub & we get a lot of visitors enquiring about the bus service, so it is well used especially during the

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	summer. When I use the bus it is always busy & quite often full. I use the bus for just going into Skipton for a short length of time & do not want to wait 2 hours for the next bus.
72 (Skipton - Grassington)	The changes do not affect me personally at present. I have 4 children who are coming to an age where they will need the bus service to get around. I'm mostly concerned if they miss the school bus home will there be a service to get them home without having to wait hours in the bus station. My eldest already uses the bus, the proposals will take away rural children's independence, the youth club here has been stopped so theyhave to go further afield to catch up with their friends. From a different angle I would be more concerned for the elderly in our community that rely on the bus for access to essential services not provided locally.
72 (Skipton - Grassington)	I'm a student at skipton girls high school and getting to school in a morning on the POD bus is difficult and I'm usually always ridiculously late, and being a child I simply can't afford the bus fare?
72 (Skipton - Grassington)	Reduction of services between Grassington and Skipton have made tHem inconvenientl for shorter trips into town which I used to take. Also they do not fit in with appointments and train connections. I like most people would be willing to pay, the Government free bus pass has ruined rural services. I do not believe that on demand services would work, people need to be able to plan, and people will be reluctant to volunteer with all the responsibility that entails. Withdrawing services from the upper Dales and Hebden will make virtual prisoners of many people, and no way help the tourist trade. The Government should be ashamed.
72 (Skipton - Grassington)	Grassington is in the back of beyond and for those of us without a car ,life would be very isolated and lonely if we were unable to get to Skipton for shopping or services. We used to have a brilliant service before all the cuts, now you have to hang around Skipton for an hour and a half before the next bus back is due, which is not much fun in the winter.
72 (Skipton - Grassington)	There will be no bus service from Hebden to Skipton and the suggestion that there's a core service from Grassington to Skipton with volunteers driving people to this service depends on the willingness of the volunteers. I'm told that Helping Hands is already overwhelmed.The Hub bus has to be booked in advance and obviously can't be taking people to different places when in full demand which I believe is in the morning. The latest cut back in bus services has meant I use the buses less as the now infrequent times makes it not a viable journey to get to Ilkley or Skipton and back, particularly when its school holidays and the service is cut even more. The fewer buses mean that they are used less.Elderly people will have problems with appointments plus become more isolated and end up costing society more. The Dales relies on tourists and many use the bus in one direction and walk the other way. In Hebden and the Dales there

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	are more 2nd homes so add in the lack of buses and you will kill off the community and there will be even less chance of getting young families or businesses into the Dales.A decent bus transport system should be a priority.
72 (Skipton - Grassington)	The buses are the lifeline for many people in the area - access to services in rural communities should be something that the council is improving not making worse. This would be in line with the governments strategy for all rural areas.
72 (Skipton - Grassington)	The last cuts made it impossible for me to attend meetings. I cannot get there in time and then cannot get home. Overall the council presence in the dale is being cut to virtually nil - each directorate doing their own cuts. In larger communities there is often another option and yet most of the cuts are centred on the most rural communities who will be left with virtually nothing. The council are asking for volunteers in almost every part of their service . where do they expect them to come from? In my area we have very little scope left and services depending on volunteers are in some cases struggling and in others giving a poor service which the general public do not understand as many people still do not understand the role of volunteers. The average age of volunteers here is 60+ going up to 80+. What age is acceptable for a demand responsive service? What happens when they go on long holidays etc. This leaves gaps already and can only get worse. If social isolation is a true concern this is not the answer.
72 (Skipton - Grassington)	i THINK YOUR PROPOSALS ARE DISGUSTING PEOPLE LIVING IN VILLAGES ARE ALREADY SOCIALLY ISOLATED AND THIS WILL MAKE THE SITUATION MUCH WORSE!!!!! ALSO VOLUNTEERS(MAJORITY OF WHOM ARE BEYOND RETIREMENT AGE) SHOULDNT BE EXPECTED TO RUN BUS SERVICES THAT SHOULD BE PROVIDED BY THE COUNCIL.
72 (Skipton - Grassington)	I understand the need to save money, but this hits rural communities, and those without cars, hardest (the young, disabled, elderly etc). If you do make changes to the Grassington/Skipton Bus (72), please retain the buses at school times (around 0800 and 1545). Those 6th formers travelling in use that bus as your charges for the school transport is prohibitively high, particularly as you are laying that bus on for free for those under 16 - in effect you are using the 6th formers to subsidise the free bus you are required to provide gratis. Dishonest.
72 (Skipton - Grassington)	I would not be able to holiday in the beautiful Wharfedale, taxi cabs being a far too expensive alternative
72 (Skipton -	I fail to see how people can comment on the proposed new time table, when it is not yet available.

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Grassington)	
72 (Skipton - Grassington)	the propsals are unfair and unjust making living up the dale a very isolating experience especially for young people with out whom the dale will die it is discusting our money subsidises London when it is proposed to leave us with no regular bus service the proposals are simply not acceptable mrs Gillian Schofield Heber farm Buckden skipton
72 (Skipton - Grassington)	Scargill Community in Kettlewell has at any one time 20 people living there who rely on the bus service to get to Grassington, Skipton and beyond. Many are young adults from other countries staying here for a year, and the allowance paid whilst covering general expenditure does not pay enough to run a car or pay for a taxi for their return journey from Skipton. Their independence has already been seriously reduced by the cuts to the 72 bus service in April 2014. Part of the strategy to remain well whilst living at Scargill is to visit more inhabited places, and also access other parts of the UK for holidays. Independent travel for school age children at Scargill would also be curtailed by the proposals. Those of our guest who use the bus service to Kettlewell are generally the older generation or student age. There is currently no taxi service running from Grassington to Kettlewell which would enable them to complete the journey to Scargill.
72 (Skipton - Grassington)	you are cutting off people who don't have other means to get out of their villages!
72 (Skipton - Grassington)	Is there any proposal for a dial-a-bus /demand service from Cracoe back into Skipton?
72 (Skipton - Grassington)	The provision suggested is not adequate for children accessing further education, as the local secondary school finishes in year 11. The lack of service will mean that teenagers will not be able to access facilities in Skipton, and be able to grow up more. It will mean that families will not move into the area.
72 (Skipton - Grassington)	These cuts will make it impossible for visitors without cars to access the most beautiful parts of Wharfedale (except on Sundays, and the Sunday services are also under threat). Yet the National Park is funded on the basis that it should be available to all. I lead walks for a walking group most of whom are elderly and/or in poor health. Few have cars and they cannot afford to hire a coach. The outings are much appreciated in terms of providing exercise and company (many members do not dare to walk alone). These proposals look likely to rule out any walks in Wharfedale other than circular walks from Grassington, including all the best countryside in the area. I would

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	anticipate that without these bus services, the group will collapse,
72 (Skipton - Grassington)	If the proposed cuts come into being then for the old folk, i.e. myself we will be totally cut off and most probably have to move to a larger area such as Skipton where the services for old folk will be accessible such as dental, doctors, shopping etc.
72 (Skipton - Grassington)	I go to school in Skipton and my friends live there. A lot of times my mum has to drive down from Buckden to pick me up from school as there are no buses if I stay for after school clubs. It restricts me seeing my friends and needs to change.
72 (Skipton - Grassington)	As a concession pass holder like many similar individuals we would like a mechanism were we could pay a reasonable fare rather than lose the service eg Give £1 per journey as well as use a pass
72 (Skipton - Grassington)	Why cuts when increased council tax from new houses all the time.
72 (Skipton - Grassington)	Only last week there was a party of 8-10 walkers who had travelled up the dale by bus and were waiting to catch thew bus back - the proposals would be damaging to tourism and would also increase the isolation of elderly people in the villages who are dependent on the bus for transport (and may not be computer-literate, so unable to access this response form)
72 (Skipton - Grassington)	You will damage much more than the bus service per se..... There will be a knock-on effect on local businesses, due to loss of tourist spend, and there will be negative health and social issues which I am sure I do not have to spell out to you.
72 (Skipton - Grassington)	Tourists are coming to Skipton (marketed as "Gateway to the dales) by public transport only to discover the gate has already been closed to them due already to lack of onward public transport into the dales. Enough is enough. It is already easier to get from Skipton into Lancashire or West Yorkshire than to get to anywhere in North Yorkshire by public transport.
72 (Skipton - Grassington)	The 72 service provides a vital link between Skipton and the villages in Wharfedale. Our family enjoy regular breaks to Kettlewell and Littondale and the 72 from Skipton allows us to do this. Without the bus services these villages would be isolated and tourism would be greatly reduced.
72 (Skipton - Grassington)	Although I am only an occasional user of services, I must be one of many who enjoy visiting the Dales. As tourism is one of the largetst contributors to this county's economy it seems foolish to reduce the opportunities for visitors to come and put money into the local

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	economy. The reductions of services would also impact hugely on the local population, particularly the elderly who may have no other means of transport. It would be more far sighted to support rural economies, many of which see to be dying.
72 (Skipton - Grassington)	With an increasing population and an ever-increasing number of cars we need to maintain decent, reliable bus services to enable locals and visitors to access locations. Otherwise, normal, 'car-less' living, for many people, will become a thing of the past. Like the 'Beeching axe' on the railways, many services will be gone forever, if the proposed cuts go ahead. Please maintain the existing services which still serve the needs of many people (and most pass-holders would happily contribute something towards their 'free' journeys.
72 (Skipton - Grassington)	Using Community Transport to enable Grassington residents to go to and from Ilkley is wholly unrealistic. The existing community transport in Grassington finds it very difficult to obtain volunteer drivers because they have to be retired yet healthy and of age lower than 75. Providing a consistent, efficient service using volunteers is not credible. The same arguments apply with regard to the proposed Community Transport from Grassington to/from Buckden/Hebden.
72 (Skipton - Grassington)	Very short sighted. Wharfedale deserves a better bus service - the current operation is poor so it's little wonder that more do not use it. By contrast Harrogate to Pateley Bridge has an hourly commercial service because people know that a reasonable bus with a friendly driver will turn up punctually. Need to integrate schools services with the public service as you did pre PoD running - this could lead to huge savings all round. Also ensure that school start / finish times are staggered so same vehicle can cover 2 school runs morning & afternoon. All it needs is some planning and forethought.
72 (Skipton - Grassington)	If you remove the bus services in total from the Grassington area, you will create adverse housing situations. Predominantly the population is aged, and rely on the bus services at present. Younger families don't often move to Grassington as there is little in the way of employment to attract them, so keep the elderly provided with bus services and they will continue to live here and continue to support the local retailers.
72 (Skipton - Grassington)	I already walk / hitch around 5 miles to get from Littondale to the nearest bus stop in Kilnsey. To remove the Kilnsey-Grassington part of the journey would make it impossible for me to use public transport to access hospital appointments in Grassington, Skipton, Airedale and Leeds. I suffer from regular fractures and am therefore often unable to drive for several weeks at a time - 28 weeks out of the last 12 months. There is a 'helping hands' volunteer car service but it needs to be booked in advance and I often can't predict that I will need to attend hospital until that day or the day before. The fare is already expensive but I don't have much choice. Without the bus service I

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	cannot imagine how I will travel to and from appointments. The school bus is useful during term time but not available during the holidays.
72 (Skipton - Grassington)	The proposed cuts to our area will affect the lonely, vulnerable people living in the Dales villages, who cannot get to Skipton any other way, it gives them the independence they need, and access to health services and friends who don't live in the Dales. These cuts will affect businesses, mostly cafes, tea rooms and gift shops in our area, as tourists who come up here on public transport won't know how to get here in future. House prices could be affected once prospective buyers realise that when they can no longer drive that they will be stranded in the villages.Residents who live at Long Ashes are retired, a lot of those residents aren't drivers now. The suggestions that we have a car share up here won't work as insurance companies will look on that as a business, the programme last Thursday evening at 7.30 on ITV covered that very issue, that it would be seen as a taxi service. The other suggestion of a community bus, well I know of a few people now who have booked this bus in Grassington and the bus didn't turn up as they couldn't get a voluntary driver! Please keep us mobile in the Dales!
72 (Skipton - Grassington)	It is wrong for a council to reduce provision for access to services through appropriate transport by expecting volunteers to replace it. The council is thus passing on its responsibilities to volunteers. Employment will fall as unpaid volunteer work replaces it.
72 (Skipton - Grassington)	The proposals are plainly finance/money-saving driven [as opposed to having the council's legal duties to secure public transport provision at the heart of the decision making process].The fact that the Exec Committee has already determined and publicised the level of budget cuts in public transport subsidy whilst still "consulting" with local communities on their transport requirements lays them open to challenge.Given the democratic deficit in the west of the county area - there is no elected member from that area on the Exec Committee. The electorate in the west is representationally disadvantaged as regards access to/influence upon the principal decision making body in this matter. The proposals will impact seriously upon the local economy, having regard to the ability for walkers [the area is located on the Dales Way footpath network] and other tourists to access the local area by any other means than the car. Given the many other services which many in Upper Wharfedale cannot access [eg v. poor broadband speed, poor/no terrestrial radio/tv signal - hence no digital radio - higher fuel prices, less choice of space heating options, poor mobile phone reception etc.] removing the bus subsidy will disproportionately impact upon the local community.It appears to be accepted fact that north of England councils are [incredulously] required to contribute financially from their own resources to subsidise public transport facilities in London!! This iniquitous situation needs to be resolved before any decision is taken that will impact negatively on bus services in North Yorkshire. Any decision to cut services here in advance of tackling that key strategic issue would be premature.Any decision based upon the current

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	scheduling of existing services will be erroneous if the existing timetable does not serve actual passenger convenience/needs/demand, and would hence at best be premature. -ive impact on sustainability/carbon emissions + modal shift reversal.
72 (Skipton - Grassington)	It is really important to know that there are viable alternatives to public transport in place before the services are removed. Rural isolation in North Yorkshire is a big concern, and if it is made worse by lack of transport then more problems will be created, putting even more pressure on already stretched CC services, such as adult health. We have to be careful not to fix one problem and in doing so create many more. This should not just be a short term solution, but should lead to a sustainable transport network in N Yorks, whatever shape or form that may take.
72 (Skipton - Grassington)	I appreciate NYCC is in some difficulty but national government does not seem to understand the essential need for a public bus service in rural or semi-rural parts of the country. I would like to see more lobbying of local MPs to demand that the service is properly funded and from that, that NYCC ring-fence the funds. Although there are suggestions of other schemes, in reality this is not want people want to use and do not have the reliability or safety (who knows who you are getting into a vehicle with?) of a regular public transport service. There is absolutely no substitute for it. I hold a bus pass but would accept payment towards fare e.g. 50% reduction with pass.
72 (Skipton - Grassington)	Shocked and dismayed at the prospect of more cuts to our essential bus service. I am in full time work and completely reliant on the first and last services of the day in order to get to my job, and the prospect of further cuts are extremely worrying. This is particularly given that I am not able to drive and that my only other means of getting to and from work would be to walk for miles on Grassington road, a dangerous and unlit road with no pavement. Further to that, this service is a lifeline to those of us non drivers living in rural areas, who use the service to get to our nearest town for shopping and appointments. We are left stranded if that service is not available. It is also used by tourists visiting the Dales, the elderly and other non drivers, and the gradual decimation of this service is having both a social and wider impact on the area in restricting access to and from the Dales only to those who are rich. Public transport is an essential public service, and should be treated by the council as such. Demand responsive, voluntary options are no good to those of us using the service on a daily basis for work. Instead we are left stranded, with only (for those of us who can) the option of walking for miles in hazardous and unsafe conditions. I am extremely worried, both for my job, and my own safety.
72 (Skipton - Grassington)	These bus services are an essential life line for our rural community. An on demand service will not satisfactorily replace this. To have to plan days before if you want to go shopping or meet a friend, or know that you wish to use the bus is to imprison residents in their rural communities. The only appointments that can truly be planned for is health appointments. These bus services support more

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	specifically support our elderly and young on a regular basis and support the tourism to these area, by encouraging people to access the remote villages for walks and to utilise their services. To cut basic infrastructure like this before cutting more luxury type services in the County is wrong. For communities to relay on obtaining funding to run essential bus services, does not provide a sustainable or feasible income. Funding is often only short term and therefore there can be no sustainability guaranteed. Relying on volunteers is equally unsatisfactory. In Grasssington there is already a charity called Helping Hands which struggles to find drivers, so where will the extra drivers come from to run these services. In addition, volunteers however well intentioned, are often unable to meet regular commitments, or may unable at the last minute to fulfil an obligation. These proposed cuts are causing an enormous amount of distress to residents who wonder what will be their options in March. Hebden is particularly vulnerable, they are cut off during the Summer holidays with a reduction in the bus service as it is and although only 1 1/2 miles from Grassington if they lose their service, many residents will be unable to access the services that Grassington provides. The County Council should be looking at ways of guaranteeing the future of these villages not turning them into Ghost towns.
72 (Skipton - Grassington)	Your proposals will affect the tourism of the dales, hence the livelihoods of many, hence all local businesses....and also increase isolation in particular for older and young people and hence have knock on detrimental health effects. So all you will actually be doing is passing the costs (higher costs!) on to other government departments, ie health and social care - bad idea!
72 (Skipton - Grassington)	It is difficult to comment on proposed changes when the timetable is not yet available. Difficult to see how the command respond service will be used by people living in outlying villages needing to get to Skipton for work each day. Neither does it allow people to make same day appointments if they need to give 24 hour notice. Quality of life would change for people without cars as they would be less likely to use the bus and spontaneity is lost. The 72 bus needs to link up with the Skipton to Leeds trains. E.g. the 10.00 and 11.10 bus cannot be relied upon to link with the 10.46 and 11.16 train respectively We need a bus from Grassington to Skipton at 9:00. This would help those starting work in Skipton after 9.00. It would also allow people to be in Skipton for medical appointments or social meetings by 10:00, giving 2 hours before returning at 12:00. A 9.00 bus would also allow people to go to Leeds on the 9:46 or 10.16 train. With the current timetable the earliest train they can catch is 10.46, if the bus is on time or the 11.16. There should be a bus from Skipton to Grassington between the 15:40 and the 17:25 buses. The return times are too early or too late for those wishing to shop or socialise in the afternoon. Afternoon buses from Skipton should also fit better with the trains from Leeds. People returning from Leeds have to leave on the 2:26 train (too early) too catch the 3:30 bus to Grassington or on the 4:26 train to catch the 5:25 bus. A 6.00 bus would be better for people leaving work at 5.30.

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72 (Skipton - Grassington)	I retired to Kettlewell 13 years ago and a major consideration was the bus service to Grassington & Skipton thinking ahead to the unknown date when I have to relinquish my D/Licence. Shortly after moving we became a one car family and use the bus to reduce carbon emissions. I have since used the service for doctor & dentist appointments in Grassington and shopping/car servicing but MORE importantly along with the very many visitors to the Dales undertake linear walks along the Upper Wharfedale Valley using the bus service. I now pay the full fare rather than use my bus pass as I was not previously aware of the reduced income the bus company received. I am aware that a number of other elderly residents some of limited means, have indicated likewise. As a former School Governor of Kettlewell Primary School I was part of the campaign to keep the school open. Clearly the right decision in view of present pupil numbers and it has also been instrumental in the recent influx of families to Kettlewell with young families who have yet to join the school. However they will think twice about living here when children reach teenage years and they are unable to participate in after school activities or seek employment outside Kettlewell for lack of a bus service. We need to encourage more people to live and more tourists to our villages to ensure the future sustainability of the Yorkshire Dales keeping our existing pubs, tea rooms and shops open and foster new business opportunities. An on demand bus service with volunteer drivers will not work.. I am, along with the majority of non-working residents of Kettlewell, too old to volunteer and I am aware that Grassington Hub are already struggling to man the existing service. I understand the impositions placed on NYCC but we are now in the 21st Century and a scheduled bus service is imperative to preserve and build on the efforts residents have made to stop our villages becoming ghost towns full of second/holiday homes.
72 (Skipton - Grassington)	Bus services from Grassington. It is very difficult to comment on any proposed timetable when the details are yet to be published! A two hourly service would not be satisfactory in the mornings. Would it serve people wishing to go to work in Skipton, or further afield, say leaving at 08:15? If so, then when would be the next bus taking shoppers into Skipton; 10:15, arriving at 10:40? These timing is very inconvenient for shoppers, but also makes getting to a morning appointment at the hospital in Skipton, or Airedale, very difficult. Grassington is in the heart of the Dales. The lack of a regular bus service up the Dale would seriously hamper tourism. The demand responsive community transport service for villages north of Grassington is very unlikely to be a success and will lead to the further isolation of dwindling communities. Who will drive the vehicles? They must be under 70 years old, yet have free time and the volunteer sense of duty to drive the buses. The most likely group of people to drive these buses must therefore be recent retirees aged 67 and less that 70. And then at least one of the pool of drivers must be available at 24 hours' notice. With only a demand responsive community transport service for some villages, those needing an urgent appointment to see a doctor would not be able to travel to the Grassington medical centre by bus. (The surgery always reserves a few time slots for urgent appointments.)

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72 (Skipton - Grassington)	It will impact badly on the local economy, make traffic heavier on roads not designed for cars and make the Area less accessible for those with limited income. Local transport should be encouraged not cut.
72 (Skipton - Grassington)	The proposed cuts will have serious effects on tourism and general accessibility in the region. People will be having to use cars more and these will clog the roads even more. Any buses that do still run are more likely to be delayed because of more traffic. This will lead to fewer people using them, and so more buses will be cut. And we will end up with roads massively clogged with cars, etc until visitors get fed up of coming to our regions. Why not introduce 'minimum £1 fares for all travellers?
74 (Ilkley - Grassington)	Living in an isolated rural area your proposals will only increace the isolation of the people without transport of their own.
74 (Ilkley - Grassington)	Can't comment, we are not 'online' so don't know what proposals are. I do go to the meeting at Bolton Abbey. Which I may add was not "advertised" (I found out by a friend.)
74 (Ilkley - Grassington)	By only providing a demand responsive service from Bolton Abbey passengers from Ilkley and beyond will have no public transport access to Wharfedale, which is notsupporting the local economy or tourism in Wharfedale, your proposals will have a disastrous effect on this. As N Yorkshire has deemed concession passes not valid on some services on Sundays and made discounted fares available. In order to maintain a 72 service, concessionary pass holders could pay £1 (ie N Yorks contribution) which we would be willing to do to keep this service viable and running for all. ALSO The drop in sessions were not publised early enough for people in Wharfedale to attend only days after the initial consultation period of 15th May and on a Bank holiday when the majority of people were away. No doubt this was intentional voluntary car and demand responsive service, don't work and have not been working.
74 (Ilkley - Grassington)	Do you really propose to stop a service bus in upper wharfdale? How will people get around? How will vistors come? How will the dale continue to prosper. Answers please.
74 (Ilkley - Grassington)	Your proposals will totally isolate elderly, infirm and non drivers in rual communitier. Pople want their independance and don't want to have to put others out be asking for lifts! In many cases it is the people who are going to be most affected by these proposals who will have contributed most to this county and have probaly never calimed any benifits! Drivers who never use buses should be aware that at any time an infirmity could afflic them which could prevent them from driving. This could include N.Y.C.C officials involved in there

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	proposels!!!
74 (Ilkley - Grassington)	These are important public services which make a significant contribution to the local economy. I strongly urge you not to make these reductions in service.
74 (Ilkley - Grassington)	How do you numpties expect me to access places between Ilkley and Grassington, or between Grassington and Buckden on a Saturday if it's going to be some shitty demand responsive service only on some days a week not serving Ilkley? Fuck the conservative dick heads, fight these fucking cuts or else find your back road county fucking grid locked and lacking in tourist income!
74 (Ilkley - Grassington)	It appears that your proposals do not take into account journeys made into North Yorkshire from surrounding areas. Whilst no bus fare may be paid by people entitled to ENCTS, such travellers bring economic activity into the county. For example my use of the services indicated brings spending to businesses in Upper Wharfedale. The county council needs to consider the impact on businesses in the county as well as the ability for residents to travel to access services, appointments etc.
74 (Ilkley - Grassington)	The dales services are vital to the dales economy and especially for tourism.
74 (Ilkley - Grassington)	To decimate the service any more would cause a lot of hardship for people's ability to connect with appointments at hospitals, doctors etc, which at the moment are practically impossible to get to without your own transport or relying on other people. As a senior citizen, I would be willing to pay half fare towards my journey on the bus, if it meant that the service could be improved for all. The villages in this area are far apart and to prebook a journey, For example; a pick up in Kettlewell and one in Hebden for hospital appointment. If only one car available and having to pick up so far apart, it could very well result in a late or lost appointment for the client, due to logistical time constraints. The local residents should not have to rely on the charity and generosity of other villagers to provide adequate transport to maintain a decent connection to important services.
74 (Ilkley - Grassington)	The proposal to replace the Ilkley - Grassington service with a demand responsive service from Bolton Abbey to Grassington makes the service not usable by me as I travel to and from Addingham . So do others, both local users & leisure users. A significant proportion of users of the existing service appear to use it to get from their homes in Wharfedale or to visit relations in the dale. The essence of that demand appears to be for journeys to & from Ilkley - a service from Bolton to Grassington would be likely to serve a very limited part of existing demand. After cuts to services last year and the removal of concessionary fares from many Sunday Dalebus services further cuts

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	will simply result in declining use because the services will no longer serve the potential users.
74 (Ilkley - Grassington)	Losing the No.74 bus would be a great loss to the Wharfedale area - shoppers, sightseers and walkers. Having lived in Grassington for 30 years I know how popular it is for locals. I recently moved to Ilkley and still use it - although due to age, not as much.
74 (Ilkley - Grassington)	Most users of the 74 Ilkley to Grassington bus do not pay a fare, though I'm sure they would be more than happy to pay either a slightly reduced or full fare in order to maintain the present service.
74 (Ilkley - Grassington)	My wife and I would be only too happy to pay towards the cost of travel to our favoured destination. The thought of losing the Ilkley to Grassington 74 service is one that is difficult to contemplate. We already pay towards travel on the train, and feel that a contribution towards bus travel would be fair. We feel the policy is very shortsighted, affecting the travelling public plus the trades people that serve us. Please reconsider your decision, paying to travel is far better than being unable to travel!! Keep cars off our narrow twisting roads, the 74 bus does just that.
74 (Ilkley - Grassington)	We are trying to encourage visitors to the Dales. Many rely on using public transport, especially elderly walkers, and those intending to walk but have been caught out by a sudden onset of bad weather and would like to complete their journey by bus. In Burnsall there are elderly people who will not want to continue driving for much longer and any reduction in bus service will have a detrimental effect on their quality of life. The more the bus service is reduced, the less it will be used and then you will say insufficient people use the service and it will be reduced even more or cut altogether. I think we are in a no win situation. People in the village who have a senior citizen pass are willing to pay bus fare but are told it is illegal for them to pay if they have a pass. If they can afford to pay they should be allowed to do so. It is a dreadful situation if people have to move from a village that they love because there is an insufficient bus service to meet their needs. Young people in the village have to rely on an adult taking them to Grassington or Skipton to catch a bus as the present service is not adequate to enable them to socialise with friends in other areas or take advantage of better facilities in other places.
74 (Ilkley - Grassington)	Customers renting our holiday accommodation rely on the bus service. Many take the bus and then enjoy walking. Loss or significant reduction in the service would have a adverse effect on our business. The service also gives us albeit limited access to Grassington medical centre, proposed to be amalgamated with Ilkley medical centre. We would however be prepared to pay a fare, as would our customers. The reality of having a pensioners bus pass, but no bus, is somewhat bizarre!

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74 (Ilkley - Grassington)	Retain the service as at current levels
74 (Ilkley - Grassington)	I am very concerned about the proposals for the Wharfedale services: If you must introduce a DR service then please use the LWB model where the timetable indicates approximately when a DR service is likely to be available. For someone whose movements are not regular this gives useful guidance. Please be more logical wrt the local economy and offer a service to/from Ilkley. Lots of people from WY visit Wharfedale; their travel is likely to be influenced by the weather. There are fine days in winter as well as summer so a Mon - Sat service throughout the year makes sense, even if in winter it is all DR. (Sundays and Bank Holidays are well served at present by D&B CIC managed services.)
74 (Ilkley - Grassington)	One of the priorities of the strategy should be to reduce traffic by giving people access to public transport.
74 (Ilkley - Grassington)	The 74 and 72 services are the only regular, mostly convenient services that access the Dales from Ilkley and Skipton, including Hebden and Buckden. A demand-response service cannot replace a regular bus service, with proper bus vehicles and drivers, and space would be limited. Passengers cannot be let down and left behind when demand is high.
74 (Ilkley - Grassington)	Your proposal to replace the scheduled bus service 74 between Ilkley and Grassington with a demand responsive Community Transport service between Bolton Abbey and Grassington operating at least three days each week is a terrible idea and will prevent me from accessing the Yorkshire Dales. The reduction to a 2 hourly schedule on bus service 72 between Grassington and Skipton, and the introduction of a demand responsive Community Transport Service on at least three days each week between Buckden and Grassington is also a terrible idea and will prevent me from accessing the Yorkshire Dales.
74 (Ilkley - Grassington)	Axing service 74 (Ilkley to Grassington) is a ridiculous idea. The bus is a popular way of accessing parts of the Dales from parts of West Yorkshire with fast links by train to Ilkley. Should service 74 be axed, communites along the route will suffer as will tourists using the bus as they will revert to travelling by car, increasing congestion on rural roads. While i understand the age we are in is one of budgets being squeezed and government spending cuts, there must be other ways of saving money that would not cause the level of upheaval that the withdrawl of this popular and vital service would cause.
74 (Ilkley -	This service is invaluable for people coming from West Yorkshire. Whilst finances should never be overlooked the health benefits &

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Grassington)	mental well being it brings to be able to get out to the Yorkshire Dales is invaluable. We are Yorkshire folk & the Dales are our pride & joy & the envy of people in other parts of the country & yet even Yorkshire folk themselves are being disadvantaged if they are not a car driver. People need to be able to escape from the City. I'm lucky enough to be able to get a day off here & there at short notice but how can I book a day off without even knowing if there's going to be enough demand on that particular day to take me to where I need to go. I realise that the 72 service is remaining to some degree but it appears this will be only on a Skipton to Grassington basis. What about all the other Dales villages that make up this much loved area? Kettlewell,Arncliffe,Buckden,Appletreewick,Burnsall. The latter two may be accessible by a walk from Grassington but then you would need to walk back to Grassington to get a bus home as there are no other links. This is beyond a lot of people. I have noticed that Senior Citizens do not appear to pay a fare. Could not a flat rate cheap fare be adopted that would provide some funding. Or possibly a monthly or quarterly travel ticket be introduced. That way,with the payment being made in advance the money is banked irrespective of whether folk actually make the journey (due to poor weather etc). The other aspect is the impact on the environment. More cars now in the Dales,more pollution etc. People like myself also like to visit the various pubs as part of a day out thus contributing to the economy. Again this cannot be done if no reasonable bus service thus encouraging drink driving. This very day I have walked from Barden Tower on to Appletreewick,called in at the Craven Arms & then walked on to Burnsall, That entire delightful & easy going walk is likely wiped out if the proposals go through.Save it!
74 (Ilkley - Grassington)	I would much prefer to pay an amount ie the fare, or part of, than lose the service altogether. It would affect all other travellers, and seriously affect tourism in those lovely North Yorkshire villages. Once lost, it would be forever.
74 (Ilkley - Grassington)	Re service 74. Cutting off Ilkley from the Grassington as centre for the Dales is regrettable. There is no statement as to whether consultation has taken place with WY Metro about mutual . The proposal for a demand responsive service makes no reference for communication south to & from Bolton Abbey. The previous retiming of the 74 has made it less attractive to day visitors and walkers who bring custom to local shops and pubs and cafes. The unsatisafactory renumeration to councils/transport providers under the 'free bus pass scheme' needs to be taken up by all countyand district councils with DfT.
74 (Ilkley - Grassington)	Using the bus helps the environment. It reduces traffic congestion and stress for us all. It helps people access towns and villages and their shops and services. You should find other areas to cut to meet your government targets.
74 (Ilkley - Grassington)	They would severely restrict my ability to access and enjoy the National Park At the moment I can use the 74 bus to reach Grassington and Buckden enabling me ,and many others to enjoy various outdoor activities whilst at the same time spending money and supporting

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	the local economies. The removal of th 74 will also restrict tha ability of villagers in the area served by the service to access ths srvices in Ilkley and further afield.
74 (Ilkley - Grassington)	Having recently discovered the 74 service I would be very disappointed if it were to be scrapped, esp as I do not drive (but not retired). With easy access to Ilkley via train, I use this service regularly to enjoy the Dales (and I record birds here for the British Trust for Ornithology). As I live in Horsforth, Leeds, access to the dales will be more difficult - more travelling, more cost, more waiting for connections and less time walking & enjoying the dales (meaning, at least, fewer visits). Please keep the 74 service going, however I would not be too disappointed if it only runs from easter to end of September. Also I get greater enjoyment from the dales travelling Monday to Friday (and less disturbance to birds, and other wildlife).
74 (Ilkley - Grassington)	A typical scandal of a weak Tory council not prepared to stand up to an elitist and arrogant Tory government.
74 (Ilkley - Grassington)	Would need to travel to Skipton first in order to get to Grassington
74 (Ilkley - Grassington)	I think the proposal to reduce bus services in the Yorkshire Dales is dreadful. North Yorkshire Council should be increasing and im proving public transport to the Dales not decimating it. The Dales should not just be accessible to people with cars.
74 (Ilkley - Grassington)	This service provides a much needed access route into the dales and tourist locations and a number of people don't drive and therefore would be stuck without a preferred means of transport to get to these locations.
74 (Ilkley - Grassington)	These proposed cuts will greatly affect the numbers of people visiting North Yorkshire, and this will obviously affect the local economy (shops, cafes, accomodation, pubs etc). I will certainly visit less often and people I have told about these cuts have said the same.
74 (Ilkley - Grassington)	The Ilkley/Grassington and Skipton/Grassington services are VERY popular with visitors to the area. It is essential that these services are retained (or better still returned to their previous frequency). Any cuts will have a major impact on visitors to the area and reduce the number of visitors and their ability to sustain the local economy. In addition, the complete loss of the Ilkley/Grassington service will result in many local people being cut-off for several days of the week. I appreciate the need for NYCC to save some money but this is NOT the right way to do it.

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74 (Ilkley - Grassington)	As a resident of Ilkley, who moved here on retirement some years ago specifically because of its good rail links and access to upper Wharfedale and the Dales Way, I was disappointed by the reductions at the last round to Service 74 Ilkley - Grassington, which meant in most cases that my outward journey from Ilkley at 10.10 had to be completed returning via Service 72 to Skipton. This reduced my frequency of travel. Now in this latest round Service 72 is withdrawn and Ilkley loses totally any public transport direct access to Upper Wharfedale and and along the Dales Way. Bolton Abbey has always been a great tourist draw - now to have no public transport link from the major population centres of West Yorkshire. Doesn't NYCC care about the Yorkshire Dales National Park, one one of Yorkshire's greatest assets? These are ridiculous and short-sighted proposals which fly in the face of the government calls to curb car emissions and encourage healthy open air activity, particularly walking. I have written to my MP to draw attention to the detrimental effect of these proposals on his constituents and those in West Yorkshire generally
74 (Ilkley - Grassington)	by deleting the rural bus services, you are denying access to the dales villages to ALL non-drivers and summer tourists, who often pay !!! there are a great number of extremely good retail outlets - cafes, sandwich shops, restaurants, outdoors outlets, eyc etc who will suffer from the reduction in the number of visitors being allowed access to their businesses. why not make a nominal charge on ALL journeys on the affected routes ???? that way we can still access the places we love and it will help to pay for the service. e.g the vintage bus route to Hawes from Ripon - 127. it's fully occupied and no-one minds paying for the privilege, although I was told yesterday it too will be taken away because the 1940s buses have no wheelchair access !!!!!!!!!!!!!!!!!! SHOCK
74 (Ilkley - Grassington)	The 74 Ilkley-Grassington is the only means of accessing Bolton Abbey via public transport. Not everyone has access to a car. The proposed dial-a-service is a poor substitute for those who want access to the abbey and its surrounds for walking rather than travelling a fixed A to B.
74 (Ilkley - Grassington)	I cannot understand the economics behind your proposal to axe service 74. I travelled on this on Sat Aug 1st & all seats were occupied & several people were standing. I could understand cancelling a service that few people use but not this one. If the service is withdrawn my wife & I will revert back to driving into Upper Wharfedale! I am not happy that you cancelled the 15:35 return service to Ilkley, I was obliged to take the 72 to Skipton & then take the train back to Shipley. I am willing to pay full fare rather than lose the sevice
74 (Ilkley - Grassington)	I visit places in North Yorkshire mainly for leisure. North Yorkshire has wonderful countryside, towns, villages and attractions. I spend at the various destinations. I do not drive and if you cut these services I shall no longer visit and local businesses will suffer accordingly. Bus services should SERVE the public. It is appalling that such a wealthy county as North Yorkshire should be making these cuts. A good

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	transport network is a sign of a civilized community. The really wealthy do not use bus services. Is there a connection???
74 (Ilkley - Grassington)	Living in Appletreewick we will be totally cut off from Ilkley and Skipton. Friends are supposed to be using Anne at the Grassington Hub, but she has forgotten all about them on accasions, & they cannot get to appointments. We therefore think that a demand resposive option is useless. My husband uses the bus once a week to Ilkley & I would use it more often, but the times have been greatly cut in the Ilkley direction.We realise cuts have to be made, but please can we have a service that we KNOW will turn up and WHEN it will turn up at least 3 times a week? We then can make appointments accordingly.
74 (Ilkley - Grassington)	I will be adversely affected by the proposed changes to the 74 and 72. I am encouraged to walk for health reasons and there are flat country paths available close to these routes. I don't drive and I travel out on the X84 to Ilkley. I would have reduced access especially at Burnsall where I go fairly often. I visit Burnsall Feast, Kilnsey Show and the Kettlewell Scarecrow Festival and would find it difficult if not impossible to do this if the proposals are implemented. Before the ENC pass was introduced I would pay to go to Burnsall and Grassington and since it became free to get there I put my fare into the local economy by buying refreshment or using local shops. I think a lot of these establishments need the passing trade to survive. I don't think enough research has gone into how to operate a small charge for the bus service. Although I have a low income I would certainly be able to pay the £1 loss my journey as a pass holder incurs.
74 (Ilkley - Grassington)	I have no experience of dial-up,or similar services that are being proposed but friends who are reliant on the 74 service for transport to work have absolutely no confidence in the reliability of a vehicle to turn up on time.
74 (Ilkley - Grassington)	If cuts have to be made, I strongly support the idea of a seasonal service from easter to november so that the bus runs by Appletreewick morning, lunch and late afternoon. I have used the bus twice this week, for example, and today there was an average of 17people on the bus and on monday there were 14. This infers that people are coming and supporting cafes, shops etc as well as reducing the number of cars on our narrow roads which is in keeping with our wish to encourage eco friendly travel. As a village resident it would feel very isolated without bus services. We should do all we can to keep villages alive and rural transport is one key feature. From my understanding of ondemand transport it would be overly time consuming and tedious to do, for instance, Ilkley via Grassington and Skipton - a distance of 12 miles and half an hour at the moment.
74 (Ilkley - Grassington)	I am concerned about the withdrawal of services to Kettlewell and Buckden especially as the communities depend on public transport for educatioon , work and tourism. A community run scheme is not a viable alternative: this is reliant solely on volunteers and in an aging

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	population, the number of volunteers is is relatively few. How can communities like Kettle well continue to thrive when public services are not available? Additionally as a B&B owner in Grassington, we have a large number of guests who come to the Dales to walk and use the buses to do linear walks. There is little employment in the Dales, being mainly confined to tourism, car homes and some construction and you are going to damage tourism, which is one of the few (albeit poorly paid) area of income. There is no incentive for young paeople to stay in the Dales and the communities will die. I think the Kettlewell and Buckden routes especially should be maintained.
74 (Ilkley - Grassington)	North Yorkshire – a county whose economy is reliant on Tourism. North Yorkshire – a county lucky enough to have two of the greatest National Parks – Yorkshire Dales and North York Moors, a World Heritage Site at Fountains Abbey, and criss-crossed by many popular National Trails including the Pennine Way, Dales Way and Coast to Coast. Visited by many local, national and international visitors who want to see all that North Yorkshire has to offer – why are visitors made to feel unwelcome? Their proposals to cut the local bus subsidy to £1.5m from April 2016, a reduction of 75% since 2010 is part of the problem, and particularly hitting rural bus services. It seems that North Yorkshire County Council (NYCC) just don't understand the rural economy and economics of running rural bus services. They simply have not undertaken a proper impact analysis of their proposals to identify both the financial and non-financial benefits and dis-benefits to make a value for money decision. The proposals have not been fully costed.There will be impacts on other NYCC departments as well as across central and other local governments and the wider community which need to be balanced against the reduction in the subsidy budget. The proposals for bus services such as the 72 and 74 in Wharfedale, proposing to replace all or part of the current routes with Demand Responsive Community Transport are facing significant opposition from local people and businesses. Community Transport can provide a useful safety net but is no replacement for integrated public transport, regular buses running at times and to places that people want to go to, in proper accessible buses, driven by experienced qualified drivers, offering the capacity to accommodate shopping, luggage, push chairs and wheelchairs and fluctuations in passenger numbers.The NYCC proposals will affect the viability of local businesses and communities, driving people, old and young, without their own transport out of the Dales.
74 (Ilkley - Grassington)	I have used the 74 service several times for leisure. Recent use (12/08/2015) was as a 'rescue' under hot conditions, from an arduous walk. As with previous leisure uses of the 74, I found the bus well patronised; it had a fully-seated load at Barden Tower (10 mins. late), and at Burnsall (15 mins. late) more embarked than disembarked - resulting in a standing load from thereon. The occupants looked to be leisure passengers in the main, and many presumably using either ENCTS passes or special fares. Clearly these were mainly seasonal passengers. Surely, reconsideration of future subsidy should take into account that at times of year much capacity is needed, and not only Sundays/Bank Holiday Mondays - the restriction of the enhanced Dales facilities. I never use the 74 at weekends, only midweek,

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	when accommodation is attractive. By all means, tailor winter (say November to March) departures to suit the needs of local people, but provide a full service (e.g. 4 each way) when demanded by tourists. As an example of the preference for advertised service, rather than demand-responsive, I assisted a YOUNG person (and her friends) as to what time the next 74 bus would arrive - they all used it! By cutting subsidy to a formula, NYCC may well be curtailing visitors, with the spending power they inherently bring. I might think twice about staying in mid-Wharfedale again if the service-and-lifeline of the 74 were withdrawn. The alternative is the car with its detrimental pollution. Consider very carefully the DISBENEFITS. Tailor to its needs, but mantain the service. How much is commercially operated?
74 (Ilkley - Grassington)	Removing the no. 74 Grassington -Ilkley service will take away my access to much of Wharfedale. I haven't a car but people who have ought not to be encouraged to clog up narrow country roads and pollute the fresh air. More cars just detract from what draws people to the countryside in the first place. Public transport is better for the environment and should be being promoted, not withdrawn. I have recently been on the 74 bus when it has been standing room only, and again when my wife and myself were the only passengers, so I realise there are wide variations in use, but surely some service could be retained rather than a complete withdrawal?
780/X1 (Harrogate - Wetherby)	As I live in a small viallage I use the buses to get about and we only have 1 but Harrogate & Knaresborough & St James retail park have a lot more, so surely some of those should be cut first
780/X1 (Harrogate - Wetherby)	Your proposals are ridiculous !
780/X1 (Harrogate - Wetherby)	I do not have a car. I use a variety of buses from time to time to explore the Dales, North York Moors, Whitby ,Scarborough area and so on. Recently i have had a holiday in Whitby area and used 99 bus though that was not the bus most frequently. Sometimes I use 840 in winter. Sometimes I use buses to Buckden. Perhaps I shall again use 31X to Helmsley before you axe it . Your survey does not seem interested in tourists at all. The options of community transport and other such things as volunteer drivers, and booking in advance are virtually useless to those like me who are walkers and may have to amend journeys for weather, footpaths not maintained, and so on. We do not always know where we are hoping to join a bus. I am strongly opposed to cuts to bus services (and indeed any other public sector cuts). I would rather pay more in taxes and have services than low tax and no or almost no. services

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780/X1 (Harrogate - Wetherby)	These proposals mean the services will not be fit for purpose. If you must go down to two buses a day each way then they should be around the working day - morning and late afternoon/early evening for the places such as Knaresborough, Ripon, Boroughbridge.
780/X1 (Harrogate - Wetherby)	services to pensioners improve their wellbeing and health reduce isolation and depression hence less use of social and medical services . they contribute to town centre shops and hence help to keep town centres going . . the majority of them have worked all their lives and deserve a continuance of a service which benefits the whole community
780/X1 (Harrogate - Wetherby)	I think the current service is excellent. It offers a new quality of life for older People. Please do not change it!
780/X1 (Harrogate - Wetherby)	Do NOT cut the funding to 840. There are better ways in which the council could save money
81/81A (Stokesley - Marske)	It would appear that a number of the services previously simply gave a subsidy to the bus company for completing a journey - some of which the bus must make to complete the next/return journey regardless - and should perhaps not have been given in the first place. I am aware the need for subsidising 'essential' services and this is where the council should be concentrating. Perhaps the council should look at other services and remove the unnecessary subsides to journeys that will probably still run anyway, then more resources may be available to run those that are necessary.
81/81A (Stokesley - Marske)	Once again, this is a shameful proposal by the County Council. Surely, instead of cutting back bus services you should be investing in them, to try and encourage people out of the cars onto buses to reduce congestion and pollution on our roads. If the council does need to save/make money - why don't you look at expenses for County Councillors and executives etc.....and change the upside down 'triangle' structure of the council. Your proposals will affect my access to healthcare, leisure and shopping services. Your proposals will also leave many remote villages without access to any transport during the winter months (Goathland for example). This will cause isolation for many people who do not or cannot drive. Not that I belive this is a consulation, you seem to have made up your minds, but I just wanted to put forward my views.

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Main Service	Comment
81/81A (Stokesley - Marske)	We who do not drive need our buses. Whitby is isolated enough.
81/81A (Stokesley - Marske)	i do not drive and rely totally on the bus to get out of Great Ayton. I am not alone and there are numbers of residents who will be housebound except for walking, fortunately i can walk but without a bus service will be extremely restricted
81/81A (Stokesley - Marske)	The proposed changes to the 81 will make it difficult for myself and others to get to work as there would be no service before 9:30am. I would propose that they just run the service from and to Great Ayton as the main problem is that no one in Stokesley uses the service and I don't feel that people from Great Ayton should lose our public bus services because of this. If the subsidy is cut and we lose this service are North Yorkshire prepared to provide taxis free of charge to get people to work.
81/81A (Stokesley - Marske)	Looking at the new proposed timetables for the Richmond routes, 54 & 55, I observe the following:- a. I fail to see how reducing the 54 service to run only to Kirby Fleetham will save NYCC much money as in our experience the majority of passengers usually board the bus after Kirby Fleetham. b. As Catterick Garrison is being developed as a new major shopping and leisure complex, surely it is short sighted to terminate the 54 service that has the potential to develop bus usage. c. The 54 timetable does not encourage usage as it fails to connect with other bus services arriving in Northallerton i.e. for 54 bus departing at 11:10, the No.X80 Stokesley bus arrives 09:26, No.72 Darlington bus arrives 09:50, No.70 Ripon bus arrives 10:00, No.153 bus arrives 11:30, none of the times for the 54 departure are convenient. d. Similarly it is the case for the No.55 Richmond service which departs at 09:30 and again does not connect with any of the above, plus this does not even connect with the No.73 Bedale bus which arrives at circa 09:30 ! I am sure with a little bit of thought you would be able to develop a better bus service than this ! Your proposed system uses 2 buses and 2 drivers. Why not consider other options that use one bus and one driver ? This is only one possible solution, there must be many more, have these been examined as possible alternatives ? To summarise, the proposed timetables & limited routes for the 54 & 55 services are unacceptable. The 08:50 No.54 bus is too late for workers and too early for shoppers, has low connectivity with other bus services and has very few users at this time, in our experience. The proposed 09:30 No.55 bus is too late for workers and again too early for major bus connections and shoppers and of little value to the public. It does not make sense to have the last bus back from Richmond at 13:50, at least the above idea has the last bus at 16:00 hours which is more sensible. These proposals for bus services need a rethink.

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Main Service	Comment
840 (Leeds - Whitby (winter months)	At a time when isolation for the elderly is an important issue. reduction of public transport services can only have an adverse effect on the lives of this group of the population, many of whom do not have access to private transport
840 (Leeds - Whitby (winter months)	I do not have a computer or access to one, and as I do not know how to use one therefore I am unable to comment on Q14/15.
840 (Leeds - Whitby (winter months)	I am an 88 year old, old widow, living alone. I have found the 840 service valuable in:- (getting to York Hospital (skin cancer), Malton surgery (foot surgery - ingrown toe nails), Rail connections to friends and relatives). My daughter at Whitby and I also use it for family and social connection. Neither of us drive. These needs occur throughout the year. I can afford the occasional taxi, but I am sure many people in this position could not do so. I would be very sorry to see the 840 cancelled during winter months.
840 (Leeds - Whitby (winter months)	I think a standard £1 fare be introduced on all services between 9-6pm and £1.50 for return including w/ends. I have spoken to many travellers and a small fee seems acceptable.
840 (Leeds - Whitby (winter months)	Cutting down on any transport link is bound to affect 'somebody'. A balance must be made between providing an adequate service and providing a cost effective service. Try not to cut out buses at peak times , pushing 2 journeys into one causes pressure on the one journey, lack of space on the bus, dissatisfied customers etc. Provide a good reliable , adequate service PLEASE.
840 (Leeds - Whitby (winter months)	I buy a monthly bus pass to enable me to get to work and use it on days off for purpose of pleasure, shopping,swimming etc. It would not be worthwhile buying a pass in the future as I would have to use other services (ie 128) and would walk where I could more often into Pickering from Thornton Dale.
840 (Leeds - Whitby (winter months)	This document is very unhelpful. It gives no indication of the consequences of the removal and subsidy, i.e will services be withdrawn or will those of us with passes now have to pay? This information is essential.
840 (Leeds -	I would like to complain about time of the buses. 8.40 - Malton - Pickering, 10.21 - 12.21 - 2 hours If you miss a bus it is a long time to

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Main Service	Comment
Whitby (winter months)	wait. Also the 8.40 - 11.41 is not running and it does not say on the time table at all. 128 Scarborough - Pickering 3.50 - 5.40 =1 hr 50 mins, it's too bigger gap, a long time to wait. I do realise if people do not use their buses then you will cancel, but surely it could be made better than what it is.
840 (Leeds - Whitby (winter months)	For Whitby people and those in sleights and Goathland especially the elderly and non drivers, the 840 route is their main access to the rest of the country via york and more importantly Leeds (National Express as well as National rail). In fact one early bus from Whitby would make a big difference instaed of having to find a lift for the 9am bus from Pickering. It would also mean a reasonable time in York instaed of the present 1hr 10mins. A consultation with the local community on the timetable would be a good idea why not resume single deckers for the winter, much more sensible for moorlands roads.
840 (Leeds - Whitby (winter months)	The proposals make it impossible for me to visit Goathland by public transport during the winter.
840 (Leeds - Whitby (winter months)	Until 10 June 2015 I lived in Stainsacre near Whitby, North Yorkshire (YO22 4NX Postcode). My wife and I decided to move to pickering for several reasons. One of the strongest reasons was the inadequate bus service in Stainsacre, from being a good service on the Whitby - Scarborough - Middlesborough route (x93) The service was re-routed away from the village 3-4 years ago due to arriva favouring the tourist bus pass holders chasing up and down the coast on their bus passes and changing to double decker buses to favour getting more of them on the bus. coming to a low bridge in stainsacre it was evaded from the route even though some of the buses remain single dwell. We were left with an inadequate service to and from Whitby, 9am to 3pm hourly Monday - Saturday using a local bus company. After several years of this enough was enough and we moved to pickering at the cost of £28,000 to date. three days before moving we discovered your winter proposals for the 840 bus (after we had contracted to buy the property in Pickering). Imagine how we now feel when the 840 Pickering to Whitby route is under threat. We have reletives in Whitby and strong conections with the town. Pickering is in a veryt good position bus wise but but it now looks as though the 840 bus will finish at Malton severing links with Pickering and the other main town in Ryedale (Malton) only eight miles away. At least if we could get to Malton we could then travel on to York at least using the 843 coastline bus but this now looks unlikely. I cannot beleive that nothing is being done about the Leeds - Scarborough 843 Coastliner route but Malton - Pickering - Whitby 840 route is likely to be curtailed. this seems most unfair especially on all those who travel from Malton to Pickering and vise versa to work everyday. GB 21/7/2015

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Main Service	Comment
840 (Leeds - Whitby (winter months)	If the Coastliner service does not run during the winter months from Malton to Whitby, much hardships will ensure, particularly, the village of Goathland. There are many residents here who do not drive. There is NO TAXI SERVICE here. How are people going to get to the doctors at Sleights, the dentists in Whitby or Pickering? Or connect to train services at Malton or Whitby? The village will die! Please reconsider. We need this lifeline!
840 (Leeds - Whitby (winter months)	I moved to Goathland 9 years ago in the knowledge that it has a bus service to keep it connected - not just for holiday makers but for us residents too. If the bus service is removed in the winter months (and why does winter extend to May). I would have difficulty getting shopping and going for health appointments in Sleights and wider afield to St James at Leeds. My family from West Yorkshire visit me on the bus and without it I would feel isolated and depressed over the Christmas/ New Year period. I do not agree that Community transport is the answer, it takes a lot of organisation and there are very few volunteers and would be very costly.
840 (Leeds - Whitby (winter months)	To lose the 840 service altogether would cause considerable hardship to those, mainly elderly, people who rely on public transport for access to Doctors, Dentists, Opticians, Banks and shops etc. It is no good saying "someone could give you a lift" or would mean a complete loss of independance and would isolate people even more.
840 (Leeds - Whitby (winter months)	Recently a heart condition prevented me from driving, firstly after hospital treatment and secondly after being given an implant. Without the bus service i would have been unable to attend appointments at my local GP surgery 5 miles away or to shops in whitby 8 miles away. My two immediate neighbours each rely on the bus service for shopping and to carry out volunteer work. The bus service is part of the lifeblood of the village and wider community.
840 (Leeds - Whitby (winter months)	Proposed subsidy reductions for the 840 Coastliner Route between pickering and Whitby. The proposal would cover most of the year. This so-called 'winter' bus service is a misnomer: the withdrawal of the Coastliner 840 'winter' service would cover almost eight months of the year--most of the year, in fact-from October to May. This will have devastating of isolation for Goathland, for residents particularly the elderly and more vulnerable, for tourists, for hotel businesses, for those who use buses to reach places of work, for young people meeting up with friends. Necessity of public transport in both directions: to Whitby and Malton and on. Many facilities have been withdrawn from Goathalnd during recent years and it is necassary for residents, myself included (I don't drive) to be able to access public transport to reach my doctor (Sleights), dentist (Whitby), optician (Pickering), shops (only tourist shops here), library (Whitby), rail station at Malton to reach York for mainline services, leisure activities in Whitby. Proposal will not fulfill NYCC policy. The proposal is a backwards step in social policy and will work counter to the values of inclusivity and sustainability of a vibrant village community: it will

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	not fulfill the NYCC policy of providing its residents with vital services. Not complete withdrawal of the Coastliner service for most of the year, but maintain at least, a further reduced 'winter' service. The possibility of some sort of substitute alternative community transport is not the point at the moment. The community car system in this area doesn't have local drivers and is expensive. There are no taxis based locally. I urge the NYCC not to implement proposed subsidy reductions to such a extent that we lose the Coastliner 'winter' service entirely but at least, to negiotiate keeping a further reduced 'winter' service if that is the only option.
840 (Leeds - Whitby (winter months)	Though 'access to leisure' may not look very important. I stay fit and independent largely through taking at least one 10 mile walk a week all year round, mostly on the North York Moors. For this I am completely dependent on public transport. The thought of having no access to the Moors for half the year is desolating. I should be happy to pay the normal fares if that would help keep the routes open.
840 (Leeds - Whitby (winter months)	I would be unable to access my mobile home (caravan) in the winter months. There is no otherway from Malton to Goathland, other than public transport in the winter months.
840 (Leeds - Whitby (winter months)	Bus public transport in North Yorkshire is already very poor. The proposals will only make things worse. The councils over riding objective in terms of transport should be to make the counties transport system both environmentally and economically sustainable. These proposals will only increase car travel with all the long term environmental damage that goes with it. Its disappointing that keeping council tax low has been excessive priority over all other council considerations. As a wealthy part of the country we, the people of North Yorkshire could easily afforded a small increase in council tax to pay for a genuinely world class public transport system.
840 (Leeds - Whitby (winter months)	There is likely to be no buses into or out of whitby to York or Leeds in the winter months Why cannot Scarborough have less 843 services ? I accept that goathland and Thornton dale could be missed out to save fuel and speed up the journey I believe it whitby should have at least one bus out and in to connect to Leeds or York throughout the winter , however I do notice how quiet the buses can be at this time of year perhaps a link service from malton to Whitby with a single decker might be the way forward
840 (Leeds - Whitby (winter months)	Concentrate money on marginal key corridor routes
840 (Leeds -	Although I am reluctant to support cuts to services, I am supporting this proposal on the basis that the council has set out plans to

Appendix 5

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Main Service	Comment
Whitby (winter months)	improve alternative transport provision to minimise the impacts that these cuts will have. Hopefully they will help, although relying on volunteer drivers may prove to be challenging.
840 (Leeds - Whitby (winter months)	As a senior citizen with a free bus pass, I think there should be a charge of £5.00 return for the Leeds to Whitby bus. It is such long and scenic journey, but it is being misused by a lot of people with bus passes who travel maybe daily or at least a couple of times a week. I maybe use this bus 3 times a year if that and I think this would help with your subsidy consultations. The same applies for The Coastliner buses, but I don't think you cover these.
840 (Leeds - Whitby (winter months)	Removing the 840 bus service during winter would leave Whitby terribly isolated in terms of public transport. I will be 70 next year and I use the 840 bus to travel from Whitby where I live to Pickering to help to care for my 88 year old mother, who still lives independently there. I have included health appointments in the consultation, not for myself, but because my mother quite often needs me to accompany her to the doctors and for hospital visits, for small operations in Malton and York. Apart from my personal needs to support my mother, I also think that the bus service is a vital social link for the smaller villages - Ruswarp, Sleights, Goathland, Thornton le Dale. I have recently handed in my driving license as I was finding driving difficult and stressful - feeling confident that I was not doing anyone any favours by continuing to drive, when there was excellent public transport available - better for the environment, better to keep less traffic on the roads. I am really very worried and concerned at the possible loss of this important service. Local residents should be cared for - not just tourists who flood into Whitby in the summer months.
840 (Leeds - Whitby (winter months)	I completey rely on the 840 bus form York to Whitby to be able to provide care, companionship and support for my lederly mother in Whitby. The train lines were axed many years ago. The bus is now the only link to get to Whitby, and hte 840 bus is vital to many in hte town. If any service deserves to recieve a subsidy this one does.
840 (Leeds - Whitby (winter months)	No bus services should be subsidised, free bus passes should be withdraw or a payment involved to offset the cost to the tax payer, far to many scroungers get these passes, increses in running operational costs always passed onto the fare paying passengers
840 (Leeds - Whitby (winter months)	The main proposal issue for me is removing the 840 subsidary from leeds to whitby via york. This is vital for a lot of people and one of the main ways to access nationwide travel. For years I have caught the coastliner to yYork to then travel via train to london. Or travel to and from leeds whilst I was at university. I understand the need for budgetting but removing as services between Whitby and York/

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	Leeds in Novermber to April will hinder many people myself included. I will not be able to visit family in York, Leeds and London. I will have to catch an hours bus to Scarborough then travel via train which will be much more time consuming and expensive. In 2015 we shouldn't have to be isolated and cut off from nearby cities in Winter. Please look at keeping one service per day as a compromise rather than fully removing the service.
840 (Leeds - Whitby (winter months)	Living out in the country has its benefits, but if you withdraw your services on the840 we have now way of getting to town for shopping etc. We have been given concessions on NYMR on a Monday (Pickering) Friday (Whitby) but that is only from March till October. We have elderly residents in Goathland that rely on public transport, don't have access to the Internet to order shopping etc, how are they expected to survive. This is taking away their independence and probably the only time they get out in the winter months.
840 (Leeds - Whitby (winter months)	I feel that the proposed changes to the service would be very detrimental to people in the village I live in who don't/can't drive and that they may be forced to move. These changes are compounded by previous changes to service such as losing a local surgery (therefore have to travel using bus), losing the mobile library. There have been recent reports about rural isolation especially amongst the older generation and these cuts will increase this and counter some of the other projects working to reduce it. I think this will also disproportionately affect older women as they are often the ones who give up driving or didn't learn as their husband (who often die before them) drive. Many of the women I know use the bus service to get to groups or to access a town where they can get onward public transport to kip major train stations such as York or Middlesbrough and then go and visit family and friends. Winters can be quite harsh on the moors and denying people a way of accessing company, friends, services, shopping, activities, medical appointments, vets appointments, etc during these months will be very detrimental. It will increase the use of supermarket deliveries and internet shopping and reduce peoples ability to buy locally and use local services. There has always been a balance between putting up with some of the downsides of having numerous tourists and visitors in the summer but at least having services for locals as well. The balance seems to be tipping more and more in favour of visitors to the area and only providing services when it is busy but not the rest of the year when the locals need them most. I myself do drive and have a car but still use the bus to get to train stations etc for regular journeys to other parts of the country and would use them even more if the were sufficient services and it wasn't as expensive.
840 (Leeds - Whitby (winter months)	There is already a limited service of 840 to and from Whitby and to remove it altogether during winter months makes Whitby even more cut off. Although the service runs to and from Scarborough, in order to connect to it from there requires a separate journey from Whitby to Scarborough of approx. 1 hour in length, added to which there is a long wait between arriving in Scarborough and the 840's departure

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	time making the total travel time exceedingly long.
840 (Leeds - Whitby (winter months)	WHEN THE RAILWAY LINE BETWEEN PICKERING WAS CLOSED BY DR. BEECHING, THE RESIDENTS OF THESE PLACES WERE ASSURED THAT THERE WOULD ALWAYS BE A BUS SERVICE BETWEEN THE TWO.ALL RURAL AREAS ARE INCREASINGLY BADLY SERVED BY THE BUS COMPANIES. I DO NOT HAVE ACCESS TO A CAR, AND RELY ON THE COASTLINER TO GET ME TO HOSPITAL AND TO YORK FOR TRAIN TRAVEL. SURELY, THERE SHOULD BE MORE BUSES, BUT AT MORE CONVENIENT TIMES?
840 (Leeds - Whitby (winter months)	Re the 31x York-Helmsley bus, running it to Clifton Moor rather than into York centre will surely exacerbate the other proposals for a reduced service. Only 3 days a week, with fewer buses, can be worked around; getting to Clifton Moor involves car use or getting another bus first. It may be good for timetabling, but it's hopeless for passengers in the town centre, and those who get on en route out of the city. The Leeds - Whitby bus is an astonishingly useful service, given the many places it links up. I appreciate it's less used in winter, but cutting services often begins the descent into overall decreasing usage, thus even less cost-effective, and thus even more vulnerable to cuts. Increasing car usage in sensitive towns and villages or on the busy A64 is short-sighted. What about spending to promote increased leisure use, e.g. walks between bus stops? local markets, such as the one in Helmsley?
840 (Leeds - Whitby (winter months)	Reduction on bus services make people who do not currently possess a car much harder to travel around North Yorkshire, whilst tourists may find it harder to travel around as well and reduce their trips to North Yorkshire.
840 (Leeds - Whitby (winter months)	The 840 Leeds-Whitby Service during the winter is an essential lifeline for many people who do not own a car or if they do drive are not able to drive that amount of distance - there are limited options to travel to Leeds otherwise without having an extensive and complicated journey via Scarborough or Middlesbrough. As the bus service is obviously more popular to "holiday makers" in the summer months then this is when the subsidy should be removed. The subsidy should be in place when it is less used by visitors in order that residents can still have the option of this essential life line of public transport. I think NYCC are only considering subsidising bus routes that busy due to visitor influx to areas, rather than considering residents needs. Not everyone has a car, not everyone can afford to use the community car service ie pensioners who have bus passes can travel free on the 840 and other routes you are withdrawing subsidies on. In fact you are discriminating against those more vulnerable, isolated and lonely by your actions. Whilst funding cuts need to be made, look towards reducing energy costs, hot desking and perhaps top management within NYCC.

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Main Service	Comment
840 (Leeds - Whitby (winter months)	The 840 Coast Liner is an outstanding route for work, leisure and tourism. To terminate all services at Pickering or Thornton le Dale during the months November to April would leave villages and Whitby more isolated then ever.
840 (Leeds - Whitby (winter months)	In this day and age for any business it is all profit and not customer satisfaction. Have you really thought about the real impact on older people and the disabled who use these services to get and about so they are not houseboound and lonely? Tourists you rely on for bringing money into North Yorkshire and NOT EVERYONE CAN DRIVE OR FEEL SAFE DOING SO in these times. When you go out to work, the lucky few, you want to get away and the train is so expensive and unreliable that we have been encouraged to leave the car at home and take the bus ha! ha! How when they are going to stop the services we have used for years, the trains will put up their prices to cash in and we will all feel let down and trapped. GOOD OLD PROFIT MARGINS, SHAREHOLDERS, CHIEF EXECUTIVES AND SOD THE PUBLIC FOR HAVING LEISURE TIME!!!
840 (Leeds - Whitby (winter months)	Obviously I don't know if the operator will decide to continue a winter service without subsidy, but leaving my village (Goathland) without public transport in the winter months when the railway is largely closed would create some difficulty for me and others. I particularly use the bus service to connect with train services at Malton and I would ask that dialogue continues with the operator to try to ensure a year round service continues. Would it be possible to exclude the service from the bus pass facility (possibly year round) to secure the service by all users paying for the service?
840 (Leeds - Whitby (winter months)	It would make a huge difference if the buses that start and finish at Kirby Misperton were extended to Pickering.
840 (Leeds - Whitby (winter months)	It would make a great difference if the journeys that start and finish at Kirby Misperton be extended to Pickering
840 (Leeds - Whitby (winter months)	Bus services are essential for communities, especially villages. Also not having a bus that can both get people to work, health appointments and leisure activities and got back again is so restrictive and short-sighted because of negative impacts on the health and wellbeing of the local people.

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840 (Leeds - Whitby (winter months)	Any cuts to public transport fly in the face of the urgent need to reduce CO2 emissions in order to keep global temperature rise to no more than 2 degrees C. which all nations agree should not be exceeded. Even a 2 degree C average global temperature rise will cause severe disruption. As things stand we're heading for a 3.5 degree rise or more by the end of the century which will threaten civilization itself. From increasing car use there are also accidents, emissions resulting in thousands off deaths a year and congestion. Car use should be discouraged and bus use encouraged, which means having a good bus service.
840 (Leeds - Whitby (winter months)	I would like to see more, not less buses. Specifically where elderly, and families, have no access. This has an effect on their health and local businesses. Realistically this is not going to happen so look outside the box;- Ask supermarkets to contribute to the funding of buses from local estates e.g. Tesco and Lidl, in Thirsk, could subsidise a bus from the 950 newbuilds off Topcliffe Road to go via Gravel Hole Lane. Improve the facilities for cycling. Many bikes are stuck in garages because the owner does not feel safe on the road. People who do not pay to use buses make endless journeys to get to a shop when they might use their bike e.g. from Norby estate to town then another out to Tesco/Lidl. Ask the MP for Hambleton, Richmond and Whitby why they didn't fight these cuts for Yorkshire or why the amount to be saved is not representative of the area. It's as silly as expecting the council to provide hot lunches to all the schools in the dales. Good luck Jacqueline Mountford-Green
840 (Leeds - Whitby (winter months)	I thought the government wanted to reduce the use of cars
840 (Leeds - Whitby (winter months)	Particularly concerned re 840 for people in Goathland who will lose the accessibility to other areas in the winter time
99 (Whitby - Lealholm)	We do need a bus service, as I am 86 years old, do not have any transport or computer. I live in Egton YO21 1TX with no shop, post office, bank etc. I use our 99 bus service 3 sometimes 4 times each week., for shopping, bank, hospital, dentist, optician, hairdressers etc. I am a member of USA (whalers) and help out with some of their events. We do need a bus service.
99 (Whitby - Lealholm)	I regularly use the 99 Whitby to Lealholm bus for health appointments at Eglon Sergery and visiting relatives and would not like to lose this service, I am happy with the currant services provided by coastal country.

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99 (Whitby - Lealholm)	The Bus is a lifeline, much needed & must be retained.
99 (Whitby - Lealholm)	There would be a number of elderly and non drivers that would have problems shopping and attending doctors appointments if these bus services were reduced or God forbid lost. Tourists visit this area and I know that they use these buses as an alternative to driving. They provide extra income to local areas & businesses. These proposals could lead to isolation and social problems. Is this what you really want? We need MORE local buses not less.
99 (Whitby - Lealholm)	If 840 route cut in winter would not get to see family. If 99 route cut would not get to see family and friends in the villages.
99 (Whitby - Lealholm)	The bus service we have and pay for is the only link we have to Whitby, if we do not own a car. The bus service is a life line to further transport from Whitby and as it runs through villages you can also visit family and friends. It stops near your home and so you can manage to carry some shopping + library books (thanks for cutting our library van) The train times are sparse snd carrying shopping etc from the esk up hill to the house is not an option.
99 (Whitby - Lealholm)	We live in an area without any access to public transport and are both oap's. Athe moment we both drive but if at anytime in the future we could not, we would be virtual prisoners in our own home.
99 (Whitby - Lealholm)	Question 10* - They are short of drivers I am told. No tourists are able to take part in this hastily arranged and poorly communicated 'consultation'. They make up a large proportion of bus users and are all fare paying. Losing this service will be catastrophic to me. I will have no way of getting home from work - a taxi costs £12 - 2 hours of work. I work in the public transport industry at Whitby - Northern Rail booking office and constantly refer tourists to the local buses. The Coastliner is absolutley vital, the x93 is highly subscribed and the 99 compliments the Esk Valley train timetable. In the winter, the 99 has proved invaluable in poor weather - the train service can be unreliable in frost and snow. The 99 in particular is a lifeline to the Esk Valley and especially to Grosmont where the majority of its passengers travel from and to. It is far cheaper than the train.
99 (Whitby - Lealholm)	Re question 90-13. I only use the voluntary car scheme once a month for cymo treatment at the James Cook Hospital. The cost is £30, which I can hardly afford being an old age pensioner. My only means of getting about is by the use of the 99 bus service, Whitby-

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Main Service	Comment
	Lealholm, this same service takes me to the Dr's at Egton surgery. I use the x93 service for shopping at Guisborough.
99 (Whitby - Lealholm)	Villages in Esk Valley will be cut off by the removal of this service. Although rail links exist this is four times a day and the bus service enhances this link.
99 (Whitby - Lealholm)	Yes if you take our bus off us we will find it very difficult to do our every day needs. It's handy to do our shopping and come back on the same bus. We've only got 3 trains a day to go to Whitby and back. I've got a mile to walk to the station.
99 (Whitby - Lealholm)	Doctors surgery in Egton, reside in Gromont - bus often only way to access NHS. Parking problems in Whitby mean bus is a cheap and excellent alternative. One car in household - 2nd adult requires use of bus to link with other transport facilities.
99 (Whitby - Lealholm)	'Implementing a community transport network for the Esk Valley' is a very vague phrase, which makes me think it's a euphemism for a reduction of the service. As a daily user of the 99 Esk Valley service for going to work in Whitby, as getting my shopping, a reduction in its service could leave me waiting around for four hours. Living in Egton, we have no other form of public transport, so it is vital that this service not be cut.
99 (Whitby - Lealholm)	It hits villagers who are isolated enough already, no shops, post office, or easy access to hospitals and GPs - we have no street lighting, pavements, public conveniences - what on earth do we get back for our council tax payments?!
99 (Whitby - Lealholm)	de ja vouch springs to mind. Are we going back to the beeching days and we all know what resulted then. We still have a marvellous network of buses which is affordable to everyone. Once you cut you never get it back. Once gone it is gone for ever. Councils are taking the blame when it is down to the decisions of politicians sat down in London in there ivory towers. They can get on the tube or cars and have no worries as they claim back on expenses the rural population find it more and more difficult to travel about. I an lucky living in a town .they do not have that choice.
99 (Whitby - Lealholm)	I am an elderly person who cannot drive and have limited mobility. My home is in Grosmont and up a steep hill towards sleights. My husband died over five years ago and my only access to appointments for medical and health reasons is via the bus service. There is a train service but I cannot walk that far from my home and therefore cannot use this service. The bus drops off at a point near my home and I am therefore able to rely upon this service to get me in to Whitby to reach my appointments. Without this service I am housebound.

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99 (Whitby - Lealholm)	I do not drive so the bus service is absolutely essential to me. Please do not cut this service, it is vital.
99 (Whitby - Lealholm)	This is the only transport within Esk Valley to withdraw it is totally non acceptable, retiming is perhaps acceptable absolutely no consideration is being given to the majority of the people who use this service who cannot go anywhere without it.
99 (Whitby - Lealholm)	I am part of a caring team for my 93 year old mother who lives in Whitby and I visit her twice a week to undertake support services i.e cleaning, washing, personal hygiene. I do not drive so have to use the bus to get there. I also work on a voluntary basis for a national charity in Whitby one day a week, and again I use the bus. Without this service I would have to resign. In inclement winter weather I use it to access the local villages for shopping, and as a keen walker I use the bus for leisure purposes. The steep hill from Egton Bridge rail station to Egton village makes the rail option unsuitable for me. I have only recently qualified for a bus pass and prior to that paid for all the above journeys. If subsidy is a problem I would be happy to pay half fare to retain the service.
99 (Whitby - Lealholm)	My husband has Parkinsons disease and is in remission from prostrate cancer. Both of these require visits to the doctor and hospital in Whitby on a regular basis, as does his chiropody. Because of his health problems he cannot drive so the bus is our only link. We also use it for shopping trips to Whitby or nearby villages. We both walk badly and could not get to the station.
99 (Whitby - Lealholm)	Service 99 proposed new timetable would be fine but do not understand what is meant by replacing it with community transport? We need a regular bus service that we can rely on with set times and not a service that you have to book in advance.
99 (Whitby - Lealholm)	There are many non drivers and households without a car on the entire bus route of the 99 service. The service helps maintain health as I can still get around and retain my independence.
99 (Whitby - Lealholm)	I understand that savings must be made, but the bus service No 99 is a well used service. It enables those of us in the community to maintain our independence, the opportunity to shop and socialise, keeping us that step away from a care home. Our neighbours have been fortunate to have been granted bus passes, Elizabeth Taylor and Joan Collins had and have bus passes. Are you prepared to leave your demanding employment to take us (parents, maiden aunts and aging uncles) shopping and meet up with our friends .
99 (Whitby - Lealholm)	The 99 service between Whitby and Lealholm is an important service for elderly people or people without their own transport who live in the villages in the Esk Valley. These people will have great difficulty getting around and getting in to Whitby to get their shopping,

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	particularly in the winter. The responsibility for running this service changed only a few months ago so having attracted bidders for the service, presumably with some promise regarding the support available, the rug is now being pulled from underneath the bow service providers. The 99 service needs to be maintained as a public service.
99 (Whitby - Lealholm)	I live Eskdale YO22 5ET and this is the only service (A minibus) that runs where i live and it is a well used service that is more often than not full, it would make life very difficult for many if this service was stopped.
99 (Whitby - Lealholm)	Service 99 (Lealholm - Whitby) is a life-line service. Without it we are stranded unless a car is available. The bland statement about a Community Transport Network in the Esk Valley is MEANINGLESS without details of HOW? WHEN? WHICH OPERATOR? etc. Until this information is available WE ARE UNABLE TO PROVIDE A MEANINGFUL COMMENT ON YOUR PROPOSALS. However in the absence of such proposals and my cynicism in the belief that they will never be provided, I am against the proposal in principle
99 (Whitby - Lealholm)	Egton village has lost all its amenities i.e local village shop/post office. Petrol station. There is not an alternative transport system available for use of the villagers. Egton Bridge has a railway station but as only four trains run a day and two of these over crowded school trains that is not a viable option. I understand you would like a Community Bus to service the villages in the Esk Valley but I understand this is proving difficult to manage and man at the moment..Surely you need specialist drivers with PSV or similar to operate these. Especially in winter it will need a service that can be backed up by professionals.
99 (Whitby - Lealholm)	I am very disappointed that no public meetings or consultation have been held in the Whitby area, and that the Esk Valley parish councils do not appear to have been informed of what is going on. With regard to the accessibility of the buses, I personally have no difficulty. However, although under the last round of tendering My Bus promised low platform disabled access buses, the more elderly villagers with mobility problems find the present service far more difficult to board because of the steep step than they did under the old service provided by M&D Coaches of Egton. Whilst I realise that cuts in expenditure have to be made, surely the best way of approaching them would have been three-way consultation between the county council, the bus companies and affected parish councils to see what service could be provided on a reduced subsidy, rather than an arbitrary decision to remove the subsidy taken at County Hall. Those of us living in rural areas are getting increasingly fed up with paying proportionately more council tax than the urban areas, while at the same times seeing all our services gradually taken away. It will not do!
99 (Whitby -	The change of provider for the 99 seems to have coincided with a loss of customers - partially accessibility I think and partially less

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Lealholm)	friendly.
99 (Whitby - Lealholm)	Visitors to Yorkshire who arrive by train exploor the local area not served by train by the bus services, not by car
99 (Whitby - Lealholm)	Without the service 99 I would be unable to get to work. As it is during the school holidays when this is replaced by the Esk Valley Hopper I have to walk over a mile to the Station leaving home at 7.30am, get to the place I work at 8.30 when I satrt work at 10.00am. In the evening I finish work at 5.30 and wait for Esk Valley Hopper which gets me home 6.45. This is a very long day,with the 99 service I catch the first bus in the morning at 9.18 and return on the 17.50,getting back home at 6.15. In winter as well as summer, without it I would be unable to continue working even part time as the walk to and from the Station for the train service requires me to climb steep hills at both ends of the journey and although I am fairly fit but it is exhausting. I know others who use this service as they are unable to do that walk and also find it impossible to carry their shopping for long distances due to age ill health i.e.previous strokes etc. the 99 should run all year round. I would be unable to attend Doctor's appointments, Dentists, Hairdresser, Library or Shop without the 99 bus service. The timings are good even though all appointments have to be made in the mornings as the afternoon service is disrupted due to school runs. There are many people in these villages who are unable to drive for a variety of reasons and this bus service is their lifeline.Great hardship would be caused and as we receive very little in the way of services for our Council Tax this is one service which gives us access to other services necessary to lead a normal life. At a public meeting recently a councillor/council representative made the comment that it was our choice to live in big houses in the countryside. I do not live in a big house, I live in a former mineworkers cottage where the front door opens straight onto the street, at the rear outside the back door is a access shared by 5 properties so there is no possible way to extend and turn a small cottage into a big house.
99 (Whitby - Lealholm)	Consideration should be given to allocating some of the monies to be received from the York Potash development in supporting the Whitby/Esk Valley bus services under threat
99 (Whitby - Lealholm)	During the past three and a half years I have had 4 operations on my right wrist, the most recent of which was to graft a section from my hip bone into my wrist. During all the recovery periods I have used the 99 service to access the Doctors Surgery, Hospital appoIntments for X-rays and consultations etc. and could not have done so without the service 99 bus. In addition I have used it for shopping as well as for travelling to and from work as I following the last operation I was unable to drive for almost 12 months. I still face a further 2 operations which will have lengthy recovery periods and without the 99 service I would be unable to attend the necessary medical

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	appointments.
99 (Whitby - Lealholm)	February this year i was made redundant from my job in my home village Grosmont. There are relatively few jobs out of town, I do not have a car and so getting employment in the rural area is incredibly difficult. Due to the nature of my new job in Health and Social Care, begun in June, I have highly staggered starting and finishing times which the Northern Rail Service is too infrequent to accomodate. Without the 99 service and the EVH, I would have to spend long periods of time in Whitby before or after each shift which I would either have to spend outdoors with the likely ill effects on my health, or indoors spending money I can ill afford to spend on top of my transport costs. This service is incredibly important as I also suffer asthma and without the bus there would be times when I would not be able to make it to the local surgery for appointments and this would cause one of the GPs to visit my house, an unecessary increase in demand on an already overburdened local service.
99 (Whitby - Lealholm)	The situation would be much worse because the alternative ie community transport, volunteer drivers and dial a rida simply does not exist here. Nor would it be likely to provide the regular and reliable service available from the commercial bus service. It is good to have a bit of a routine and helps me to decide to get out and about regularly Also the bus journey gives me a regular time two or thee times a week to see my friends on the bus, listen to the passenger's news and views about local matters and find out what is happening in nearby villages. I live on my own and would be really isolated without this regular contact with a group of local people. Even if there were volunteer drivers that is just one person to talk to and there would not be the banter and range of conversation offered by the bus passengers. And it does not cost me anything to get on the bus so I can afford to go out several times a week and meet people in a natural way
99 (Whitby - Lealholm)	Withdrawal of subsidy will threaten bus services (such as the 99) which are vital for sustaining vibrant rural communities through access to leisure and services and supporting tourism and the local economy- otherwise villages and their communities will be even more likely to give way to second and holiday homes ie the locals will be forced out. The real threat of a related decline in local services (schools, shops, clinic etc) will follow as the resident population declines. If the bus stops so might the snow plough along its route. A key objective of a large rural council such as NYCC must be to do what is necessary to assist the sustainability and vitality of rural villages; the NYCC surely understands their needs. That there is limited passenger ridership on rural public transport compared with urban services should be no surprise - it merely reflects the nature of small scattered rural villages; public transport is none the less vital. Also the importance of public transport to and from as well as within a tourist area such as the National Park cannot be underestimated - meeting objectives for access to the countryside, outdoor activities, health and leisure (and potentially diminishing NHS costs) as well as helping

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	to drive rural economies which are heavily dependent on tourism. Some charges for Buss Pass holders would be acceptable to most holders if necessary to maintain services. Optimisation of service provision in some cases may be improved by better co-ordination with any rail provided services (noting there is no steam service in winter). The dial-up and booking of community transport would be too personal, involve pre-planning and would likely not be used by most people; it threatens the independence offered by a timetabled service to jump on or not as needed - it also smacks of 'charity'. Villagers already get very little in return for their council tax payments - public transport is one of the most important items expected to be received.
99 (Whitby - Lealholm)	As usual, it is the lower income families and individuals that will be most affected. Even if the free bus pass for pensioners is maintained, the timetable may be reduced dramatically, or made so difficult to use via voluntary transport groups (booking journeys three or four days in advance is not always possible).
99 (Whitby - Lealholm)	I understand why this has to be done and accept that this must happen but feel, as an older person, I will become more limited in my access to the towns of the region.
99 (Whitby - Lealholm)	We are newcomers to Grosmont and future users of the No 99 service. We are disappointed that the social and economic role of the service seems not to be fully appreciated. It is a lifeline and link for the Eskdale valley communities. You are right to point out the age profile of users of rural services, the fact that a relatively high percentage are likely to have mobility problems, and that isolation and loneliness will be potential problems. They are problems already and the situation will worsen considerably. Further loss of independence will lead to despair for many. The loss to local shops of their customer base will cause closures. The absence of joined-up thinking on these issues and others concerns us greatly. We do not understand what "community transport" is supposed to mean in the context of spread-out rural villages, and surely there are issues of health and safety, vehicle maintenance, practical organisation and long-term guarantees involved. Ad hoc arrangements cannot not be the answer. We do not know the 'mechanics' of what is involved with the suggestion that Parish Councils make contributions to preserve the existing services, but this seems something worthy of further discussion. Given that passenger numbers, profiles, and revenues are known it is surely simple arithmetic to calculate the figures as a basis for negotiation. Removal of the regular and reliable service will be a retrograde step and will result in increased isolation and hardship. It would mean the sacrifice of a basic amenity and a heavy price to pay for what in the scheme of things seem rather modest savings.
DR04 (South	Since my husband lost his sight and I don't drive, we are very dependant on our bus to Wetherby every Thursday.

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Harrogate Village Bus)	
DR04 (South Harrogate Village Bus)	Instead of reducing the subsidy for bus services, why not use money from Public Health in rural areas in order for people to keep appointments, and if parking charges are going to be applied to parking in Hgte, evenings and Sundays, cannot some of that extra money be diverted for public transport. Also talk with commercial companys to see if they can divert some services with a little subsidy round rural and urban areas. Thanks
DR04 (South Harrogate Village Bus)	We would like a service either Tuesday to Harrogate or Wednesday to Knaresborough.
DR10 (Esk Valley - Whitby)	I think all trains should have a "train pass" query? Why bus passes only query? Proposed reductions would result in total loss of employment and shopping Grosmount/Whitby return also Egton surgery doctors for Tees Vally hospitals would have to use 8:20 am train query?
DR10 (Esk Valley - Whitby)	I think these proposals focus entirely wrongly on the sole consideration of finance - rather than the impact on the fabric of the societies that these buses serves.
DR10 (Esk Valley - Whitby)	The proposals are very shortsighted. There are many retirees like myself who will not be driving in a few year's time. It will be far more costly to reinstate routes that to keep a limited facility running. Yet again the gap is supposed to be filled by volunteers. Where are these volunteers coming from? The young work extended hours, often relying on family support, thus eliminating one swathe of possible drivers. Most retirees have caring duties and already volunteer for numerous social or charitable work. Moreover as the age of retirement rises the pool of volunteers will shrink, many charitable trusts are concerned that their voluntary staff will not be replaced. The Esk Valley needs access to mobility.
DR10 (Esk Valley -	Grosmont and surrounding villages have always been very poorly serviced transport wise. The trains are infrequent and stop running after 7pm. The bus service wants to completely isolate the area. I am astounded at the proposed axing of Leeds to Whitby and Whitby to Leeds. Also Grosmont to Whitby and Whitby to Grosmont. And the Dial a Ride scheme will be farcical. You are covering yourselves by

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Whitby)	saying if you do not receive enough pre booking requests, the service won't run. Good cop out, end of service. How you can slash the only hope of freedom and independence to elderly and disadvantaged residents who rely on a regular service. I totally disagree with your proposals on behalf of myself and all local people. It's disgraceful
Which of the services that we are proposing to change do ...	Please tell us any further comments you would like to mak...
X93 (Scarborough - Whitby)	I think your proposals will have a negative effect on the environment, forcing more people to use cars thus adding to conjestion and pollution. We should be extending the bus services not reducing them.
X93 (Scarborough - Whitby)	Cuts in the bus service for Goathland will mean many older residents will be unable to stay because they cannot drive and are not able to get their shopping and get to appointments. Many do not use the computer for their shopping etc. The young ones in the village cannot afford to buy homes here, so have to move away from their village. The villages will become ghost towns in the winter and just end up beig holiday homes in the summer. How very sad.
X93 (Scarborough - Whitby)	I'm concerned that if the subsidy for the X93 early morning service from Scarborough to Whitby is withdrawn and results in this journey being discontinued, it would mean that it is impossible for someone to travel to work in Whitby for the normal work start time of 09:00. I catch this bus regularly one day every week for this purpose, and although (since I work part-time) I could re-arrange my hours, this option would not be available for most people. This journey time is used quite well in the summer by people taking leisure days out. Also, if this journey was discontinued, it would mean that travellers from Scarborough couldn't reach Middlesbrough before 11:00. In addition to work in Whitby, I also visit my elderly father in Guisborough using this route, and it means that if he is taken ill/has appointments at James Cook hospital (as he has had recently) it further restricts possiblities and might mean that I have to stay overnight, an option I would struggle to afford. I feel that that this journey does provide significant benefits to the community in line with the council's obilgations under the Transport Act. Also, I'm aware that journeys at other times of the day on this route are well-used and must be highly profitable. I feel that when this is the case the commercial operator should have an obligation to use some of

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	the revenue from profitable journeys to subsidise the less viable journeys if there is a strong enough reason to provide them. I am disturbed by the advent in Scarborough of bus operators who provide cheap services at profitable times, but don't seem to have any obligation to provide any journeys at loss-making times even though these are necessary for communities to function effectively. I feel they are under-cutting operators who provide a more comprehensive service and that there should be some limits to this.
X93 (Scarborough - Whitby)	The buses are always braking down. was on the 95 todays (sleights to Whitby) and it stalled twice on the way there. they also ALL feel like they are coming apart. so more cuts only mean worse buses higher fares ect ect. Not liking this at all
X93 (Scarborough - Whitby)	My principal bus service is the 57 Boroughbridge to Knaresboroug/Harrogate which provides an adequate service at present, however the proposed changes make the service of little use to myself & I suspect also to many other travellers as it provides insufficient time to access the medical services & general amenities of Harrogate The main problems being :- 1) Taking the earliest bus from Boroughbridge at10:05 with changes at Staveley & Knaresborough, I would arrive in Harrogate at approx. 11:20. I would then have only 40 minutes before I would have to catch the bus back to Knaresborough in order to make the final connection of the day in Staveley at 13:00 2) Increased journey times. 3) I would have to make two bus changes instead of one. 4) There is the risk of being stranded in Staveley if the connection is missed due to trafic delays, unless the connections can be guaranteed. 5) Since the return trip would involve six individual journeys instead of two, three or four, depending on which of the currently available services are used. This I believe would involve higher costs to the Council when concessionary passes are used. A timetable which would allow the option of spending the morning, afternoon or whole day in Harrogate as at present should be a minimum requirement. This could be achieved by providing two journeys per day to Knaresborough from Roecliffe & back. I would suggest approx 09:00 & 1:30 from Roecliffe with return journeys from Knaresborough at approx. 12:30 & 17:00
X93 (Scarborough - Whitby)	If I lose my job because I cannot get to work for any of the shifts due to not being able to get there for the start of a day shift, not being able to get home from an evening shift and not being able to get there for a night shift then I'll have to go on the Dole and won't be able to afford the bus - which I also need to visit my 89 year old mother, my brother or my many friends who live in Whitby. Hence I wish you to keep the 19.55 bus from Scarborough to Whitby (better still to have it go at 1945 or even 19.50). In fact I wish you'd have a 22.15 bus again from Whitby as I cannot go on staff meals/outings as I cannot get home after them unless I stay at a colleague's home overnight or fork out over £30.00 for a taxi. Also other people I know used to love to come to Scarborough for an evening at the Stephen Joseph

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	Theatre or the YMCA or even just for a meal or to go to the Jazz club but are now unable to do so.
X93 (Scarborough - Whitby)	Hoping to move to Egton. ...please please do not cut the essential bus no. 99
X93 (Scarborough - Whitby)	The people who will be affected by cuts to these long distance bus services are people without access to cars, I cannot drive due to visual impairment therefore a significant avenue for leisure travel will be removed.
X93 (Scarborough - Whitby)	I think that bus services should not be cut or stopped as many people use buses to go to work, to attend medical appointments and go to school or college and it encourages people not to drive in their cars.
X93 (Scarborough - Whitby)	I find the proposal to cut transport providers reclaim to £1 per fare quite scandalous, this can only lead to providers unable to make a profit and maintain a service particularly on longer routes. I would be interested to know how this compares with national funding. This will also lead to problems in other countries where the return fare is charged to Yorkshire example Kirkby Stephen to Hawes, 55% outward journey to Cumbria, and £1 return to Yorkshire. This is hardly in the spirit of funding for concessionary travel and funding difficulties must be taken up with the government.
X93 (Scarborough - Whitby)	Not having access to public transport without using my car is a nuisance and the bus from Harrogate to Skipton goes by the Army Apprentice College therefore cutting out my stretch of Skipton Road. Consideration could be made regarding bypassing the college and continuing on Skipton Road for some of the journeys.
X93 (Scarborough - Whitby)	I am non car driver on benefits. Any cuts would seriously limit my ability to get out. On a wider issue - Local bus services, whilst not being full all the time form a desperate lifeline for the elderly in society.
X93 (Scarborough -	tHE SERVICE SHOULD REMAIN AS IT IS wHY CHANGE ANYTHING

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Whitby)	
X93 (Scarborough - Whitby)	these proposals would badly affect small shops. pensioners who have no car. and also create more traffic on our roads
X93 (Scarborough - Whitby)	Need the use of a good bus service for the health well being and to maintain good mobility.
X93 (Scarborough - Whitby)	Your proposals mean even more people will have to use cars, causing yet more damage to our roads, more pollution, much more inconvenience for most journeys, making transport for some and disabled a unreliable infrequent service. The Government and groups are asking people to use public transport and leave the car at home, but NYCC are one of the worse Councils for preventing people from doing this. With any cutbacks to services it makes people not use the service even more as wait times, costs and reliability all get worse. It is now much cheaper to use Bus services, and with the recent fall in prices of Diesel fuel make the car the way forward for many with families or a job to go to. This will have further disadvantages to the many tourists and visitors we have to our area, who will have no option but to use their car, as the Public a Transport service in the area covered is one of the worst in the UK.
X93 (Scarborough - Whitby)	Choice of buses from Mayfield Rd Whitby to Whitby town centre has reduced recently and this is not going to improve matters.
X93 (Scarborough - Whitby)	The proposals are not clear enough to konw whether they will affect me personally or not. But I disagree with any cuts to bus services because if there is no bus, either people are isolated or they have to use cars, which increases danger, congestsion and pollution.
X93 (Scarborough - Whitby)	Although I have used the 840 and X93 to access academic research in Whitby from my home base near Helmsley I am primarily concerned with the devastating cuts proposed for the 31X from Kirkbymoorside via my home village (Beadlam) and Helmsley. Reasons for alarm and severe worry on my part: *the current 31X servicegives our family access to York (we have a family member who does not drive and has frequent medical appointments in York Hospital; *there will be no connection at all east of Helmsley (no 31X to be

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	available at all-128s not to connect with 31X at Helmsley Square new proposal); *the new bus will not go to York proper-only Clifton Moor-which will mean 6 bus journey =90 minutes each way. This will make journeys a nightmare for any of our family who wishes to travel to York Hospital (medical) or York Railway Station. *the 31X is a much valued service-the daily 9.15 a.m. out of Kirkbymoorside we use for medical /other appointments and for supporting a disabled relative to live independently; *the new frequency from 8 through services every day reduced to 2 -on only 3 days per week will severely limit the usefulness of the service for friends, family-especially with medical needs or at risk of social isolation. I have been a bus passenger on the route York-Kirkbymoorside including Ampleforth to Helmsley and beyond for over 20 years, using it originally for work from Ampleforth to Beadlam. I have been involved in educational expeditions on this bus supervising students on occasion-and am delighted to meet such young people on at least one of my 31X bus journeys; Increasing immobility (I am no longer able to drive, am elderly and I do use the bus as an antidote to social isolation.Much of my information comes -ironically- from the Rowntree Trust, from Government reports;from otherrs commissioned by the Trust. . I so sad at the cuts to NYCC IPT staff which I have witnessed over the years-these cuts are the harningers of a rural transport disaster.
X93 (Scarborough - Whitby)	I am a regular visitor to Whitby and have been for many years. I use bus routes X93 and 840, as well as the route towards Loftus via Lythe. These are important services for tourism in the area. Their continuation potentially has a significant positive effect in reducing car use by tourists in the area. Sadly fare levels are so high (more so on the X93 than on the 840) that tourist use is deterred. Yet the provision of attractive public transport at an affordable level of fares could do much to alleviate the problems of car parking experienced by places such as Whitby. The cuts in support to passenger transport demanded by Government of County Councils such as North Yorkshire are based on political dogma, not sound economics. Elected members of NYCC should be protesting in the strongest possible manner about government policies intended to force cuts such as this. Let's make an argument for better public transport in the interests of locals, commuters, and tourists alike!
	Further reductions in public transport will eventually mean that only rich residents who own cars or can afford Taxi's will be able to live in Sheriff Hutton. Whilst I do not use the bus at the moment, my friends who do use the bus are concerned that the change in the Sheriff Hutton route via Monks Cross will add complexity and inconvienience to this route.
	We must have some kind of a bus service in Goatland - between Goatland & whitby & pickering BUT. we do not need a double decker or even a simple decker a 16 seater would be ideal especially with a leavership deck.
	Proposals are unacceptable. Only I bus a day to York 3 times a week. Not everyone in Helmsley have or can afford their own transport.

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	This will leave a lot of people stranded here with no access to shopping, hospital appointment or even just a day out!
	I am planning to sell my car so would rely on public transport in the future. Since our roads are often gridlocked locally i already depend on local business so hope our local service is not further depleted.
	I would hope that the service 490 from sherburn-in-elmet to pontefract is still running after March 2016. If not the threee villages are going to be left with no public transport.
	I am on holiday in Scarborough for a week and I noticed the notice in Goathland Village. This town needs an adequate bus service, not just sundays for people to get to hospital appointments, doctors etc. So please reconsider.
	It is not at all clear how the suggested plans will work out practically. Many elderly people depend on the bus service now or will in the near future if/when they are no longer able to drive for medical appointments(GP, hospital, dentist), for shopping etc. The suggested "3 days a week" transport service seems inadequate. Existing hubs serve only their immediate area. How are volunteer drivers to be organised and by when? What are the legal restrictions? many questions should be answered much more presisely.
	I am a regular tourist to Kettlewell and frequently use the 72 for leisure and shopping purposes. A erduced service would seriously hinder my ability to visit the local areas around Kettlewell.
	Bus services for more remote communities are vital.
	Your proposals leave a lot to think about as most of them mean that a lot of people will not have access to a proper bus service (once a day is no good) It seems that the main bus i use will have a detremental effect on some peoples lives, both elderly and young. One of the main problems is being able to organise docters or hospital appointments for the time you propose for the 59 bus to pick up on york road.
	Also use Service 490 Pontefract to Sherburn
	Following previous reorganisation the 412 service between Wetherby and York noy by-passes Button in Ainsty, leaving no access to these destinations or Doctors at Tockwith. A diversion of this service in Button in Ainsty on perhaps 2 days per week would facilitate access to the above. The extra distance involved - approx 75 miles would be cost effective.

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	Please keep our bus running at times near to existing ones. We (the elderly) require our bus as most of us do not drive. Our bus to York is very important. L81. The Malton bus will take us to a supermarket. We do not need to be taken to Monks Cross!
	This is a rural area and if you take away bus services, you trap those who can't afford a car in the village and how are these people going to get to work or manage to sign on if unemployed. Rural England is not full of rich people. Don'y disadvantage the poor.
	I am in my late 70s and visit York for banking purposes, opticians and hospital appointments - as well as to shop- as do many of my friends. The though of having to break the journey at Monks Cross fills us with dread, as having to make 3 bus journeys to the hospital would be mosty stressful as well as time consuming. I know the buses are not well used but I would rather have 2 buses a week going through to York, than the ones everyday going to Monks Cross. Perhaps if this were so they would be better used - we could then make appointments for the days the buses run.
	At present I am still able to drive a car but this will initially have to stop in the future. A reasonable bus service will then be an essential means of transport.
	You have not mentioned whether you intend to reduce the services in the immediate Harrogate + Ripon areas in view of the reduced subsidy, my reply is based on my use of services Nos 3, 2B, 24 + 36 in the Leeds, Harrogate + Ripon + Pateley Bridge area.
	I have a voluntary job that would be very difficult to keep up. It entails travelling from one town to another. It requires planning now as buses are at present, with proposed cut backs, it will much more difficult. Lots of people especially senior citizens would be affected. A bus pass is of no award if there are no buses.
	I am an old age pensioner and cannot carry my shopping from the station. I am not online or have a computer so hope the bus service will carry on. Taxi's cost £12.00 one way so would not be able to afford every week.
	Keep the 11.30 and 5.15 bus. They are very important!
	Because of poor mobility No56-57 are the only buses of mal use to me. I am 81 years old & the walk up to Wetherby Road or through to knaresborough Road is difficult for me.
	Has any thought been put to diverting say once an hour a 36 bus from A61 at Monkton Cross roads down through Bishop Monkton and

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	Burton Leonard returning to A61 at Wormald Green? Could serve commuters to both Ripon and Harrogate (this could work in both directions).
	How would I get to hospital if bus goes to Clifton Moor? Nobody using 34 gets off to go to Clifton Moor so why go Plenty of shops in town
	You say your overall strategy is to "ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently" - by reducing the bus services, especially to the villages, you are doing exactly the opposite!
	Removing the bus service will cause social and emotional problems. The LA's stratergy states how transport services contribute to alleviating isolation and lonliness and allow people to live independantly. The removal will : Affect the publiv health of the rural population.
	As i have recently retired and dont own my own car i will be relying more on the buses to get me to the shops etc in Skipton and further afield also for Doctors appointments etc at Grassington. I dont think a pre booked service will work here. Theres a need for a service bus even if it only runs a few days a week. We get a lot of visitors to this area walking and some of them use the buses. I have used the buses with my bus pass I do want to continue to use the buses now i've retired. (I am a true dales person having lived in the dales all my life)
	The proposal to alter the size of the bus - currently single secker to a mini coach which serves the village of Bulmer makes good sense.
	Strongly suspect the proposals are a "done deal", however, in times of trying to reduce emissions, busier roads etc. Its deplorable to cut/reduce services to these remoter areas. People who have lived here for many yeras and contributed to the community face severe difficulties in gaining public transport facilities through no fault of their own. Cuts could be made else where at NYCC for sure.
	At the moment I have a car as I can't get to work and back on the current bus service. My concern is that as I get older and stop driving I won't be able to get about with the diminishing bus service. Bus services in rural areas are critical for keeping rural areas vibrant.
	We need a comprehensive service regularly through the day.
	I have completed this form as a visitor to Kettlewell on holiday. I am sure that if bus services are reduced it will have a great effect on

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Main Service	Comment
	local residents espicially those who do not or cannot use their own transport and need to travel to school, medical centres, work, shopping and other vital needs.
	Very little choice of buses in the future on this route - in comparison with the number of buses along Wetherby Road and Knaresborough Road. Couldn't some of the Knaresborough buses divert down Forest Lane/Crossways, then onto Hookstone Chase, Oatlands Drive and then into Harrogate especially at off-peak times therefore not affecting workers?
	The propsed departure time for return to home does not give enough time to shop etc in Harrogate. We need a choice of at least two later than 11am.
	I don't have the internet, so don't know how you propose to do the bus service. I use the bus service nearly every day to go to Tadcaster so I can get to York or Leeds or go to Sherburn, so I can get to the Doctors or go to Pontefract. I am writing about the change to the 492-493 buses once again next year. It is alreadty difficult going to get the bus as I walk a mile to catch the 9.37 to Sherburn or the 10.03 to Tadcaster, then I have to wait over an hour for a bus to return home. Yet you've changed the route for the bus in Tadcaster to go past the Popperwell Centre. I was told I would have a bit of a walk when I complained before but nothing was done. I am a pensioner of 70 years, myself. I know the cut backs have to be made but if we have any more on this route we won't have a service. I have heard that they are making the 2.22 from Tadcaster the last bus. When you go out for the day, you don't want to come home at 2.22.. Why they put double deckers on this run, no one know why not a smaller bus. We have to get to the Doctors, which I have to go regularly, then there's going shopping or just a social day out. When I say day, I mean a day not half a one. There were more people going on the buses when you had the old timetable I think. We all don't have cars or people to take us out so we have to rely on the buses. We have good cheerful drivers and we would be sorry to lose them. Church Fenton is not like Tadcaster or Sherburn where they have other buses but we will not be able to get anywhere. I don't have the internet so I don't know what you put on there. Also that will apply to a lot of people that do not have the information on there. I do hope you don't make this service difficult. It is a lifeline for some of us. Yours Sincerley Mrs A Leighton
	Although I don't use the service ar present as I am able to drive, in the future I may find I need it to access Those who are unable to drive for whatever reason, would be completely cut off and would reduce the level of independance they have from the limited service already available. This would lead to a lot of hardship and despair for many villagers + perhaps myself in the future. Please keep our service!!

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	Access to the 36 bus route would be a big improvement. Buses would come from Burton Leonard out to the A61 at Wormald Green and then back to Bishop Monkton at the Monkton Moor Farm. This would extend the window of people getting the bus to Harrogate in particular. Needs a late afternoon bus 9both ways) not just in school days (one way) Drop the mid morning 10.37 if necassary.
	It seems ridiculous that pensioners get completely free transport on buses. Surely it would not be unreasonable to expect them to pay a nominal fee of 50p or even £1. I don't imagine that this would impact upon their ability to go out whenever they wanted to, and would make some contribution towards reducing the defecit
	Bus subsidy to support the local economy by focusing on journeys to work and education or training
	Many peo[le will not use the bus service often becayse of very awkward times and either very long waits for buses on return or too little time to do any shopping.
	One of the factors involved in choosing my child's school was accessibility and in particular the bus from my village to my child's school therefore the decision by N York's to withdraw the service (776H) from out of catchment children is a major problem to myself and other parents who depend upon it. I am extremely surprised that parents were not given the option to pay an increased sum (when they are out of catchment) towards the school bus service. As far as I can see since the Bus service is not entirely being withdrawn only limited to catchment pickups, the saving to the council can not be that significant as a total withdrawal (Bus company still provides vehicle and driver but for a shorter period/distance) thus logically the council should first have asked parents to see who would be prepared to pay more rather than just stating that it is cancelled. I find the present situation very disappointing and frustrating and am currently discussing options with other parents and the school.
	At present I am able to drive although I am classed as a Senior Citizen but there may well be a point when this cannot continue. Living in Goathland for thirty plus years we had all the services we needed now with this done deal the only thing left is a Post Office. There is no rural Voluntary Tranport Network operating in this village & little chance of there being one, you have elected to completely isolate this village through this action & really should stop kidding everyone that the Voluntary Sector can pick up the slack this Council has divested any responsibility for. There is a daily school bus but you are NOT allowed use of it on a morning which given NYCC pays for it borders on lunacy, why not? The real question now is just what relevance this authority has & is it needed in its current form.
	Before cutting subsidies on selected routes the Council should demand that the operators are using the most cost effective measures to

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	run the services Arriva persistently use 20 year old double deck buses on sparsley used routes at non peak times. The fuel cost on these routes could be potentially cut by 500% if smaller more efficient 12 seaters were used. This of course would involve some INVESTMENT from the operators and should be a prerequisite for obtaining the franchise and receiving a subsidy. The Rail industry requires franchisees to invest in rolling stock and the bus industry should do the same I raised this issue with Mike Jordan over a year ago but have had no response since The emphasis should be on demanding efficient services from the operators before they are given the franchise and any subsidy deemed suitable
	You are providing a single proposal, without any alternative. Since it is all about cuts, any comments are bound to be negative. But I cannot judge if you have put forward the preferable solution. (I do understand that we are in an era of financial cuts.) Have you put forward a range of alternatives on how the overall budget cuts could be made - for comment / selection by local referendum? What other options have you considered for reduction in bus costs? Would any of those be preferable to the local population? Have you budgeted to spend all of the government budget allocation on public transport on public transport, or re-allocated it elsewhere? Can budget be offered to local communities to run their own bus service, rather than a central provision. I remember a local service (in Hawes?) being lauded on TV not long ago. How do NY services compare with other councils in UK or EU? More efficient? More costly? Lessons to learn? Assuming you must have done the research (preferably through an independent agency), publish the results and let us pass judgement.
	As my village is not served by a regular bus service, due to NYCC previously allowing operators to alter services, we remain in rural-isolation, despite being only 3 miles from Thirsk. This consultation focusses entirely on reducing costs, rather than potentially increasing revenues. A more useful exercise would be to investigate route alterations to increase the potential users for routes, under any subsidy regime. eg York-Easingwold-Thirsk. Service routes direct on A19 into Thirsk and has no designated stopping bays @ Thirsk Ind Park. Routing via Bagby and A170 would increase potential users, reduce isolation and would use the in-situ stopping bays @ Thirsk Ind Park (rather than a de-facto layby on A170. Cost to provider negligble, potential revenue apparent. Currently am forced to be a non-public transport (Q1) user by non-provision of service.
	Although I do not regularly use buses, I am concerned about these proposals. The council says it wants people to remain independent and in their own homes for as long as possible, but this could be put in jeopardy by these proposals. Also, it could affect people's ability to access employment which would have a detrimental effect on the economy. Would it not be possible for private companies to

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	sponsor routes to prevent cuts? Or for the bus companies to reduce their profits?
	They don't affect me as my local service is not being amended
	I sympathise with the Council's predicament - apart from the fact that it made low Council Tax such a fetish that nowadays a 1.9% increase yields very little. I often pass buses (in my car) that are completely empty. But one day I shan't be able to drive. The low frequency of buses means that they are inconvenient for average purposes, and - perhaps more significantly - I hardly ever even remember that they exist. They become invisible. Cutting back still further will make them even less relevant in people's lives. I've suggested in the past that the council should consider commissioning the kind of shared taxi scheme that exists in Middle Eastern countries, known to Arabs as Serveece and Israelis as Sherut. Large cars/small minibuses that wait at locations until they've got half a dozen passengers and then set up picking up more on the way and letting others off. The smaller scale makes them economically effective, and able to operate far more frequently than a bus.
	I understand the need to save money due to a reduction in government funding. It's a shame that in such a beautiful and popular, indeed much advertised, area as Wharfedale that you cannot organise at least, say, one service out in the morning, coupled with one service back late afternoon/evening in the summer. I refer of course to Route 74. I live in Derbyshire, another popular walking/hiking area, where many country roads are narrow and parking is almost non-existence. Yet if you take a look at the bus services there plus the "High Peak" they are admirable, plus they run all year round. Walkers don't just go out in summer! There is even a Trans Peak service from central Manchester that calls at numerous small and large villages in Derbyshire on its way to Derby city. How come they can offer this service.....maybe you should have a look!
	Funding should be cut to a very minimum
	There is no detail about the position effects of reduced subsidies on children's bus costs for the sixth form where they live further than the statutory distance from school
	My son attends Stokesley school and transport is essential for him to get there from Marton in Middlesbrough. It already costs £15 per week so I worry about increased fares.
	The survey as usual is skewed- my personal use of the services is irrelevant, but that doesn't mean my views are. The erosion of the bus

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	services for older people/young people is the issue, pushing the cost onto the community in times of austerity puts even more pressure on people who already contribute to their communities. Clearly community transport schemes have their place, but the removal of services pushes older people out of their homes and into larger settlements where they have access to services, meaning that they lose their network and cannot stay in their own homes as long as they wish.
	It appears to be a vicious circle that because bus services do not run regularly, fewer people use them, therefore fewer buses are run etc. I have seen in my area a reduction in the bus services, which make it impossible to use, as there is never a bus when I want one. I cannot go to the theatre at night or travel into a main town on a Sunday because the bus service does not run at those times. The more the bus services are reduced the more likely people are to start driving, adding to the congestion on our roads. Furthermore, a free trial bus scheme was successfully run in one Yorkshire city - people used the busses when there was no fee to pay, so people are willing to travel by transport. It is unfortunate that when money is spent on public transport it is called "subsidy". When it is spent on roads, it is called "investment". I feel more money should be spent on investing in public transport, and good quality cycle paths and lanes, than on subsidising road works.
	Goathland is an isolated village with a poor bus service, but we manage to work around it. Without the winter service people would be unable to travel to work in Whitby, Pickering, Malton or further afield. Connections with train services would no longer exist. Our nearest grocery store is 4 miles away and supermarket 10. Let's not even talk about appointments, such as doctor, hospital, dentist, optician etc! Personally I would remove the subsidy, it's the tourists who use their passes for free travel. I would be very willing to pay for a bus service that serves. But as most things in this part of the world its tourist tourists first, never a thought for the residents.
	We need our bus service for young & old alike who are unable to access other forms of transport. & also for visitors to the area who bring in income via shops, tearooms & pubs.
	Please stop penalising our children because of their geographical location and their right to choose a school where they feel happy, comfortable and a place that they can make progress.
	I am very concerned for the elderly local residents of Glaisdale and Lealholm along with the non car owning members of our community. Withdrawing the bus service, as limited as it currently is, will have an adverse impact on users by removing their independence and will be isolating. The volunteer driver scheme is struggling to find drivers and I can't see that changing.

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	We have no bus service in our village so any proposed savings would not affect us
	I propose that you lobby the Government to scrap free fares for pensioners. Have a flat fare of £1 for all bus trips. Result more income snd more customers.
	Why not focus subsidies towards those that need them without making their journeys free? For example, make peak times cheap and non-peak times more expensive; perhaps introduce a "travel to work on the bus" scheme where employees can get a pass that lowers their fare to a minimum level whenever they travel so people working odd shifts don't get penalised. The customers that should pay more should be people like me that would use the service to go to the pub or some other leisure activity rather than those that really need the service. The idea of free or full payment is not a good one either: various schemes to reduce the cost would be very sensible instead so as to not remove all revenue from the service without hitting the proletariat too hard.
	Why ask Parish councils to provide additional funding. Surely it should be the District council that provides. Harrogate Town has no parishes, but has the largest population in the district. It will also benefit in the commercial side as the district population will be able to get to Harrogate. Take away the buses - take away the trade. Will this happen in all Districts where the main town has no parishes, but the outlying areas do.
	The removal of the bus service in Glaisdale would greatly effect my life, it would make it impossible to get into Whitby and further afield without having to rely on someone else, which I wouldn't like to do.
	Already very expensive for child to get to school.
	THIS WOULD CREATE PROBLEMS FOR VISITORS WHO COME INTO OUR TOWN AND PUT MANY MORE CARS ON THE ROAD.
	I may be bringing up an issue that has not been covered in your proposals, I was just concerned re bus passes in general. Until recently I used mine weekly Scarborough to Leeds as I had a 93yr old housebound mother. Without pass on my pension I couldn't have afforded to get to her to provide shopping for the week and other things she needed. I know that is just one person and cannot be used in your consultation, it just concerns me that others maybe in a similar situation and the cost to councils in care workers or old peoples homes could be more than what is spent in families taking on that responsibility but may need transport cost help. I no longer have the privilege of making that journey as my mother died, but I am very grateful to the help given to me via a bus pass.

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	As a junior football coach, I am aware of how many parents and children are reliant on buses for access to training. It seems to me that cutting subsidies would hit these people hard, and unfairly: these are very often people who simply cannot afford to own or run a car, and the effect of reducing the subsidy would be to further limit their freedom of movement. This seems to be a case of taking away from the vulnerable who have no other option. I contrast this with free bus passes for retired people who very often can afford to pay for bus fares- and where they cannot, once again the proposed reductions in public transport would result in taking away from a vulnerable section of the community.
	I have just learnt that the Boroughbridge Camping and Caravanning Club can have a lot of customers use the No 57 bus service, and can have at least 20 customers a day in the summer months. Many of their customers use the site because of the access to buses to take them to different towns. What about people who can no longer, or don't, drive and wish to go into Harrogate? No longer possible since using the proposed bus time tables, would have to leave Harrogate as soon as you arrive, in order to get home again the same day!
	The only option to get to Darlington colleges from Scorton is the public bus service (x34), please don't cut the service any further as the college doesn't provide a school service from Scorton.
	I am using this consultation to the chronic problem that still seems to exist about linking bus services in with other transport links. specifically with National Train Services. A good example is the 184 service from Helmsley to Malton that has always arrived 5-10 minutes too late to catch the trains to York and always left 5-10 mins before the trains arrives. Simple link ups like this would encourage more people to use bus services generally and therefore require less subsidies (theoretically). This has been a problem (especially on the 184 route) for years and does nothing to encourage public transport use. I understand the route noted is not under consideration for Subsidy review but I feel the point needs making.
	The buses, especially Stephenson's, are very dangerous and one of them almost killed my daughter and by me talking in stiff terms with David Stephenson the driver then resigned. To regularly send over-sized buses with one or two passengers on narrow roads is nonsense and lethal. It should be obvious to anyone choosing to live in rural villages that if they are dependent on towns they should have their own transport and not expect others to provide it. The argument about buses is also about road safety. Ban buses and increase safety. The Council should also consider automatic tolls (road embedded sensors) for large vehicles on rural roads. Even tractors have got bigger and faster. In car navigation systems are directing all vehicles on roads unsuited to modern traffic. TomTom and the like should re-classify the roads in their database.

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Main Service	Comment
	I live in Wandales Lane, a private road out of Bulmer Village, and whilst my wife and I have not the need for public transport at the present, we are 76 years old, and we might need it in the future. Bulmer has a large proportion of retired people living in the village, with an increasing average age every year, and there will be problems in the future if the public transport is axed. Once cancelled, public transport will never be reinstated. How do people who have given up driving get to the Doctors; Hospital; Supermarket; Post Office? At least they can get there today, even if it takes many hours!
	Would still like to see Northallerton town service continued.
	Axe some of the spending from other budgets such as CYPS and interpreting/translation for a start.
	Although I am not currently a user of the bus service from Thornton le Clay to York, my wife and I both have failing eyesight and we foresee a time, which may not be far off, when we will no longer be able to drive. We would then be heavily dependent on the bus service, but I note the proposal to withdraw the service from Thornton le Clay and replace it with an as yet unspecified 'community service'. If rural communities are to be supported, bus services like this need to be maintained and extended, not withdrawn. If the service is withdrawn, Thornton le Clay will become one of a very small number of villages with no public transport. I alos note that the intention is to run to the Monks Cross Park and Ride, rather than the York city centre. Even for villagers, such as these in Sheriff Hutton or Bulmer, who are still on the bus route, this will represent a further inconvenience to using public transport.
	I think it is a good idea to have some public transport from Goathland to Whitby but not every day and not a double decker bus.
	Whilst I do not presently use the service I may need to in future. If the Coastliner disappears some sort of local mini-bus would be desirable.
	Leeming Village elderly now have no bus service. They have to walk a mile to Leeming Bar yet I have heard that in Northallerton some services have increased from two hourly to hourly. It is far cheaper for residents of Northallerton to get a taxi into town than those in outlying villages. Residents of Leeming have had to pay for taxis to get to appointments in Bedale but elderly used the bus for hospital appointments and shopping in Northallerton. The bus pass is useless! Having retired last year we intended getting rid of a car to reduce costs and intended using the bus service where possible. Northallerton and Bedale residents have all the amenities where rural villages are penalised.

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	I am very concerned about potential changes in bus services between Bulmer and york - both for elderly people and for the young people to achieve greater independence without having to rely on parental ferrying. It would help a lot if the bus could at least drop off at the park and ride so that elderly people would not have to walk from sainsburys. It is essential that regular buses between bulmer and Malton are maintained - in terms of the social and practical requirements of both the elderly and the young.
	An off-peak service is not tenable. Bus services should provide access to work.
	We should be ashamed that proposed bus services cuts in our large rural county are the most drastic in the whole country. There are many retired people in this area who can no longer drive and are completely dependent on bus services for many reasons. Also it is a great concern that their social isolation will be increased by the cuts, leading to health and mental health problems and therefore costing the country more in the long run.
	Free bus passes should be means tested, those that can pay should. Why should Londoners get free passes for those aged over 60 when the rest of the country are having their services cut. Please ask for London contributions.
	Thank you for the opportunity to comment on your proposals. I represent the residents of Craven Ward on Bradford District Council. This ward, which covers Sidles, Steeton and Addingham, is already poorly served and this reduction will only serve to diminish not only the access to basic facilities, but also severely diminish the level of tourism in our part of the Dales. Yorkshire's future attraction as a Tourist location, which generates the vast majority of the region's GDP, is predicated on solid, accessible transport links. Reducing the service will only be detrimental to the prosperity of the region. Yours Cllr Jack Rickard MBE
	I retired to Bedale and am still able to drive. I use the buses infrequently. They are often at inconvenient times and don't run in the evenings. However visitors find them really good. Rural bus services are not going to be cmmercially viable and the vehicles provided are often uncomfortable and moving too fast for comfort so the driver can keep to the timetable. SImilarly the buses are often not clean so the pleasure of watching the lovely world go by is not available. The world moves on and I don't believe that providing regular empty buses is something that can be afforded in 2015. More sensible to do what you are and promote alternatives; community transport schemes whether bus or car. As people live linger and families are scattered then maybe folk will have to accept that living as an elderly non-driver in a rural village is not an option. SImilarly I might want to travel to Richmond or Ripon from Bedale by bus. I n London most journeys involved 2 or more interchanges. Hard to swallow for rural Yorkshire locals but a coming reality in in 2015 ad the future!

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Main Service	Comment
	A comprehensive public transport network is the mark of a civilised, socially equitable and sustainable society. It is therefore of interest to all, not just service users, and not just now, but for future generations. Through its design, the consultation document is unlikely to capture views of those other than those who use the buses. Travelling on the buses under threat, it is clear from comments and observation that significant numbers of users would be unable to understand, or would be afraid of, a document of this size and complexity. They would also be less likely to have access to online facilities. A 'managed decline' of bus services against current constant pressure for and provision of new roads would clearly lead away from a low carbon alternative and towards a mode shift to private motorised transport, hastening decline still further. This constitutes 'negative marketing' because it creates a climate of diminishing expectations of what the bus service can - and will in future - offer. It also appears to contradict those many County Council policy objectives described in the Local Transport Plan aimed at reducing dependency on the car for multiple reasons. For those without access to a car, or who choose not to own one, or who cannot drive or afford a car, a bus service is key to a decent quality of life: with fewer buses, or none whatsoever, journeys may not be made at all. I live in Harrogate. The bus services I regularly use - routes 36 to Ripon and Leeds, and route 1 to Knaresborough - are fortunately very good and popular services and are not affected by your proposed cuts. However we used to regularly use other services which because of previous cuts no longer serve our home. This is like Beeching. By cutting less used services, they then become untenable because of poorer frequencies and also impact usage on more popular services. It is the road to ruin. With congestion and pollution in Harrogate being a major issue further cutting is madness.
	As the subsidy will be discontinued it is important that any bus service is replaced by a time table service to preserve the economic stability of Upper Wharfedale and to provide a service for the young and elderly. Taking away a timed service will have an effect on the viability of villages in Upper Wharfedale. Kettelwell for instance is a vibrant village and the reduction on a bus service will have an adverse affect on the village and we as residents do not want to see a dying village.

Other written comments received		
ref	service no	summary of comment
1	74	Service is important. Hope it is not cutback any further
2		Hope the subsidy for busy market town can be retained
3		It does not make sense to break up the Staveley, Knaresborough, Harrogate into 3 services
4	180, 181	Unhappy with proposed timetable "timetable and route not convenient"
5	31X	Parish council objects very strongly to the changes, which will cause even more isolation
6		Bus subsidies should continue to benefit local residents and local tourist industry
7	72, 74	Services are vital. Instead of cutback promote services
8		Major impact on residents and their quality of life. Removal of services will result in further isolation
9	56, 57	proposal is deliberatley useless timetable not convenient
10	74	Concern that users of Holiday Let will be unable to use services and that business for himself and others will suffer as a result. Other dales residents without access to a car will be isolated.
11	31X	Valued service by many older residents and growing number of younger people. Increase isolation and negative impact on people who are considering moving into the area
12	181	Unhappy with proposed timetable "timetable and route not convenient"
13	181, 183	Unhappy with proposed timetable, residents will feel isolated without access to essential services
14	72	Unhappy with proposed timetable, community transport not guaranteed as to times. Appointments will be difficult to make
15	32, 54	Unhappy with proposed timetable, general public should have the right to a decent transport system. How are residents supposed to attend or visit hospitals
16	31X	Unhappy with proposed timetable. Concessionary pass holders would be willing to pay a nominal fare similar as to the Park & Ride and coastliner services
17		We holiday in North Yorkshire and use the local buses to get around. The bus services provide an excellent service and not having them would be difficult
18	181	Unhappy with proposed timetable, rely on the bus for shopping and appointments. Visitors to Castle Howard to be affected. Do not leave us isolated
19	581, 11	Parish pleased with the reinstatment of service after the cessation of Pennine Motors. Parish happy with existing

Other written comments received		
ref	service no	summary of comment
		timetable (after a few issues that have been resolved) Bus serivces are essential to the ageing community of Giggleswick
20	56, 57	Unhappy with proposed timetable, service is required for shopping, hospital, doctor & dentists visit. If the service is greatly reduced we will be isolated. It is a lifeline for all the residents
21	56, 57	The local bus is a convenience and for some people it is a lifeline. Some people are very reliant on the service for getting them out of their house
22	56, 57	Concerned to hear about the changes to the buses again. Everyone that uses them will be grounded and isolated. I am unable to drive and will be unable to attend various appointments, shopping or visiting friends. I will be unable to help out in the charity shop. Please don't stop the bus it is a lifeline
23	31X	The proposed timetable will be inconvenient and totally unhelpful. This is a key service as well as a lifeline for many older people it offers independence and reduces isolation for social activities and access to health/dental care
24	31X	Unhappy with the proposed timetable our quality of life will suffer, the economy of various villages will also suffer. The result will be more traffic on the narrow roads. If it is necessary to reduce buses spread the losses so that there is no sudden impact and near extinction of services.
25	142, 143	I rely on the bus to see clients
26	54	The latest cuts will further isolate people who are unable to drive. I am worried and bitterly angry over the cuts
27		Unhappy with proposed timetable. Villages require access to banks, shops, libraries, dentist and other medical facilities. What assurance have we that the service will be maintained. Not having a service will deter older people from living in the village
28	42, 422, 424, 420, 492, 493	NYCC needs to improve bus services in the future my recommendations are - NYCC should consult with neighbouring authorities to avoid any loss of service - NYCC should contact other bus service funders before services are withdrawn - officers should take a proactive stance and other parties need to be financially involved - government grants are available and NYCC should exploit these and be proactive by suggesting schemes to central government
29	840	The proposed changes will impact on all age groups and would cause great concern to many villagers
30	31X	Unhappy with proposed timetable. Extremley concerned at the proposed cuts. Many people will be considerably affected. There must be public transport available for access to banks, library and other retail facilities.

Other written comments received		
ref	service no	summary of comment
31		Cuts to services would be a retrograde step, affecting the most vulnerable in society. Bus services are a vital link for people who do not drive.
32	72	Service 72 is vital to the community. Having a service through the village is of paramount importance. Any reduction could have serious impacts on the community. The council would like to add its support to keeping the service at adequate levels
33	54	This service contributes to integrated transport as it stops at Northallerton train station. The vulnerable and the elderly will be further isolated. It is a detriment to Richmond to stop service 54 and reduce service 55. This decision is remote and undemocratic
34	31X	The town council wish to express concern at the reduced 31X service
35	142, 143	I rely on the bus to get to work
36	181	Unhappy with the proposed timetable. We require sensible bus times & route. We depend on the bus to visit banks, dentists, solicitors, hospital etc.
37	59, 31X	NYCC thinking does not add up, why duplicate/overlap services on a Monday & Friday yet none at all on a Tuesday, Thursday and Saturday for passengers from Coxwold & Husthwaite
38		To save money and keep the buses running charge all people 50p - like they do for the park & ride
39		The Parish support Mrs Hill's campaign (Harrogate District Councillor) to resist further reductions to services. The county council could look at cutting back on their own bureaucratic wastage to retain essential services and maintain a neutral budget
40		
41	56, 57	I rely on the bus service and use this for shopping, banks, eye appointments etc on a regular basis. People are distraught and distressed
42	72, 74	Unhappy with proposed bus cuts, many people do not have access to cars and rely on the bus to get to Skipton for shopping, hospital visits, hairdressers etc. Some people use the bus to get to work. Doctors visits are booked on the same day therefore any service that has to be booked in advance is no good. How will walkers access the dales. What happened to saving the environment
43	72, 74	The decision makers come from way out of the area and are inclined not to take into account local interests. The reduction of services seems a little short sighted. Communities should be coming together into "one nation" to reduce isolation and loneliness, young people need to establish a safe sense of independance

Other written comments received		
ref	service no	summary of comment
44	72, 74	I am very concerned about the proposed timetable. Who is going to drive the community bus will the driver be safe. Visitors will not know who to contact. Car sharing and charging passengers will mean increased insurance and tax costs. How are the walkers, cyclists and visitors going to get there without a dedicated permanent bus. Businesses will be affected and we should support our communities in the dales by providing a permanent subsidised service to halt a decline in our areas.
45	56, 57	The local bus is a convenience and for some people it is a lifeline. Some people are very reliant on the service for getting them out of their house
46	72, 74	Unhappy with proposed timetable - communities will be severley disadvantaged. Using volunteer drivers would not be possible as existing helping hands are already unable to cope. Elderly people will be isolated, rural areas are expected to have an endless supply of willing volunteers. The bus times are not suitable leaving people stranded for many hours than needed.To be left with only a core bus service will not be viable for the bus company to operate.
47	72, 74	Unhappy with proposed timetable
48	DR14	Rather than reductions to services elected members should be increasing and improving the services offered. The current bus usage does not relate to the bus demand, residents cannot rely on the buses. If services had been more reliable and more extensive they would have grown and would generate better services which would enable people to use the bus for work, to reach essential services doctors/hospital appointments etc. NYCC should consider the potential of rural communities and create services that help
49	54, 55	Unhappy with the proposed timetable. This is an important route as it goes by Northallerton Train Station. It is unaccceptable as Northallerton is a hub for catching buses to other destinations. What are your proposals to fight for more funding.
50	31X	Unhappy with the proposed timetable. Ampleforth is the largest village in Ryedale and the bus service should be increased instead of reducing it. People will be isolated how do people get to work. The County has a duty to provide a bus service. Unhappy with the proposed timetable.
51		
52	142	Unhappy with the proposed timetable. This is our only form of public transport, passengers will have to pay to use the P & R service where at present there is no cost. Passengers will have to wait for the bus for a long time and could be left stranded. It would be impossible to use the P & R service on certain days as there are long queues.

Other written comments received		
ref	service no	summary of comment
53	54	The parish council would like to formally register their concerns
54	54	Unhappy with the proposed timetable. This is a major change to accessibility within the county. People will have to walk 15mins with suitcases to access Northallerton Train Station. There will be a serious equalities/diversity issue
55		There is a general concern about the loss of subsidy creating difficulty for locals generally and tourists
56	55	If you divert the bus into Catterick Village/Marne Barracks there could be passengers as I travel to Church every Saturday evening as do others, therefore you will go from a passengerless bus to a bus with passengers only if you provide a bus back.You should be providing credible and viable bus services instead of reducing services. Bus services could be improved
57	180, 181, 31X, 142, 143, 412, 840	Many of the changes will damage employment opportunities, business development and tourism. I expect travel opportunities will be seriously affected. I live in York and these cuts will restrict our visits and spending in North Yorkshire. Villages will be isolated and the cuts will highly damage the local communities. Service 840 is a substitute for the Beeching cuts of the 60's. People will not want to change buses services should be retained. The proposed services need drastic revision to avoid maximum damage
58	492, 493	There is no scope to operate this service commercially and we would de-register the service
59	402, 403	This is a highly marginal service financially and we would consider the complete withdrawal of the whole service
60	150	Commercialising the affected journeys may not be an option particularly outside term times and the most likely risk would be the St Wilfreds to/from Selby
61	72, 74	Consultation proposal will make it difficult for us as we are a remote community
62	840	Concerned about the impact the proposals will have upon the residents, they will not be able to access shops, libraries doctors surgeries etc. Keen to work with the county to see if more innovative and flexible solutions could be put in place. What type of community schemes are working on other communities like Goathland. Is there a mini bus type service serving these villages whether the cost could be recouped via charging.
63	180, 181	Generally concerned this service may no longer run
64	72, 74	Unhappy with proposed timetables, concerned of the proposal to withdraw the services
65	72, 74	Constituents are all very concerned regarding the possible loss of bus services in a remote community
66	31X	Unhappy with proposed timetable my children will be unable to get home from school and the elderly will be

Other written comments received		
ref	service no	summary of comment
		trapped by the lack of transport
67	142, 143	I am not objecting to the consultation but I am unhappy with proposed timetable. The proposed timetables need revisiting. People will have to walk further from the P & R stop and the connections are likley to fail.
68	840	Removing the winter months subsidy will create further isolation of Whitby and its rural neighbours.
69	180, 181, 182, 183	We are an isolated location and the suggested changes will have a serious and detrimental impact on the local community, local businesses and tourism.
70	31X	Any further cuts to services could have disastrous consequences for the people and communities. Some areas will be isolated
71	31X	Any further cuts to services could have disastrous consequences for the people and communities. Some areas will be isolated
72	31X	Any further cuts to services could have disastrous consequences for the people and communities. Some areas will be isolated
73	31X	Any further cuts to services could have disastrous consequences for the people and communities. Some areas will be isolated
74	31X	Any further cuts to services could have disastrous consequences for the people and communities. Some areas will be isolated
75		Seriously concerned about the cuts to services and ending services out of the town (P & R sites) These will have an impact on visitors and will be bad for residents. City of York and NYCC should work together to provide better bus services.
76		Unhappy with all of the proposed timetables they are unacceptable. I have solutions of my own to enhance the network. The services need to go back to what they were 10 or so years ago. It is disgraceful the 31X should be withdrawn
77	57, 58	Unhappy with proposed timetable. I will be unable to arrange medical and other appointments, leaving rural areas without buses is going too far
78		The parish council have decided not to complete the survey on this occasion
79	31X	Easingwold is an unhospitable place to wait for connecting buses. Proposed journeys will be too long, buses should have seat belts as the roads are narrow

Other written comments received		
ref	service no	summary of comment
80	180, 181, 182, 183	The proposed timetable requires looking at again so it retains some service into the centre of York
81	57, 142, 143	The parish object strongly to the complete withdrawal of services. Residents will be unable to get to work. The changes to 142/143 seem sensible with linking to the P & R services
82		Unhappy with the proposed timetables they are unacceptable and go against the Council Plan 2020 and the Community Plan 2014 - 17. We have solutions of our own to enhance the network.
83	31X, 840, 180, 181	The walks usually take place on a Saturday are are dependent on buses. The seniors wonder if it is possible to pay some sort of bus fare
84	142, 143	Concerns have been raised conmcerned the proposal will cause hardship and worry to some residents. Residents will have a long wait for return service, additional cost to use the P & R, unable to socialise. The time table needs to be looked at again we have our own time table proposal
85	31X	Unhappy with the proposed timetable people will be isolated. People rely on this service for hospital appointments
86	181	Unhappy with the proposed timetable the bus should go into York and not to the P & R
87		The cuts will isolate villages and the elderly will not have buses to use and this will affect their health. It will not be conveniant to connect with trains.
88	99, EVH	Residents in Esk Valley are scattered. The bus service is essential. Disabled passengers are unable to use the normal bus service and rely on community transport, recruiting volunteers is impossible. The proposal is causing a lot of worry and distress
89	99	There is an ageing population in Egton and the bus is vital. People will be isolated and lonely losing this service would be castasrophic for the constituents
90	72R	People are dependendent on the bus for shopping, doctors & dentist visits. Tourists will be unable to visit this will have an economic impact on local businesses
91	54	Unhappy with the proposed timetable. The proposed changes are not used friendly
92	180, 181, 182, 183	Umhappy with the proposed timetable taxis are expensive

Other written comments received		
ref	service no	summary of comment
93	81	Unhappy with the proposed timetable people will have less opportunity to work outside the village. You should be investing in Public Transport and more people will use it
94	70, 73, 156, 159	A change of policy is required by NYCC towards its bus operators . We have alternative suggestions to improve bus services
95	840	Removing the winter months subsidy will have a detimental effect on peoples qulaity of life. It will limit access to shopping, health and leisure facilities
96	180, 181, 182, 183	How are 16year olds supposed to get to York College. The proposed timetable will further isolate vulnerable people.
97	492, 493	Stutton needs a bus service into Tadcaster at regular frequent intervals. We have our own suggestions to improve the service
98	412	This is an essential service and some of our staff are regular users as well as visitors to the library
99	54	Unhappy with the proposed timetable. The bus is essential to visit the hospital
100	54	Unhappy with the proposed timetable. The bus is essential to get to work and visit the hospital
101	180, 181, 182, 183	I understand that the subsidy has to be cut and the new service makes sense, it is vital for all rural communities to have efficient and reliable buses and it is not acceptable for the buses to be cut any further
102	180, 181, 182, 183	Unhappy with the proposed timetable. The tourism in the area will suffer with a substantial loss of revenue this is ludicrous. Elderly care should be a consideration
103	180, 181, 182, 183	This service is vital and we urge you to keep the exisiting bus service perhaps with a mini bus
104	180, 181, 182, 183	Any change to the service will have a detrimental effect. I urge you to give careful consideration to the proposals
105	180, 181,	This service is a lifeline to the village and it is regrettable the proposals for the service does not go direct into York

Other written comments received		
ref	service no	summary of comment
	182, 183	
106	180, 181, 182, 183	I appreciate that you are going to continue to serve Bulmer. I do understand the current financial constraints and the minibus is the best we can expect
107	180, 181, 182, 183	We do not use the bus service however other people do. The village has no facilities. We operate our own business and offer work experience we will not be able to do this with the proposals
108	180, 181, 182, 183	The proposed service is not satisfactory. The bus should go direct to York
109	180, 181, 182, 183	The proposed timetable is as good as we can expect. Connections should be at the P & R site as there is ample cover and seats
110	180, 181, 182, 183	We do not use the bus service but we are disturbed about the proposed timetables, how do people go to hospital to visit. The village has no amenities and you have a duty to cater for residents who have no private transport
111	180, 181, 182, 183	The village has no services the bus is essential to prevent total social isolation. I know NYCC is short of money but to target vulnerable and isolated people is shifting the burden to ratepayers
112	180, 181, 182, 183	I only use the service very occasionally but when I retire I hope to use the service twice a week and I hope the bus service will still be there
113	180, 181, 182, 183	Connecting the bus at the P & R would be better. I rely on the bus to have day trips
114	180, 181, 182, 183	The Parish is unhappy with the proposed timetables. Bulmer has no shops, post office, bank medical facilities etc. we rely on on the bus serivce to access all these facilities. The main users of the bus are the young and the elderly, services should operate into York. The service you propose is the absolute minimum the village should have in the future

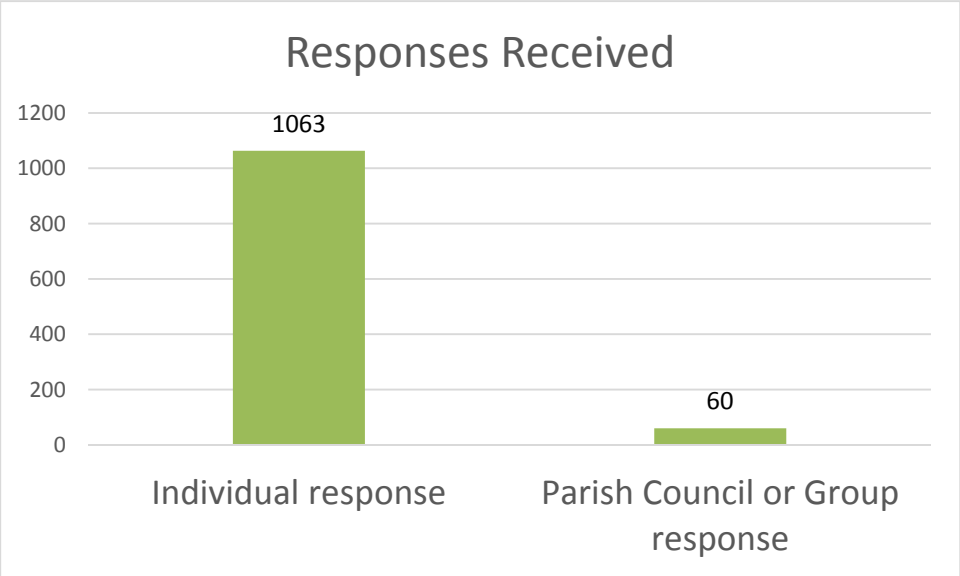
Other written comments received		
ref	service no	summary of comment
115	142, 143	The proposals would render the route unprofitable and not commercially viable, however we could agree to a taper the reductions over a set period of time
116	840	Removing the funding means this service would no longer be provided as we would be unable to provide it commercially
117		How funding is spent will determine a successful transport system. Funding is essential Little White Bus works but has limitations. Sunday services should be strengthened to operate 7 day/52 weeks
118	72	I was on a walking holiday in Kettlewell and was alarmed the bus service may stop. The bus is vital for tourism. Could you use smaller buses
119	142, 143, 780, X1, 412, 56, 57, 58, 59, 60	HBC are extremley concerned the proposals will increase deterioration of services. We have our own proposals and would like to meet to discuss the options
120	99, 840	Reduced support for bus services is short sighted, harmful and contradicts County Council policies. The proposals will have an effect on tourists as well as the population to access services
121	31X, 180, 181, 182, 183, 840	Essential journeys will impossible, the impact on health and social well being will be serious as people will be unable to attend medical appointments. These cuts are obscene and would be the death knell for many commun ities. The fleet option will reduce tourism
122		The previous cuts to services have decimated bus services and we are very much opposed to the timetable changes in the consultation.
123		NYCC has a legal obligation to secure transport to meet public transport requirements. These cuts would create short term savings but long term social impact. These proposals will have a negative impact on the older people
124	181, 182, 183	I have concerns at the proposed reductions to bus services. The proposals will be useful for people going to Monks Cross but people will have to wait to go to York. I am happy with Stephensons services
125	180, 181,	Unhappy with the proposed timetable. The revised route uses a minor road which is potentially hazardous in the winter and is subject to delays in the summer.

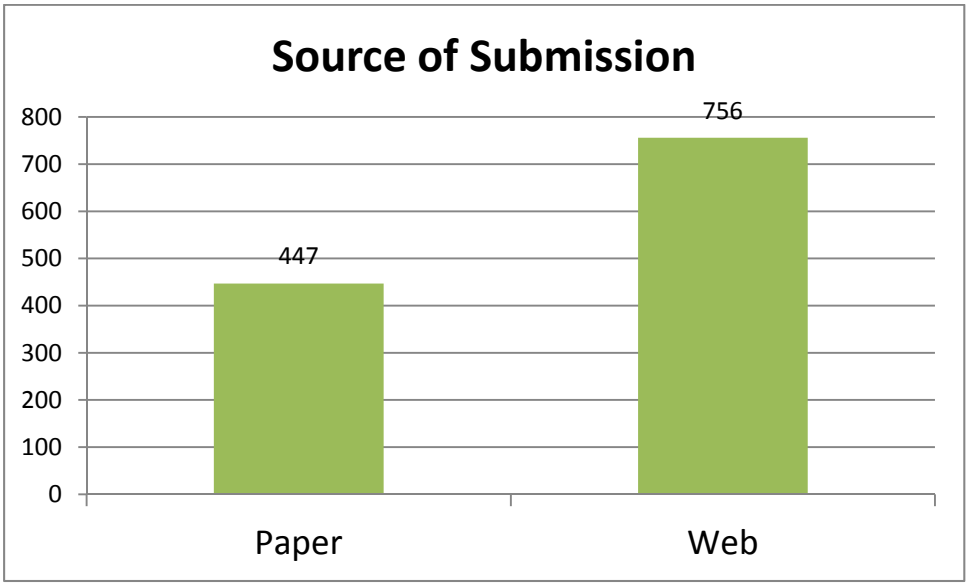
Other written comments received		
ref	service no	summary of comment
	182, 183	
126	840	I travel from Shropshire three times a year to volunteer on NYMR. Please reconsider your proposals
127	72, 74	Children access the bus for leisure. Villages will die if no transport
128		The elderly rely on bus services to keep connected with friends and to connect with other services. The service is essential
129	840, DR10, 99, X93	I agree with the overall strategy and I am happy with the service. Access to shopping will be much worse
130	840, DR10, 99, X93	In September I will be studying at Leeds the withdrawal of service 840 oculd mean I will be unable to get home
131	31X	Buses are infrequent and the bus is not big enough
132	840	If there were less buses going to York so near each other in times, this would ease the bus services elsewhere. There are fewer buses than ever to Whitby. How do people manage without cars
133	180, 181, 840, 182, 183, X93	To stop the Malton to Whitby bus in winter is stupid. I go to Whitby to shop and for leisure and would be very disappointed if this stopped
134	56, 57, 142, 143, 780, X1	Unhappy with the proposed timetable. The first bus will be to late
135	840	Our visitors will be unable access community transport. The proposals have not been well publicised
136		Due to the high number of elderly residents of Sheriff Hutton the changing of buses will be a great inconvenience.
137	56, 57	I am highly disturbed about the proposed new timetables this is a minimal service now. My concerns are for the elderly they are already forced to use taxis for appoinments

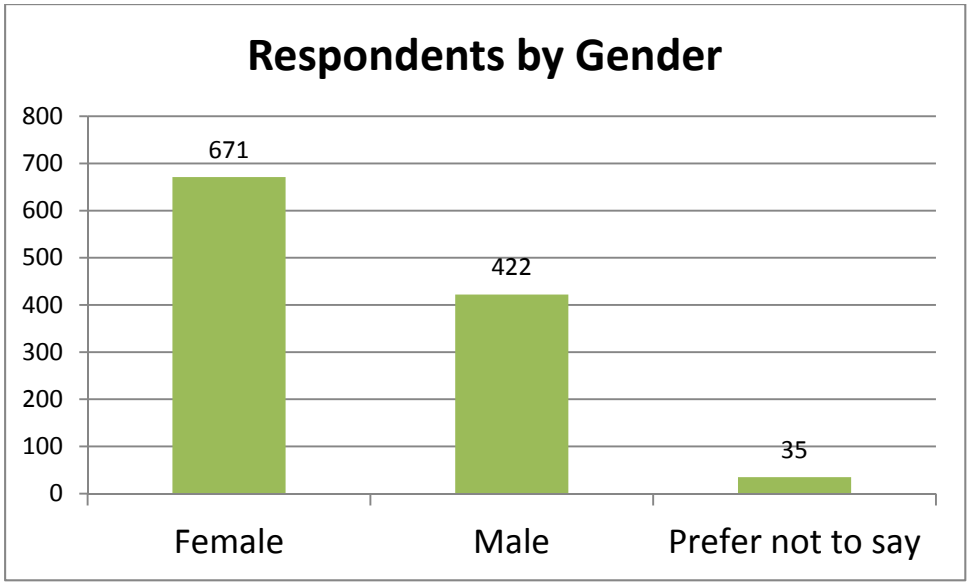
Other written comments received		
ref	service no	summary of comment
138	54, 55	The bus is useful for appointments at the friarage hospital. People will be further isolated particular the elderly. It is a detriment to Richmondshire to stop service 54 and reduce service 55. A decision remote and undemocratic.
139	72, 74	Very concerned about the proposed bus reductions. The impact on the whole community will fall apart. People will be unable to visit doctors or go to work. What about the visitors and walkers
140	840	The Town Council is concerned regarding the removal of the winter 840 service. We are concerned at the further isolation of Whitby and its rural neighbours
141	72, 74	A community bus will not work we need a proper scheduled service. If the timetable reverted back to how it was 2/3 years ago more people would use the bus.
142	54, 55	NYCC is the worst in the country for cutting services. The government is giving greater subsides to the South and we are treated as 2nd class citizens. Giving bus passes was the best thing stopping the buses is the worst thing.
143	56, 56R	Villagers are upset at the proposals. The proposed reductions will be a problem and make it more difficult for people visiting hospitals and wanting access to bigger stores
144	54, 55	Unhappy with the proposed timetable. The logic of the proposals do not stand up to scrutiny. To develop a strategy that is based on no passenger data and ignore the massive difference in the population of the areas is rather bizarre and goes against the NYCC strategy
145	56, 57, 58	Unhappy with the proposed timetable. My children will suffer significantly people are paying for this service and the school journeys should be retained.
146	840	Unhappy with the proposed timetable. Public transport is essential as it is not possible for people to hibernate over the winter. I do understand the budget cut backs however these proposals should be reconsidered

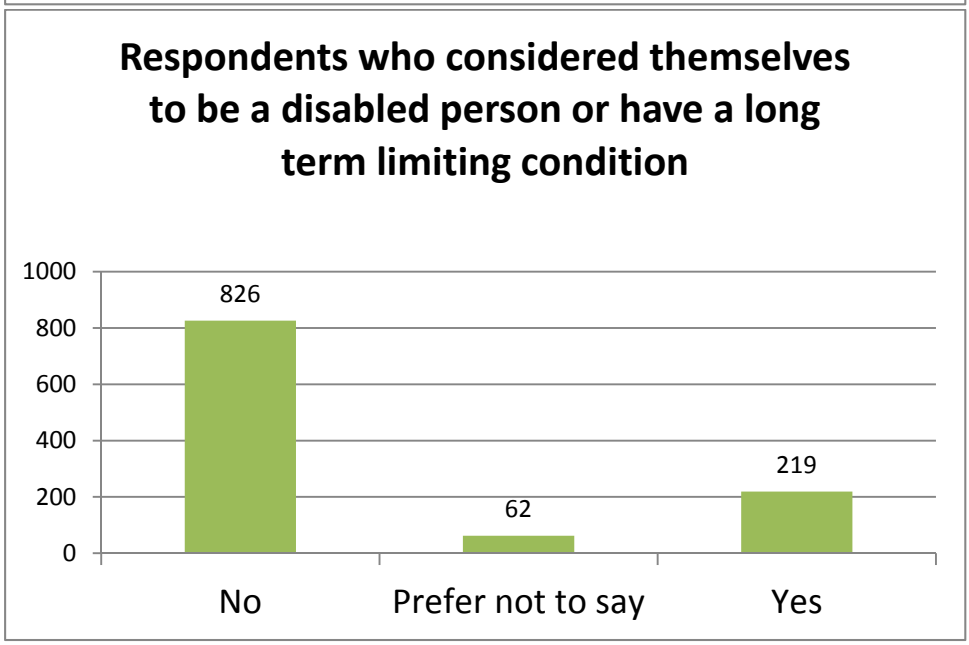
Appendix 6

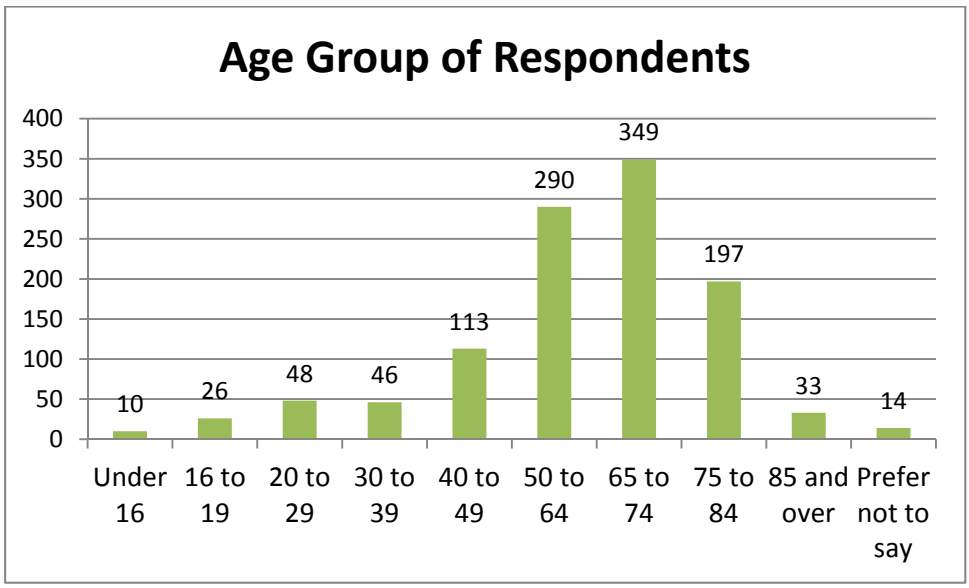
Analysis of consultation responses





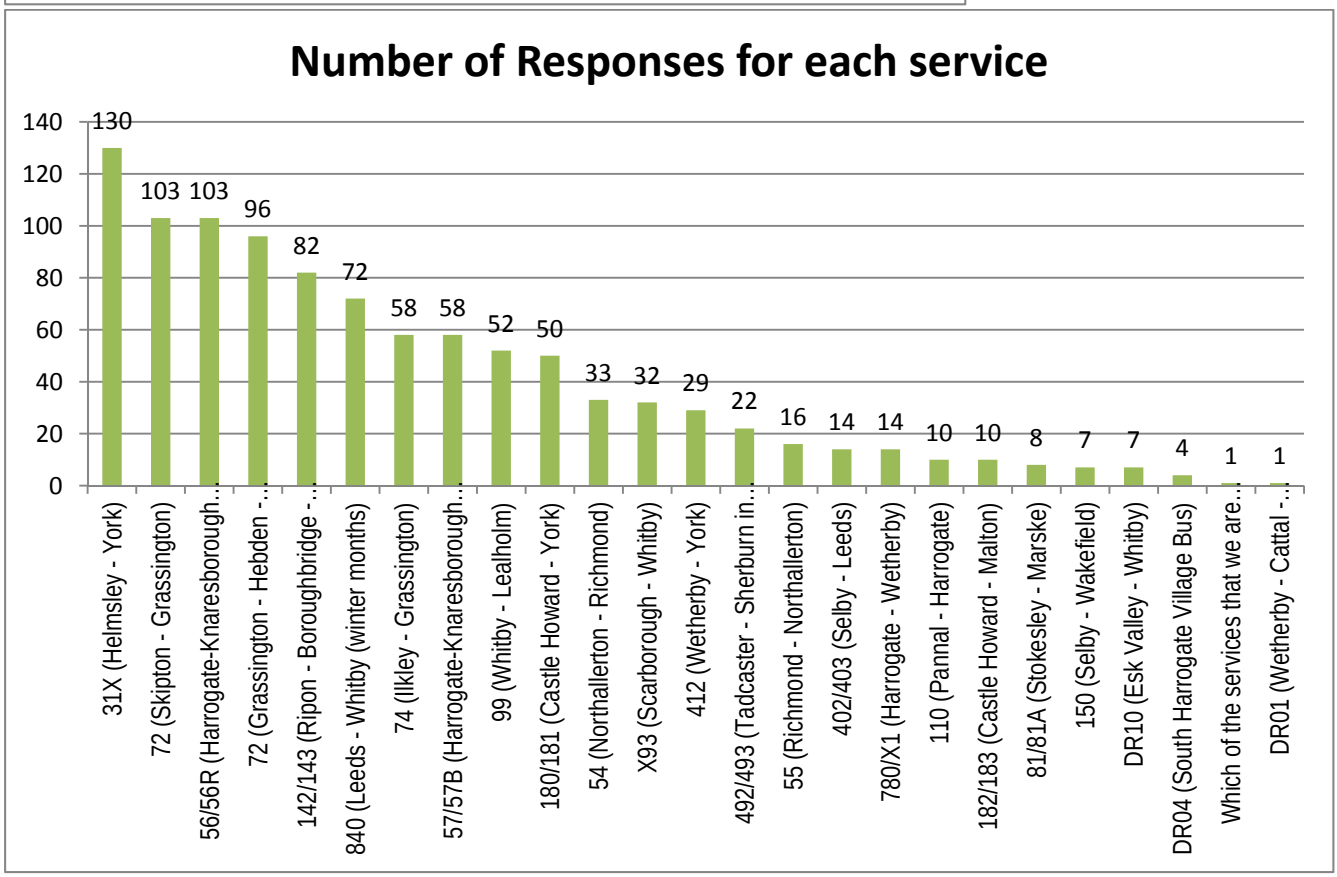

Respondents by Gender
800
700
600
500
400
300
200
100
0
671
422
35
Female
Male
Prefer not to say


Respondents who considered themselves to be a disabled person or have a long term limiting condition
1000
800
600
400
200
0
826
62
219
No
Prefer not to say
Yes

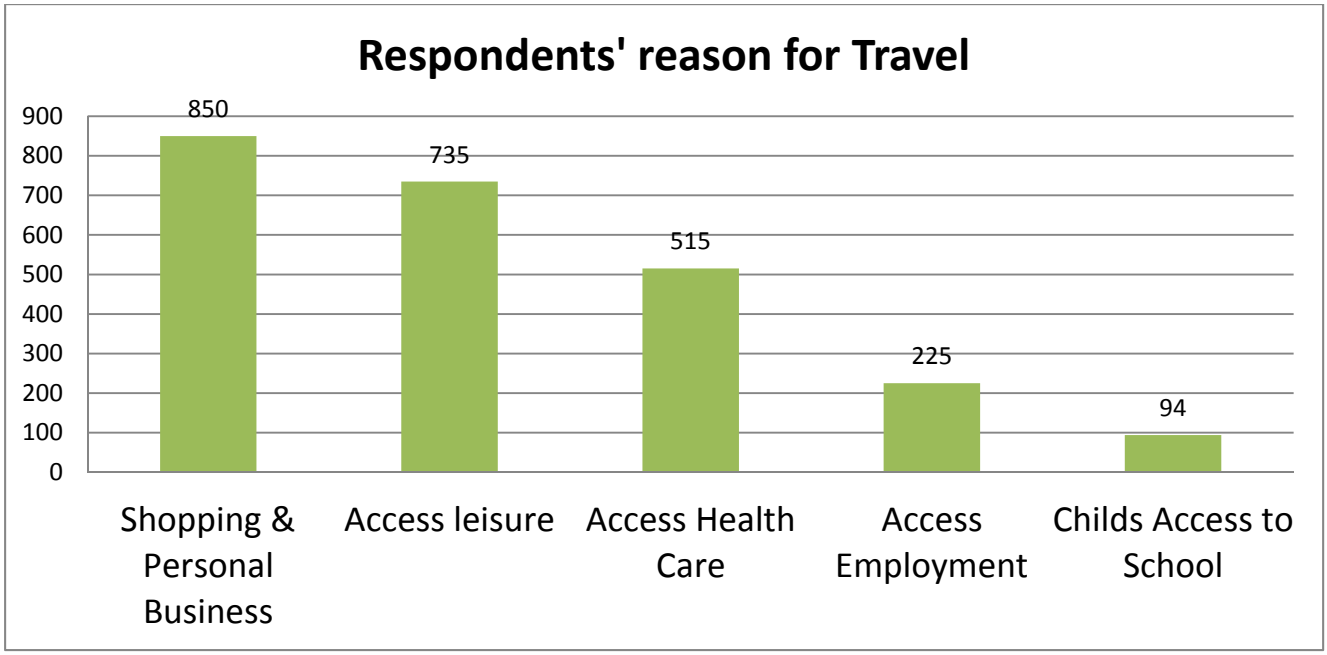

Age Group of Respondents
400
350
300
250
200
150
100
50
0
10
26
48
46
113
290
349
197
33
14
Under 16
16 to 19
20 to 29
30 to 39
40 to 49
50 to 64
65 to 74
75 to 84
85 and over
Prefer not to say

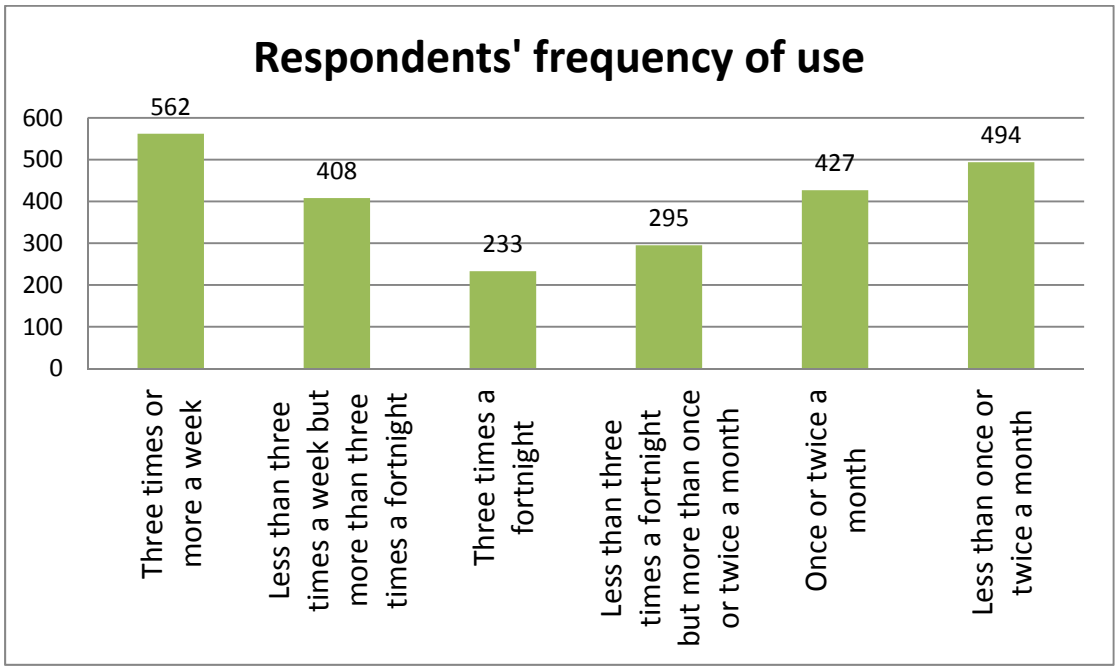
Appendix 6

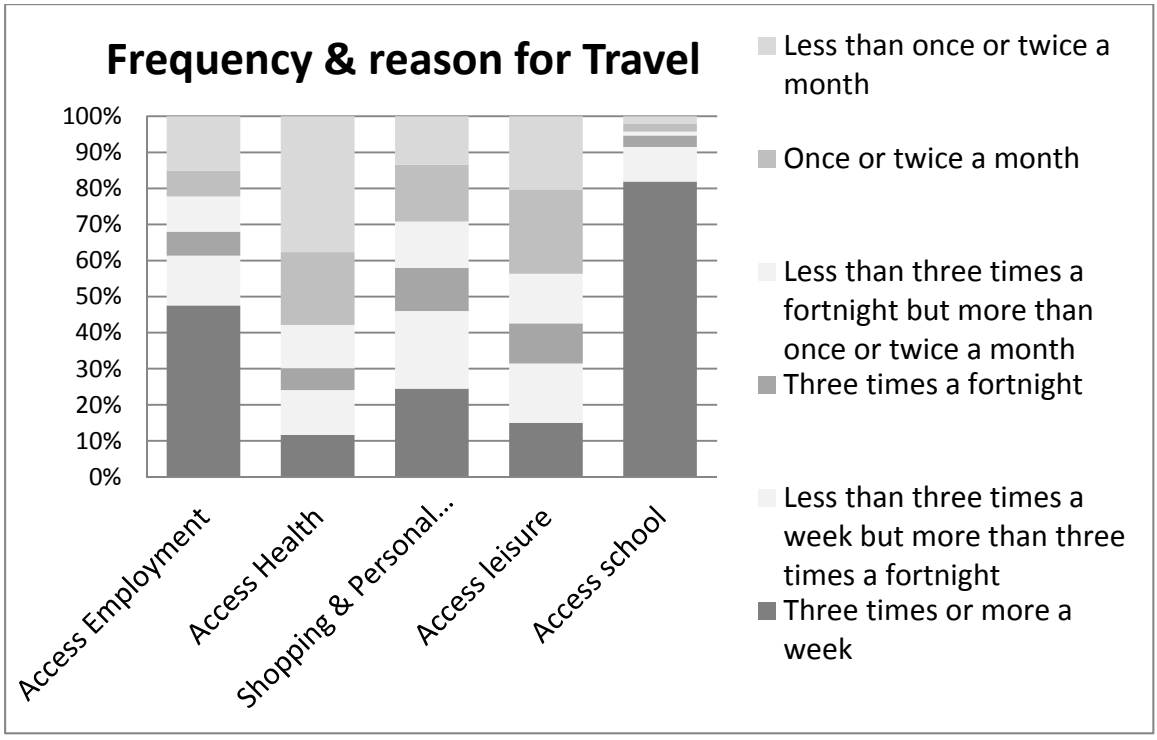

Concessionary Pass Holders
800
700
600
500
400
300
200
100
0
458
667
No
Yes

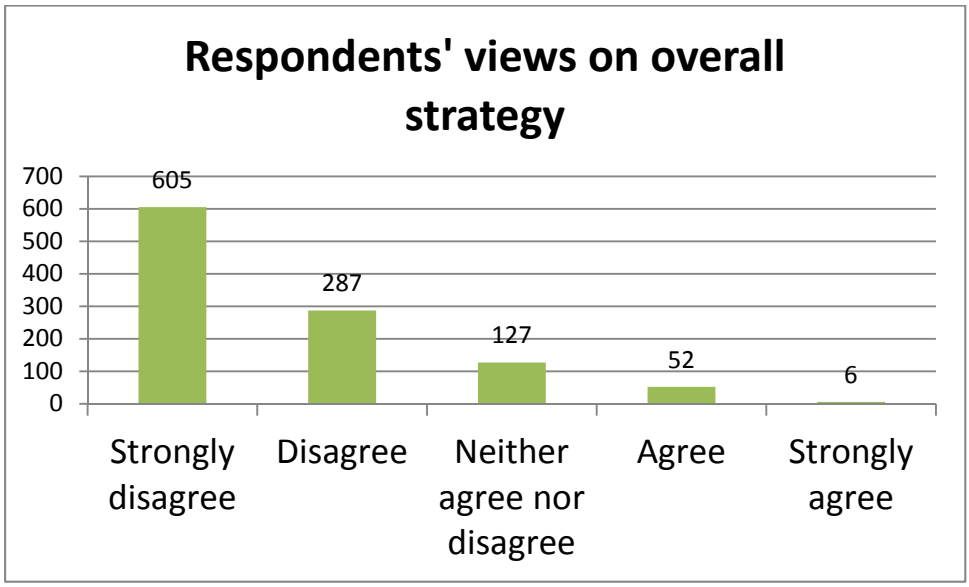

Number of Responses for each service
140
120
100
80
60
40
20
0
130
103
103
96
82
72
58
58
52
50
33
32
29
22
16
14
14
10
10
8
7
7
4
1
1
31X (Helmsley - York)
72 (Skipton - Grassington)
56/56R (Harrogate-Knaresborough...
72 (Grassington - Hebden -...
142/143 (Ripon - Boroughbridge -...
840 (Leeds - Whitby (winter months)
74 (Ilkley - Grassington)
57/57B (Harrogate-Knaresborough...
99 (Whitby - Lealholm)
180/181 (Castle Howard - York)
54 (Northallerton - Richmond)
X93 (Scarborough - Whitby)
412 (Wetherby - York)
492/493 (Tadcaster - Sherburn in...
55 (Richmond - Northallerton)
402/403 (Selby - Leeds)
780/X1 (Harrogate - Wetherby)
110 (Pannal - Harrogate)
182/183 (Castle Howard - Malton)
81/81A (Stokesley - Marske)
150 (Selby - Wakefield)
DR10 (Esk Valley - Whitby)
DR04 (South Harrogate Village Bus)
Which of the services that we are...
DR01 (Wetherby - Cattal -...

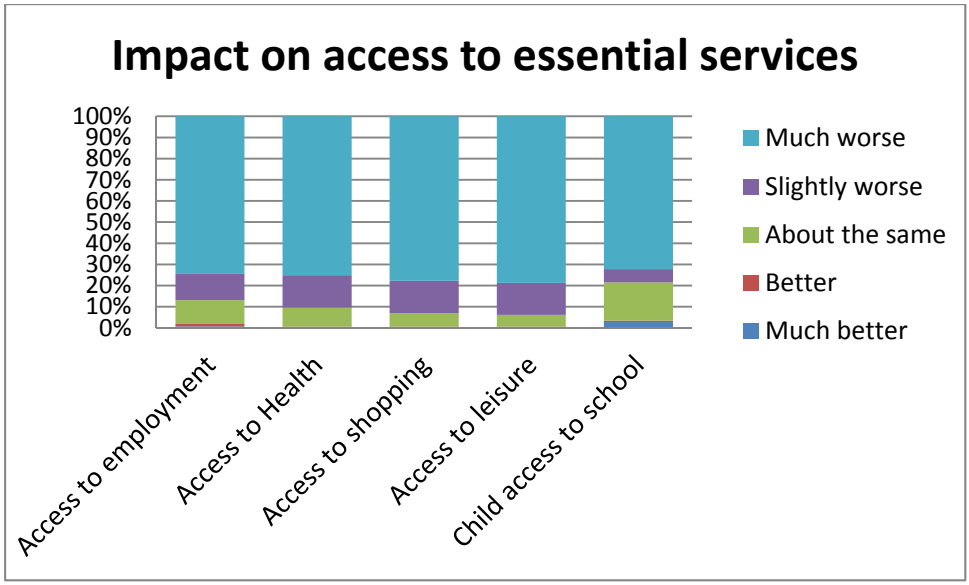
Appendix 6

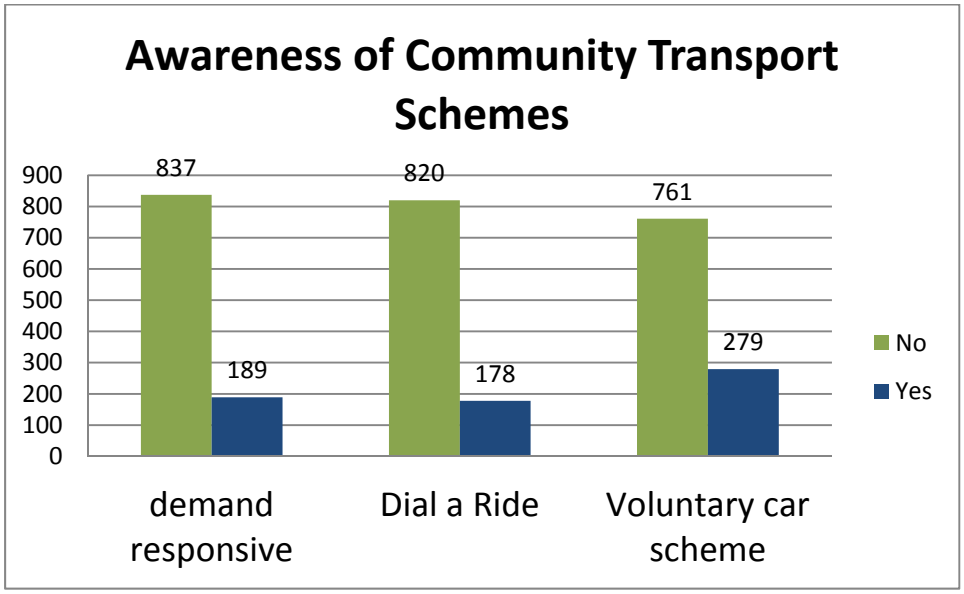

Respondents' reason for Travel
900
800
700
600
500
400
300
200
100
0
850
735
515
225
94
Shopping & Personal Business
Access leisure
Access Health Care
Access Employment
Childs Access to School


Respondents' frequency of use
600
500
400
300
200
100
0
562
408
233
295
427
494
Three times or more a week
Less than three times a week but more than three times a fortnight
Three times a fortnight
Less than three times a fortnight but more than once or twice a month
Once or twice a month
Less than once or twice a month

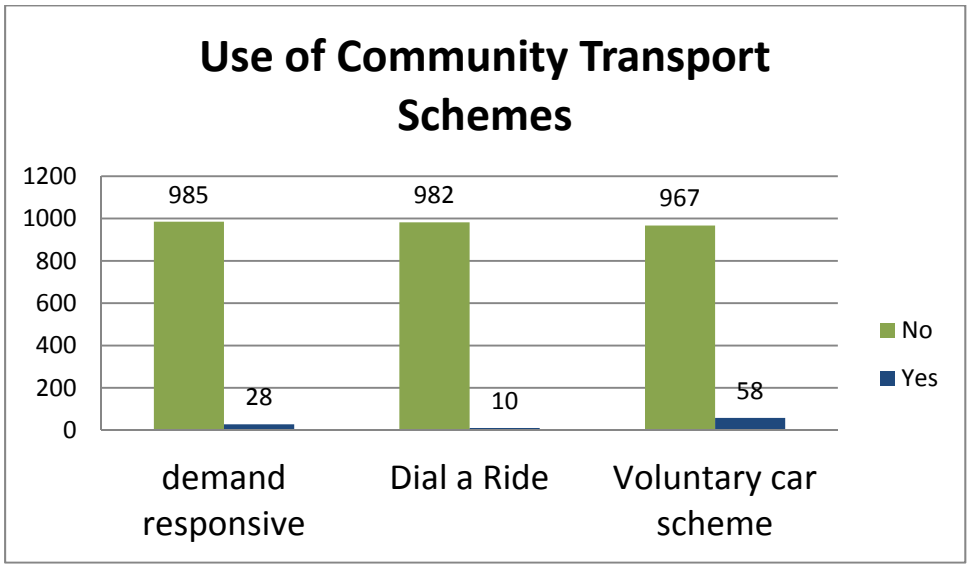

Frequency & reason for Travel
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Access Employment
Access Health
Shopping & Personal...
Access leisure
Access school
Less than once or twice a month
Once or twice a month
Less than three times a fortnight but more than once or twice a month
Three times a fortnight
Less than three times a week but more than three times a fortnight
Three times or more a week

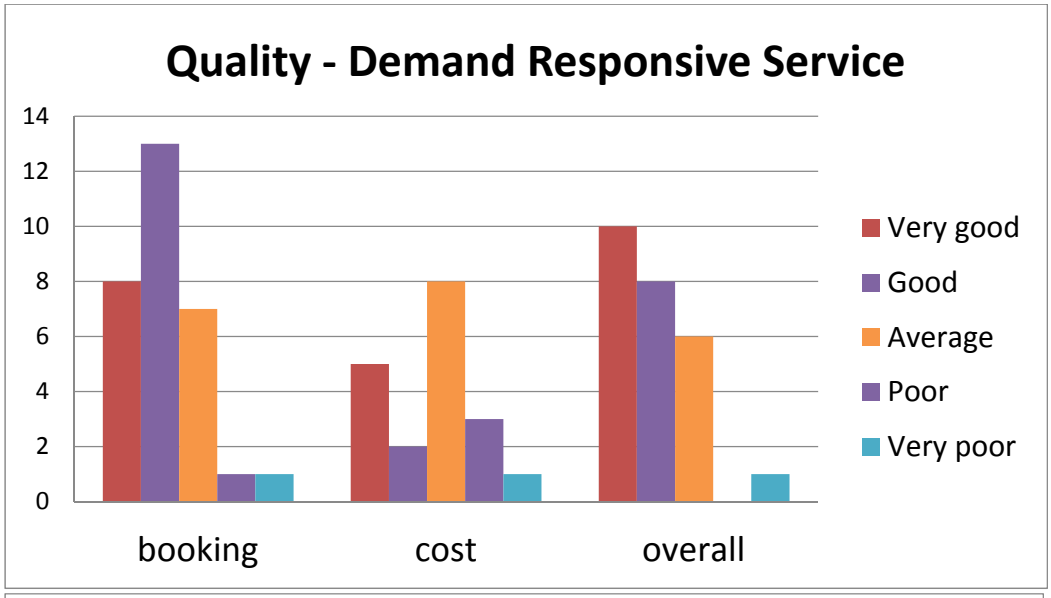

Respondents' views on overall strategy
700
600
500
400
300
200
100
0
605
287
127
52
6
Strongly disagree
Disagree
Neither agree nor disagree
Agree
Strongly agree

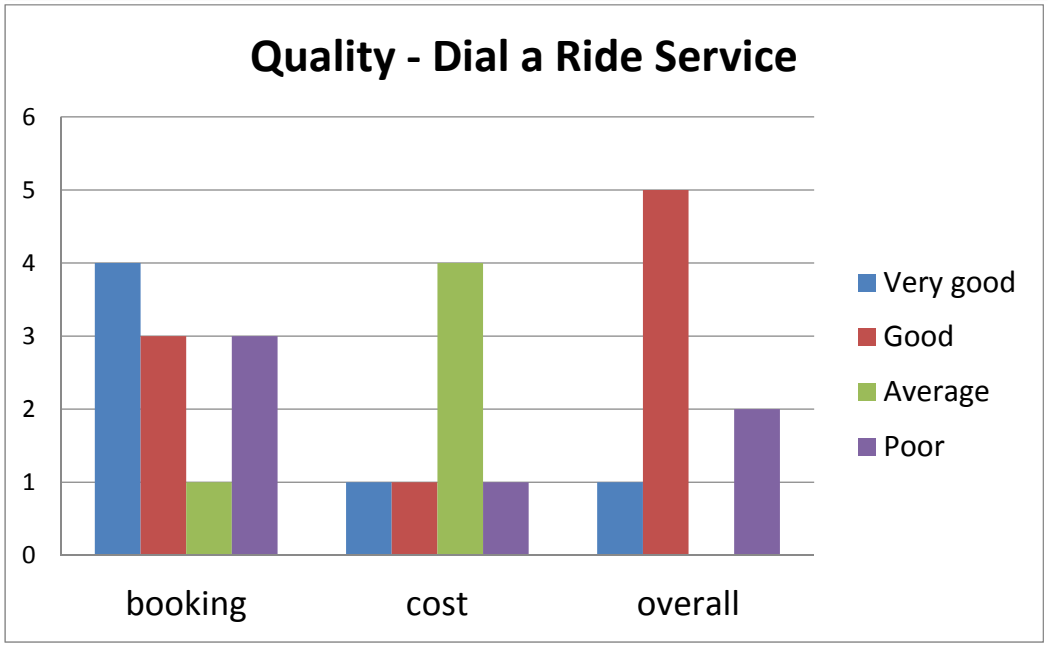

Impact on access to essential services
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Much worse
Slightly worse
About the same
Better
Much better
Access to employment
Access to Health
Access to shopping
Access to leisure
Child access to school


Awareness of Community Transport Schemes
900
800
700
600
500
400
300
200
100
0
837
189
820
178
761
279
No
Yes
demand responsive
Dial a Ride
Voluntary car scheme

Appendix 6


Use of Community Transport Schemes
1200
1000
800
600
400
200
0
985
28
982
10
967
58
No
Yes
demand responsive
Dial a Ride
Voluntary car scheme


Quality - Demand Responsive Service
14
12
10
8
6
4
2
0
booking
cost
overall
Very good
Good
Average
Poor
Very poor


Quality - Dial a Ride Service
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5
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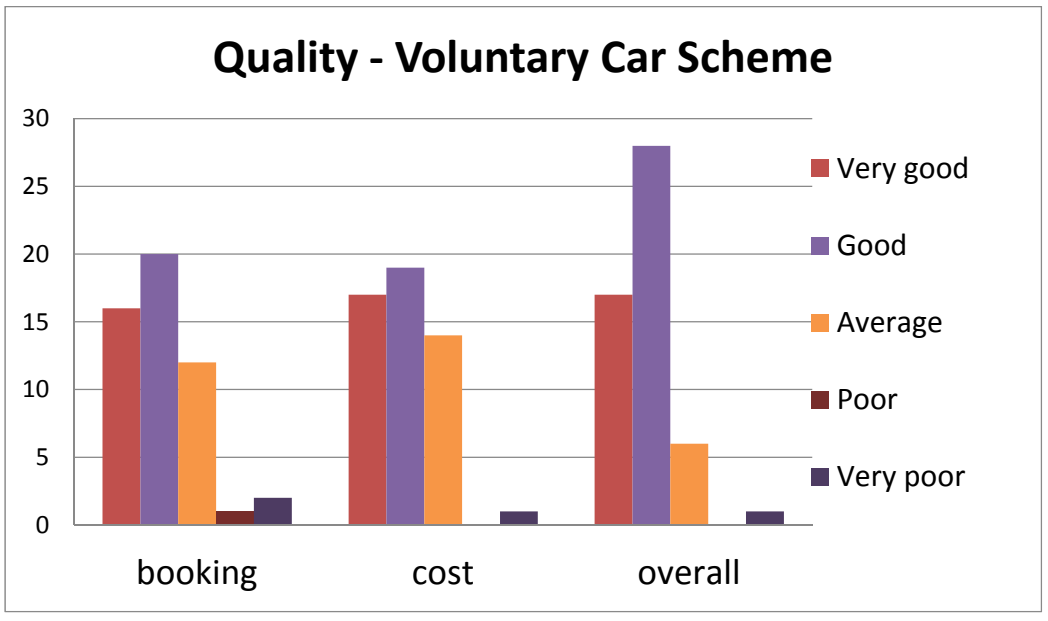
booking
cost
overall
Very good
Good
Average
Poor


Quality - Voluntary Car Scheme
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25
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15
10
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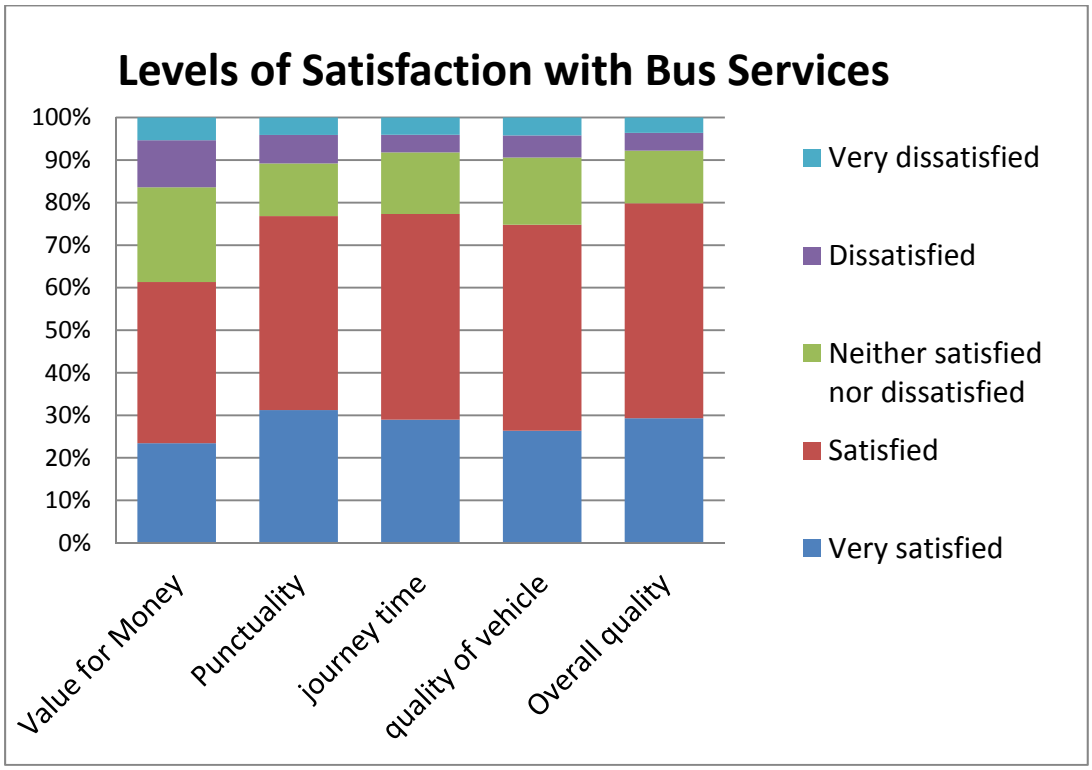
booking
cost
overall
Very good
Good
Average
Poor
Very poor



We tailored part of the consultation to allow parish councils, businesses and other organisations to comment collectively. In this section we asked specific questions about the willingness of organisations to provide funding, support for volunteers and publicity. In total 60 organisations submitted comments these can be grouped into the following categories:

Category	N° of responses
Business	11
Local Gvt	1
Town/Parish Councils	32
School	1
Voluntary Organisations	15
	60

The following tables summarise responses to specific questions.

Parish Councils (32 responded)	
Question – would you be willing to	Number of positive responses
Provide funding to enhance the proposed level of service	1
Assist in the recruitment of volunteers	11
Assist in the management of volunteers to provide additional services	8
Promote bus and community transport services in your local area	25

Other Organisations (28 responded)	
Question – would you be willing to	Number of positive responses
Provide funding through sponsorship	1
Support a campaign to encourage people to become volunteers	9
Assist in the promotion of alternative services	10
Assist in access to voluntary services	7
Assist in the recruitment of volunteers	6
Assist in the management of volunteers to provide additional services	4

North Yorkshire County Council

Equality Impact Assessment (EIA): evidencing paying due regard to protected characteristics

September 2015

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Business and Environmental Services, Integrated Passenger Transport
Lead Officer and contact details	Richard Owens: Assistant Director (IPT)
Names and roles of other people involved in carrying out the EIA	Richard Owens: Assistant Director (IPT) Catherine Price – Transport Integration Manager John Laking – Policy Development Manager and IPT Equality lead Michael Douglas – BES Equality Lead Maria Hill – Legal and Democratic Services
How will you pay due regard? e.g. working group, individual officer	Internal Working Group
When did the due regard process start?	February 2015
Sign off by Assistant Director (or equivalent) and date	October 2015

Section 1. Please describe briefly what this EIA is about. (E.g. are you starting a new service, changing how you do something, stopping doing something?)

In January 2014 the Council's Executive considered a report proposing a reduction in bus subsidies by £2m per annum; this was agreed and implemented from April 2014. At the same time, The Executive asked the Corporate Director, Business & Environmental Services to prepare proposals which would reduce the budget for bus subsidies to £1.5m per annum.

This assessment looks at the impact of reducing expenditure on local bus services and the provision of alternatives, with particular reference to the impact on people with protected characteristics.

We launched a public consultation which ran between 15th May and 14th August 2015 and this EIA has been re-visited and amended following the analysis of the information that has come out of the consultation process. A copy of the consultation information pack is included as Appendix 1. This provides details of the specific services that are affected, mitigation measures that we propose to introduce and the rationale for the selected services.

Section 2. Why is this being proposed? (E.g. to save money, meet increased demand, do things in a better way.)
The proposals are part of the Council's requirement to reduce expenditure by £75.9m between 2015 and 2019.

In managing a reduction in the budget for subsidised bus services over the past four years we have taken the approach that we will ensure people in communities have core daytime transport services that allow access to a town or village centre where the services and facilities they need are located.

In 2011/12 we withdrew subsidy from all evening and Sunday services to reduce the budget by £600k. This resulted in a limited impact for passengers as these services are deemed to be a lower priority and passenger's core day time access to travel was maintained.
In 2014/15 we reduced our budget by £2m:-

- By removing subsidy from town services which we believed could be (and in general were) provided commercially
- by reducing frequency to two hourly this maintained core access, but offered less choice
- by withdrawing subsidy from poorly performing contracts, i.e. where the subsidy per passenger is greater than £6 or where journeys carried fewer than 3 people. In these low use areas community transport (CT) is often a more suitable option and we ensured there was a CT opportunity for people without access to transport
- by reducing discretionary home to school transport or increasing the fares to a sustainable level. In many cases, schools provided their own discretionary transport for pupils.

We are now required to reduce our budget further to £1.5m and in developing proposals to do this, we have built on our previous experience and analysed all of our contracts with a view to our overall strategy. See section 3 below

Section 3. What will change? What will be different for customers and/or staff?
Our overall strategy is :-

i) To use the budget allocation for support for bus services to ensure that as many communities as possible have transport services which contribute to alleviating isolation and loneliness and allow people to live independently**.**

ii) To support the local economy by, where possible, maintaining access to the National Rail network and providing public transport links between key service centres.

iii) To ensure that the services we subsidise give value for money

Listed below are the areas we have considered,

- **Commercial services.** When we reduced our subsidy budget in 2014, we worked successfully with operators to ensure that some services were retained on a commercial basis. Having had some further discussions with operators, we have identified further opportunities for services to be provided on a commercial basis. This will include contracted journeys which are "add ons" to what are otherwise commercial services – our proposal is to withdraw our subsidy and allow operators to modify their commercial services accordingly.
- **Tackling our remaining high cost contracts (£100k+ pa):** analysis of our contracts showed that it would not be possible to achieve our saving target without reducing the cost of these high value contracts. We have calculated the cost to provide a service using our own fleet and will invite operators to provide a service for the reduced level of subsidy. Where operators fail to offer a service for the funding available, or where the community feel the level of service is insufficient for their needs, we will provide a core day time service using our own fleet. **Providing services using the Council's fleet.** The Council already provides local bus services in Skipton, Harrogate and Scarborough. In a number of cases we can significantly reduce the amount of subsidy required by operating the services ourselves. More information on this proposal is included appendix 1 - Proposed Reduction to Bus Subsidy consultation at section E.
- **Making sure we get value for money.** There are some services where we can make changes to reduce the number of vehicles and drivers required to provide the service and make a significant saving.
- **Making best use of community transport.** We have a number of subsidised services which could be provided more cost effectively by the community transport sector utilising volunteer drivers. We will explore these opportunities with the community transport operators. We would not expect a significant change in the level of service provided if the community transport operators provide the service, but passengers may need to book their trip. We would continue to allow concessionary pass holders to travel free on any replacement service.

In order to identify areas for possible savings we have reviewed all our existing contracts and proposed individual actions for each of them. The detailed proposals for each area/service are contained in the consultation document at Appendix 1

Section 4. What impact will this proposal have on council resources (budgets)?

Cost neutral? ~~Y / N~~ **Increased cost?** ~~Y / N~~ **Reduced cost?** Y / ~~N~~ Please explain briefly why this will be the result. Withdrawing subsidy as we propose would result in a reduced budget of £1.5m to spend on subsidised bus services in North Yorkshire.

Section 5. Will this proposal affect people with protected characteristics?	**No impact**	**Make things better**	**Make things worse**	**Why will it have this effect? State any evidence you have for your thinking.**
We gathered the information below from the previous bus subsidy consultation exercise that we undertook in 2013/14. This has been updated where applicable with data from the consultation undertaken in summer 2015.				
Age			✓	We know that older people are proportionally more likely to use buses than younger people. From analysis of local bus subsidy reductions survey in 2013 we saw that 54% of people who responded were aged 65+, from the 2015 data, the figure is similar at 53%. When looking at our bus survey work of people who use our subsidised services, we see that over 80% are concessionary pass holders. Older people are less likely to make alternative arrangements. Some young people of school age may be affected by the decisions taken on those who pay a fare to use the transport network to access school.
Disability			✓	During this consultation 18% of those that responded reported themselves as having a limiting illness or disability. It is recognised that disabled people may be less able to make alternative transport arrangements. In our consultation in 2013 40% of

				respondents reported having a limiting condition or disability.
Sex (Gender)			✓	In this consultation we found that 60% of respondents were women. This suggests that women may be more adversely affected by the change to our subsidised services than men.
Race	✓			We have no evidence of an impact in relation to Race
Gender reassignment	✓			We have no evidence of an impact in relation to Gender reassignment
Sexual orientation	✓			We have no evidence of an impact in relation to sexual orientation
Religion or belief	✓			We have no evidence of an impact in relation to religion or belief.
Pregnancy or maternity			✓	Potentially if the pregnancy or maternity makes driving not possible
Marriage or civil partnership	✓			We have no evidence of an impact in relation to marriage or civil partnership
Section 6. Would this proposal affect people for the following reasons?	**No impact**	**Make things better**	**Make things worse**	**Why will it have this effect? Give any evidence you have.**
Live in a rural area			✓	There are fewer facilities within walking distance and so the need to travel is greater. Fewer local bus services will mean less opportunity to travel. The cost of travel for all ages, particularly young people is generally higher in rural areas than urban (on average £58.80 per week is spent on transport in urban areas, compared to £77.40 for rural areas) ONS Feb 2013: Weekly household expenditure,
Have a low income			✓	People with lower income are less likely to have access to private transport and are less able to make alternative arrangements.

Section 7. Will the proposal affect anyone more because of a combination of protected characteristics? (E.g. older women or young gay men?) **State where this is likely to happen and explain what you think the effect will be and why giving any evidence you have.**

The combination of age and or living in a rural area with one of the protected characteristics would make the impact greater.

Section 8. Only complete this section if the proposal will make things worse for some people. Remember that we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us.

Can we change our proposal to reduce or remove these adverse impacts?
In general our proposals will maintain an adequate level of service to enable people to travel at least to their nearest market town/service centre. We have considered whether any additional bus or community transport services are required through the analysis of the consultation returns and any changes we are proposing as a result of the comments we received are included in the Transport Scrutiny Committee report. Our aim has been to ensure that no citizen will be completely isolated by ensuring there is always at least community transport offer available. In particular in the areas where we proposed a 5 day community transport solution, the view from the public meetings and from consultation responses was that CT isn't seen as a viable solution, and people want a conventional service that operates to a published timetable, that they don't need to book.

Can we achieve our aim in another way which will not make things worse for people?
The Council could choose not to make a contribution to funding shortfall from support for local bus services budget; however this would mean greater reductions for other Council services.

We could generate more revenue to lower the cost of the subsidy, however the majority of passengers (70% over 70) using subsidised services have a concessionary bus pass and therefore are entitled to travel free. Whilst some passengers have indicated a willingness to pay in the past, current legislation prevents us charging concessionary pass holders a fare on registered local bus services, however citizens could contribute to these services by Parish Councils levying a small precept to contribute to the subsidy for the service. As part of the consultation questionnaire we asked Parish Councils and other organisations whether they would consider providing additional funding to enhance transport services; just over 3% of those responding on behalf of a Parish Council or other organisation said they would consider providing some funding.

We can help to promote public and community transport to ensure more people are aware of the transport options that are available to them. In this regard we are working with commercial and community operators to promote services through a series of local radio campaigns.

We are working with voluntary sector contacts to develop volunteer recruitment events to ensure more transport can be provided by the Community Transport sector.

We have developed proposals for the expansion of the volunteer car scheme in the Harrogate Borough and Craven District areas.

If we need to achieve our aim and can't remove or reduce the adverse impacts get advice from legal services. Summarise the advice here. Make sure the advice is passed on to decision makers if the proposal proceeds.

Legal and Democratic Services advice is that whilst the Council has a duty to secure the provision of appropriate services to meet public transport requirements, within the county, which would not in their view be met apart from any action taken by them for that purpose, the duty is limited to securing the provision it considers appropriate to secure. The Council would therefore be acting legally in taking the proposed action. Changes to the network may affect some pupils who are not entitled to free home to school transport under the Council's policy but will not affect the Council's statutory duty to provide home to school transport.

Section 9. If the proposal is implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)
We recognise the importance of monitoring the impact of any changes post implementation and will:-

- monitor correspondence and complaints following the introduction of any changes
- monitor the usage of mitigation measures that are put in place
- where subsidised services are proposed to be delivered on a commercial basis we will work with operators to provide whatever support we can to ensure the service is well used and remains viable. Activities will include promoting services through local radio and social media campaigns, providing capital funding for real time passenger information and supporting electric vehicle infrastructure to encourage the take up of electric buses
- Work with the HAS Prevention team and local agencies to identify and address any issues which arise. Liaison will be progressed at senior management level through regular cross directorate Transport Board

meetings and at an operational level through attendance at appropriate Prevention Team officer meetings.

Section 10. List any actions you need to take which have been identified in this EIA			
Action	**Lead**	**By when**	**Progress**
Carry out a 12 week public consultation	CP	From 15 May 2015	Consultation pack prepared and ready to be launched: Consultation completed and questionnaire results from 1200 respondents has been recorded and analysed. The information received through the consultation has informed the revised proposals and recommendations. A summary of the responses received is included in the Transport, Economy and Environment Overview and Scrutiny Committee dated 14th October at Appendix 5 and Appendix 6 shows graphs illustrating the number of responses to the consultation questions.
Maintain internal stakeholder working group	RO	On-going	Initial meetings with HAS and CYPS to discuss proposals and impacts; proposals have been presented to Management Board – 2020 Programme Board
Carry out drop in sessions to inform communities of the options available and hear views. Details of the times and venues for these sessions are in the consultation pack.	RO	From May 2015	Drop in sessions and public events were held at 9 venues across the county where more far reaching service changes were proposed. These sessions gave people the opportunity to voice a collective opinion and to engage individually to seek answers to their particular concerns. The events were generally well attended and the views expressed have been incorporated into the revised proposals and recommendation. A summary of the key points is included as Appendix 2 to the Transport Scrutiny Report. Officers attended the North Yorkshire Partnership, Disability Forum meeting during the consultation to raise awareness of the proposals and to ask

			members to contribute to the consultation process.
Raise awareness of Car and CT Schemes and ensure people know how to book these services	JL	October 2015	
Work with the HAS Prevention Team and local agencies to identify and address any issues which arise	CAP/JL	April 2016 onwards	
Work with operators of commercial services to provide whatever support we can to ensure the service is well used and remains viable	CAP	April 2016 onwards	

10.1 Conclusion:

The information we have gathered through both the consultation and public engagement sessions along with this Equality Impact Assessment has highlighted the importance that people place on the ability to access services and remain active and independent in their communities

It has highlighted a number of areas where our original proposals were not felt to provide a suitable level of access and where these should be changed or refined. It is felt however, that whilst an adverse impact may be felt in communities affected, the impact has been suitably mitigated by the revised proposals or the delivery of transport designed and delivered by the community.

MiDAS, the Minibus Driver Awareness Scheme

MiDAS, the Minibus Driver Awareness Scheme is a programme developed by Hampshire County Council and the Community Transport Association to enhance the driving and passenger awareness skills of the many thousands of individuals nationally who drive minibuses in the course of their work or as community volunteers.

The scheme resulted from a detailed study of minibus driving and a lengthy period of consultation with voluntary and statutory groups which operate minibuses.

MiDAS is designed to make appropriate assessment, training and accreditation available to schools, universities, health authorities, local authorities and voluntary organisations at a local level.

The objectives of MiDAS are that minibus drivers will:

- Be assessed to ensure their driving skills are of an acceptable standard
- Be given help where necessary to improve their minibus driving skills
- Be aware of the legal, practical and safety issues surrounding minibus driving.
- Be trained in the safe use of accessible minibuses where necessary.
- Receive certification which is accepted by other MiDAS members.

There is a standard course for drivers of non-wheelchair accessible minibuses and an extended course for the drivers of minibuses that are designed to be accessible for passengers with mobility needs. The course comprises of a classroom training session that covers various elements of driving a minibus including defensive driving and the law. There is also a practical session that covers vehicle familiarisation, walk around checking and supporting passengers with mobility difficulties. The classroom session is validated by a multiple choice test and the practical elements are assessed by the trainer.

Each driver will also have a 1-1 demonstration drive in a minibus followed by an approximately 45 minute long driving assessment to ensure their driving skills are of an acceptable standard.

Integrated Passenger Transport provides MiDAS training to community organisations throughout the county. The training is delivered by Driver Assessor Trainers (DAT) that are accredited by MiDAS to provide this course. Since May 2014 Integrated Passenger Transport DATs have trained 145 school staff and community volunteers and 68 of its own staff.