York Bus Forum Meeting Aug 20th 2024

**Present**: Doreen Magill (chair) Andy D’Agorne (secretary) Niall McFerran (Vice chair) Roger French (Finance and Membership) Graham Collett, Flick Williams, Stuart Fillingham (EYMS) Anna Courtier (First Bus), Kevin Glenton (York Press), Judy Illing (York High Street Forum) Toby Hart, Tony Hudson, Dave Merrett, Roger Pierce, Duncan Miller, Eden Blyth, Chris Pollack, Catherine Odell, John Slaughter, Jason Murgatroyd, Iris Wells, Christine Cooke, Eleanor Tew, Mary Fairbrother, Diana Robinson, Ian Craven, Terry French, John Bibby, Gordon Campbell-Thomas, Andy Farndale, Lorrae Atkins, Julian Ridge (CYC speaker)

**Apologies**: David Stuart, Gail Shuttleworth, Glen Simpson, Mary Cannon, Jim form HARBUS, Robin Jorimann, Wayne Blackburn, Tom Horner, John Hart, Debby Cobbett

**Presentation by Julian Ridge York Local Transport Strategy 2024-2040**

Julian outlined the policy context and referenced the health benefits from active travel as well as the expected 15% growth in population leading to a predicted increase from 700,000 to 900,000 trips per day by 2040. Doubling cycling and walking trips would help the city to achieve this growth without increased vehicle congestion and pollution. Reducing Traffic by 20% by 2030 is critical to the success of the plan with a new emphasis on ‘Place’ rather than highway design focus on maximising capacity for vehicle movements. Lower traffic speeds, greater ease of pedestrian movements, a neighbourhoods as well as city centre focus would become more important.

A cross party Scrutiny Committee will consider a paper on Movement and Place Plan proposals on Sept 24th  (papers published Sept 17th) with recommendations informing the Implementation Plan for the Executive meeting on Nov 14th.

Questions were asked about potential review of bus routes in the Haxby area to take account of a big new housing development, and the possibility of proposals for ‘light rail’ such is frequently seen in similar sized settlements: This could be looked at in relation to the largest planned new settlements such as Langwith (4000 new households) to connect up to the University and City Centre. A concern was raised that big new housing developments were coming forward for planning approval without sustainable transport plans and car dependant designs locking in future growth in car dependency. Julian said was hoped the Local Plan might be adopted within 6 months giving more certainty, but some sites would still be designed around high car ownership- York Central would however be an exemplar of ‘low car’ development. There were questions about why the Enhanced Partnership failed to coordinate services better so the buses could be more evenly spread rather than two services (1+5) bunching along the route with a long gap in between. Members were also concerned at the slow progress bringing forward bus priority and other measures in the Implementation Plan, while others were concerned that the statutory objections should be given due consideration. Julian said that some Mayoral funds had already been allocated for minor technical work preparing the detail of plans.

**Minutes of July 16th Forum meeting** – approved.

Actions: Agreed to carry forward several of these to next meeting to be attended by Tom Horner: Some responses were received too late to report to the meeting:

5a Clifford St stop use by more operators? Noted and CYC will discuss with relevant operators

5b Coastliner excessive dwell times at Station and Stonebow – CYC will do further monitoring next month.

5c Blossom St – Timetable case has been replaced, TH needs to check with RH re Real time screens problem

5e TH will ask RH to do short note re delays installing real time indicators

9 TH will work with Danielle to produce Transport Focus satisfaction survey summary report.

**Other items to carry forward**: Dial a ride, Timetable changes impact on dwell times and bunching a city centre stops, 412 / Knapton minibus, Park and ride intermediate stops policy within new tender?

X47 Stuart Fillingham responded that EYMS is still modelling options with call into Dunnington a possibility

Haxby Town Council is keen for Service 13 or 1a to call at the shopping centre and serve more of the residential area. -Anna will take this back for First to consider. Note post meeting Anna has confirmed that 1a already stops at Haxby Shopping Centre

**Enhanced Partnership Aug 14th** Disappointing lack of progress to report. Task and finish bus access group not achieving anything. Station frontage concerns about short term changes as work progresses with the ‘Island stops’ due to be removed by December and suggestions that the 4 +13 might not call at the station inbound.

First bus will soon have a new General Manager which might aid communication.

No decision yet as to Mayor’s views on franchising.

Printed timetables still a concern especially given lack of clockface for many services, varying across the day.

No 10 Banana warehouse stop completely inappropriate alongside building site, and CYC suggest might be moved even further down Piccadilly rather than use the Merchantgate double shelter.

Question raised as to whether Theatre Royal stop on route 2 is mandatory, and what more can be done to advise passengers of return stop to use.

Note post meeting Anna Courtier has confirmed that Theatre Royal is a request stop for no2 – passengers must ring the bell.

Class 2 mobility scooters have long been barred from EYMS buses but this situation is under review with training for staff to enable the issuing of permits for them to be used. Tom Donnelly leading on this.

Meeting with Arriva, the MP and Mayor in Selby was well attended (70 people) with questions about better links to villages by 415 York – Selby

**Next meeting**: Tues Sept 17th 5.30pm