

York Bus Forum Open Meeting Tuesday 19th November 2019

Attendees: Ray Walker (Chair), Graham Collett (Vice-Chair), Niall McFerran (Secretary), Peter Scott, Duncan Miller, Ben Hughes, Roger Pierce, Alan Robinson, S.R. Irwin, Brian Nye, Geoff Beacon, Doreen Magill, Gwen Vardigans, Tony Hudson, Roger French, Gordon Smith, Anna Briggs, Ben Hughes, Tom Franklin, Cllr. Andy D'Agorne

1. Apologies: Debbie Cobbett, John Bibby, Dave Merrett, Carole Green, Robin Jorimann, Gail Shuttleworth
2. RW welcomed all to the meeting and advised that in future all meetings would be open and general and that we would be trying to bring speakers to alternate meetings in the future. The meetings would continue to be held on the third Tuesday of each month.
3. RW invited the speakers Julian Ridge, Head of Sustainable Transport for YCC and Brandon Jones of First York to address the meeting and respond to questions.

There was a request for all GPS bus data to be made available online in real time – it was pointed out that much of this information was already available. A later offer was made by First York to provide a seminar to members to outline the means by which this information is available.

JR pointed out that further tenders were being sent out for supported services in the city.

Services 12 and 14 have poor timetable information available and the 14 bus now terminates at the Stonebow instead of the Station which is less convenient. BJ responded that new timetables were coming into force on December 1st which should improve matters, this can be assessed at the December YBF meeting.

Service 25 is still not linked into the system but this is a Transdev issue that they are working on. Concerns were raised over early running and poor reliability.

Buses running across the city have been observed to be carrying their origin address after they have departed the centre. BJ suggested that this was a driver training issue which would be addressed.

It was noted that some services are observed waiting at bus stops for extended periods. BF suggested the need to allow margin for traffic congestion in the timetable which could result in this apparent anomaly.

Service 415 now terminates at Piccadilly instead of the Station, which again reduces use.

Reliability of Service 6 commented on as this sometimes resulted in buses running together. BJ again responded that First were addressing the criticisms and hoped the new timetable would improve the faults on 1,6,11 and 12 services.

There has been a move to extend the 30 minute service frequency to 40 minutes, this is inconvenient. JR agreed that 30 minute increments were better.

It was suggested that information on buses should be improved to indicate intermediary stops in addition to the bus destination. BJ accepted that this would be helpful. It was also asked if a help line could be provided and advised at bus stops.

Service 12 still has no Sunday running. JR advised that supported Sunday services across the city had been withdrawn as a cost saving measure. It is hoped that this move can be re-evaluated later.

It was pointed out that by having routes running across the city centre that this added significantly to congestion and pollution. As few passengers make cross city trips would it not be an improvement in reliability to terminate buses in the city centre? BJ accepted that there were some advantages to this but it would require extra drivers and buses.

It was asked if a city centre shuttle bus could be provided to link the Station, city centre and Hospital which could visit the whole campus? JR agreed that this would be worth consideration, and this was supported by AD'A.

It was suggested that as this group is the voice of the bus users in the city, there may be advantage in representatives of YBF attending meetings of the QBP alongside the Councillors section of the agenda. JR agreed to pursue this issue.

Service 10 from Stamford Bridge has a poor evening timetable, particularly, in light of the significant housing developments. BF suggested this could be reviewed alongside other projected increases in city housing, in order to persuade people to visit the city by bus.

The new Rawcliffe Bar- Hospital service has now been running for several months and requires more promotion. There is also a congestion problem which slows the service.

AD'A suggested that it might be time for a review of the city routes to reassess their efficiency and means of improving bus use.

The need to have printed timetables available on buses was restated. BJ advised that the Station and the Visit York offices were now equipped to provide a timetable printout, but all agreed that this was a part of the service that First York lagged competitors.

The Community Stadium will be used for fixtures from March 2020, JR advised that the additional services required (including orbital services) were currently up for tendering. It was pointed out that there would be a need for transport on evenings and Sundays to cover those fixtures.

JR reminded the meeting that the roll-out of the new electric buses will begin shortly. It was asked if one could be brought to a future YBF meeting.

4. AR reported that a joint document supported by the YEF and YCT had been submitted to YCC to support our comments on the Station Front proposal. The planning application is due for consideration shortly and information is available on the Council portal. It appears the development may have to be carried out in stages as the funding becomes available.
5. RW suggested that we attempt, in future meetings, to discuss individual topics per occasion when they might be more thoroughly addressed?
6. Date of next meeting Tuesday 17th December.