



## The Voice of York's Bus Users

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### Our Priorities for York's Bus Service Improvement Plan (as submitted to City of York Council's Transport Team on 7th June 2021)

- 1. A modern (less than 5 years old), low emission, fully accessible (with easy wheelchair and pram access), bus fleet with audible and visual stop alerts by Summer 2022, progressing to a zero carbon fleet by 2030.** Regular, independent monitoring of emissions of all diesel buses to ensure Euro6 standards are being maintained, until replaced by non-fossil fuelled powered engines.
- 2. Improved reliability and faster journey times. Bus priority measures at all major junctions and pinch points.** Introduction of 'Red Routes' type schemes on major roads with gating of other traffic and enforcement of parking restrictions, bus lanes and yellow box junctions. These and enforced bus gates in the city centre should be introduced with the Council's restrictions on city centre traffic.
- 3. An improved and extended bus network for all areas (particularly in the evenings and on Sundays) and new orbital routes linking communities with major shopping leisure and employment centres.** An improved service to all Census Output Areas currently poorly served. A minimum hourly daytime (0700 to 1900) frequency on the lowest density services, with 20 minutes the minimum for most routes (including all in the urban area), and a minimum 'walk-on' frequency of 15 minutes for principal services. A study to assess the potential role of DRT - with a hub and spoke system at P&R sites to link with existing services, and/or to cover lower usage times like early mornings, later evenings and Sundays. Coordination of timetables at interchanges to minimise connection times where practicable. A high quality waiting area to be provided at all key interchanges, including the station.
- 4. A new York-wide 'Oyster' type card (the Ebor Card?) available on all buses and (ultimately) local rail journeys (ie from/to Poppleton & Haxby).** This should include a cap on the total fare price in any one day, carnets for frequent users, and simplified and lower fares standardised for all operators and be accompanied by a major marketing campaign. Half-price travel on all services for young people under 18 / up to school leaving age with a YOzone card, with a study into extending the scheme to the under 25s and those with particular needs.
- 5. Improved and regularly maintained bus stops with printed and live digital information at all stops.** Printed timetables should be in illuminated displays in all city centre and other key locations. All timetables should be printed in a suitably clear large font (larger than current) that is readable in night-time conditions. Seating should be provided at all high traffic stops or the stop relocated to a more suitable site. Shelters with lighting (where practicable) should also be provided at these stops. City centre bus routeing and bus stop locations should be revised in line with the Council's traffic flow plans.