

York Bus Forum Meeting Minutes Tuesday 17th August 17.30, by Zoom

Attending: Doreen Magill (Chair), Graham Collett (Vice Chair), Niall McFerran (Secretary), Brian Deegan (Speaker), Roger Pierce, Duncan Miller, Ian Anderson, Mary Fairbrother, Alan Robinson (Membership Sec.) George Wood, Roger French (Finance), David Stuart, John Slaughter, Elanor Tew, Eden Blyth, Richard Parker, Tom Holloway, Brandon Jones (First), Dave Merrett.

1. DMag. Welcomed delegates and our speaker and reported apologies from Gail Shuttleworth, Kevin Fradley and Barry Connor.
2. The minutes of the July meeting were accepted.
3. There were no matters arising from the previous minutes.
4. Members were requested to pay their 2021 subscriptions. AR reported that these were coming in but slowly although our corporate members had renewed. DMag. Asked if we had online access to our bank account schedule? AR said that this could be requested.
5. RF has prepared revised Finance Statements, and these will be circulated to the members when they have been independently scrutinised. Our current cash balance was around £750 with the Zoom fee to be deducted shortly.
6. Talk by Brian Deegan, Technical Director Walking and Cycling of Urban Movement Ltd. titled "Optimising the Bus Network"

The privatisation of the bus network in Manchester had been disastrous with a market that had failed to function in the manner expected. Bus priority schemes had produced more congestion and adversely affected reliability increasing costs to operators and passengers. In order to persuade car users to make bus journeys it is necessary for them to know that the journey time will be less and arrival at the destination will be predictable.

He suggested that schemes to promote cycling and walking should complement the changes in bus infrastructure and not try to compete with it.

In the policy of de-carbonisation, it is necessary to realise that 55% of pollution comes from cars, 16% from HGV's, 15% LDV's, 5% shipping and 3% buses to reduce this mode shift is the key.

Too many buses in crowded city centres are unsustainable as bus routes become duplicated towards the centre. To improve the use of buses it is necessary to focus on a small number of priority bus routes through the congested areas which operate on a priority basis, regularly and cheaply making better use of interchanges to feed passengers onto these routes. BD sited Barcelona as an example where this type of system had been adopted with success. The key is not to have a stream of buses adding to traffic congestion but running ahead of other traffic. Also, it is important to simplify the fare structure and allow through ticketing, along the lines of the London Underground.

BD suggested that York has a good system as there are already interchanges established but the bridges across the river a key pinch points. Using an outside network of interchanges, eg. The Park and Ride sites could allow fewer bus routes in

the city centre and better use of use priority routes. Gaps to this system could be filled by demand responsive vehicles that may be smaller than buses.

Eventually this may help create more areas where private cars can be excluded reducing the needs for cycle lanes.

BD concluded that it is impossible to move from the current position to the ideal in one stage that it must be a gradual change.

MF pointed out that blind people are unaware of approaching electric vehicles. BD answered that a noise function will be fitted to vehicles.

RP said that he favoured this over having a central bus station. Tyneside has a Metro system that combines rail and bus interchanges requiring less buses in the city centre.

AR pointed out that while we are advocating more bus traffic to the rail station this would not adversely affect other interchanges. He agreed that if possible, it would be desirable to reduce traffic at the river bridges.

BJ stated that good bus priority routes are the key factor here and good communication from the operators.

IA asked if the experience of Lendal Bridge closure may have made CYC reticent to try something more radical? He agreed that changes should be made in planned stages.

DMag. Thanked the speaker for the excellent, thought-provoking presentation.

7. 5 worst bus stops campaign – NM said that following the success of the Piccadilly stop action that we should now move to identify further stops worthy of improvement. He invited members to go out and photograph stops that have no seating, no shelter, poor timetable information or are badly situated. AR asked if NM could put a release together to be sent to members.
8. AOB –
BJ offered to arrange a meeting asap with the new MD of First, Ian Humphreys to discuss the BSIP and other pressing issues. DM reported that although there was some progress the timescale for producing an effective BSIP was now under pressure.
GC suggested that BD be invited to participate in the discussions with CYC about bus improvements, he will organise a follow-up meeting.
9. Date of next meeting 21st September as part of York Environment Week.