

## York Bus Forum Meeting Tuesday 21<sup>st</sup> September 17.30, by Zoom

Attending: Doreen Magill (Chair), Graham Collett (Vice Chair), Niall McFerran (Secretary), Matthew Topham (Speaker), Barry Thomas, Debbie Cobbett, Tony Hudson, Duncan Miller, John Bibby, Don Southall, Cathy Croston (First), Tom Holloway, Barry Connor, Gordon Smith, Diane Robinson, Julian Ridge, Lucy Rowell, Robert Elliot, Jim (Harbus), Christopher Copland, 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, Dave Merrett.

1. D. Mag welcomed delegates and reported apologies from Brandon Jones and Mary Cannon. As the talk tonight is part of the York Environment Week it had been decided to have that part of the programme first.
2. Matthew Topham delivered a talk on the potential benefits of changing bus service provision to a franchising/public ownership model.  
He argued that most of the current industry problems are derived from the change to private ownership which came about in 1986. The network is shrinking, cost per mile travelled are rising, older vehicles continue to be a source of pollution and reliability has fallen. This has culminated in a fall of use by the public.  
He proposed a public ownership model similar to that used in other European countries and London. This is being considered also for Manchester and potentially West Yorkshire. It offers better control of the fare income allowing cross subsidy of uneconomic routes and the chance to improve the quality of the service and reliability.  
He outlined ways in which a local campaign for such a change would harness existing public support. He advised that the key political decision makers should be identified and persuaded of the benefits of the change and the downside of maintaining the status quo.  
D.Mag asked if there were issues when buses travelled across authority boundaries? MT advised this would require negotiation.  
GC pointed out that the authorities mentioned contained political supportive majorities, how will it work if the authority does not agree? MT advised that the argument to convert would first have to be made to the DfT.  
DR asked if this strategy was in line with Transport for the North policy? MT advised that it need to be a coordinated strategy involving road and rail also. DR also asked if it works outside the city areas. MT agreed that there would need to be assurances covering rural services.  
DC asked if multi-ticketing solutions are available? MT said yes.  
RP commented that the use of Oyster cards in London significantly speeds up boarding and exiting buses.  
JB advised that we will need the voice and support of bus drivers. Is there data to back up the argument?  
DMag. Thanked MT for the talk.
3. Minutes of the last meeting were approved, there were no matters arising.
4. BSIP update – JR provided information that the first draft report was imminent and that following its approval by CYC would be delivered to DfT in time. He thanked the

YBF for their input and agreed it was important to improve bus reliability in York. He sees this process as part of an existing strategy of ongoing bus improvements and said that while greater use of bus lanes was desirable, we already had a significant amount of priority schemes. He reminded meeting that York is still in the second phase of the ZEBRA proposal to electrify all buses. There will be a focus on simpler ticketing and schemes to encourage younger passengers. When asked about the consultation phase, he replied that this was ongoing with neighbouring authorities and that the public consultation would occur on the issue of 'Enhanced partnerships' which would involve the YBF.

GC asked about the progress of the city centre bus study. JR advised that the brief would be available shortly and this would go out to a consultant firm for production. This forms part of the revised Local Transport Plan which is being produced. The BSIP will need to be updated every year.

NM asked JR to comment on overnight parking in P&R sites. A pilot study will be carried out as part of making better use of these sites, this may include using them as hubs for buses travelling beyond York.

5. Better bus stops campaign – NM again asked for members to photograph stops that could be improved.
6. The financial accounts to present had been audited and now circulated. IA asked for a vote of thanks for Roger French for his work.
7. AOB

IA pointed out that there were faults on the timetable display boards. JR asked that these be reported.

NM advised that the information offered to passengers of alterations during recent traffic works was inadequate. CC advised that more staff were being recruited to support customers at bus stops.

8. The next meeting is still on Zoom on Tuesday 19<sup>th</sup> October