



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 -- June 2021)

- 1. A modern (less than 5 years old), low emission, fully accessible, bus fleet with audible and visual stop indicators 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 scheme on major roads and enforcement of parking restrictions, bus lanes and yellow box junctions - to be introduced with the Council's restrictions on vehicles entering the city centre.
- 3. An improved and extended bus network with improved coverage for outer York (particularly in the evenings and on Sundays) and new orbital routes linking communities with major shopping and leisure centres.** A study to assess the potential role for DRT in supported services - possibly using a hub and spoke system to link with existing services, and/or to cover lower usage times like early mornings, later evenings and Sundays. A high quality waiting area to be provided at all key interchanges, including the station. A minimum hourly daytime (0700 to 1900) frequency on the lowest density services, with 30 minutes the minimum for most routes (including all in the urban area), and a 'walk-on' frequency of at least 15 minutes for principal services.
- 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, standardising of fares on 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.
- 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. Replanning of city centre bus routeing and bus stop locations in line with the Council's traffic flow plans.