York Bus Forum members meeting minutes Mar 18th 2025

**Present:** Doreen Magill (chair), Andy D’Agorne (secretary) Graham Collett, Niall McFerran, Dave Merrett, Roger French, Richard Parker, Tom Horner (CYC), Kell Pizzuti (Transdev), Stuart Fillingham (EYMS), Dave Overton (EYMS), Joel Bradley (First York), Eden Blyth (Moorsbus) Wayne Blackburn, Dee Boyle, Christine Cooke, Eleanor Tew, Ian Anderson, Ian Craven, Stuart Wilson, John Hart, John Slaughter, Iris Wells, John Bibby, Duncan Miller, Roger Pierce, Dave Stuart, Terry French, George Wood, Jason Murgatroyd, Tony Hudson and Gordon Campbell-Thomas

**Apologies**: Cllr Nick Murray (Knapton + Rufforth Parish Council), Jim from HARBUS, Catherine Odell, Robin Jorimann, Lionel Lennox, Mary Cannon, Glen Simpson, Debby Cobbett, Dr Colin Fletcher, Judy Illing (York HighSt Forum), Linda Baker, Gail Shuttleworth.

**Minutes of February** members meeting were approved.

**Kel Pizzuti, Transport Operations Head for Transdev covering Yorkshire + Lancashire gave a presentation**

He talked about the experience of electrification in Harrogate, with 39 EV buses, consisting of 20 Mecedes Benz NMC3 single deck Citaros, and 19 double decker Alexander Dennis which have pantographs for ‘opportunity recharging’ at the bus station. They will also be using Citaros for the Keighley shuttle services.

The have a ‘Step up – Skill up’ progression plan to encourage staff development and progression to more qualified roles with the company.

To address concerns about passenger comfort in colder weather, Buses are ‘pre-conditioned’ while still charging before leaving the depot. Regenerative braking also helps to minimize the effect of hill climbing on service routes giving an average 280 mile range. Batteries are leased on assumption of an 8 year lifespan. There is a plan to ‘re-engine’ the Coastliner fleet, but no plans as yet to move away from Internal Combustion Engines.

**Questions** – Coastliner East of York is now either a 20 min or 40 min gap – could all stops be listed on the timetable please? Members on the route out of York towards Malton felt their service had deteriorated since the recent changes whilst on the route to Leeds the service was every 20 minutes, though Graham Collett felt there was occasional overcrowding on the single decker buses at peak times.

Asked about hydrogen cell vehicles Kel felt this was not a practical proposition in the next 5-10 years and he felt predicting the technology in use on buses over that period was difficult though at the moment he said that unless government funding were provided the bus operators would not be able to afford to replace electric buses though life cycle costs may change before that time.

Ian Craven raised concerns about vehicles on the no 20 route between Heworth and Rawcliffe as restricted width for disabled and wheelbase not being wide enough to straddle speed cushions. Also request for bigger single deckers on Saturdays when demand from football fans – Kel agreed to look into this, but said the vehicles are DDA compliant.

From Apr 6th the no 40 Easingwold service will no longer be going via Leeman Rd to help reduce delays to the service.

The ‘short hop’ £2.50 fare is not advertised, and no one knows how many stops is the limit! Tap on tap off will charge £2.50 or £3 depending on distance travelled.

The increase in national cap on fares from £2 - £3 has resulted in a 15% drop in patronage.

**Enhanced Partnership Forum Feb 26th 2025** – Niall McFerran

There is continued concern that the forum is unable to meaningfully influence the decisions of the Partnership – representatives feel it is still a ‘talking shop’ reporting changes that have already been agreed with operators. In particular there is still a lack of clarity what will happen with the new park and ride contract (being discussed at scrutiny meeting on Mar 25th) and government funding earmarked for bus priority on radial routes is being redirected, together with some BSIP funding, to cover shortfalls on funding for the station frontage project. Neil felt this is inappropriate use of BSIP funding which will not help increase bus patronage. Work on the ‘sustainable transport corridor’ between the station and Castle Gateway area appears to be being pushed further back with consultation on the options not now due to happen until May (after the original deadline for completion of Mar 2025) Introduction of the changes would be Spring 2026, after repair work to Lendal Bridge has been completed.

Andy D’Agorne reported that there is a regional review of EP’s in Leeds in 2 weeks’ time to discuss best practice at which he would be representing York Bus Forum.

Stuart Fillingham stated that he represents East Yorkshire motors on a number of EP’s and that he found the York EP the most informative and gave EAST Riding as an example where EP meetings were held only twice a year.

**CYC issues:**

Dial a ride progress? On Tom’s ‘to do’ list for a report, with staff shortage being given as reason for situation. It is likely to be 3 months before the report is available.

Logos on new bus stops will be missing for up to 12 months while the Combined Authority decides on ‘branding’ of a new logo!

Ian Anderson asked that electronic displays be provided for all intermediate stops on the Park and Ride and Niall McFerran request that notices be put on bus stops that are no longer in use.

Paper timetables? Tom reiterated that this was a requirement of operators in the EP, although First still don’t produce them other than for park and ride.

Future of 412? CYC will be deciding on this not the CA.

Temporary stops and diversion notification for planned road works? EP has agreed to allocate BSIP funds to address the need for a better system and Tom is to meet with the operators and CYC interested parties to design an improved system.

Route champions? Tom Horner was asked if the council might coordinate such a system of voluntary reporting of issues. He agreed it might work best to trial this in conjunction with the operator on a particular route before extending it to others.

Clifton Green bus stop facilities – There is currently no raised kerb or shelter, but investment depends on decisions as to which routes might revert to going through York Central after current roadworks have been completed. The 59 currently goes via Leeman Rd rather than the No 2 now using Bootham, but there are also services from other operators eg no 40 using this route too. Tom said that if Park and Ride services were diverted permanently via Clifton Green he would look at the provision of enhanced facilities but Joel Bradley said he would need to discuss internally at First Bus whether the changed route was likely to be permanent.

Niall McFerran noted that should the service moves, including the 40, be permanent those living in the Leeman Road/Salisbury Road area would be disadvantaged.

First Bus reported that on board announcements are now working properly at last

East Yorkshire bus reported that the increased frequency on the X45 route is proving very popular with a 25% increase in patronage since November. East Yorkshire also reported that the X45 was to be extended to run through from Market Weighton to Driffield where it would connect with a service to Bridlington.

Connexions route 16 will transfer to York Pullman with effect from April 7th

Any other business- Ian Anderson asked that the Combined Authority Plan for strategic services in the region be on a forthcoming agenda.

Doreen Magill reminded members of the Annual General Meeting to be held at 5.00pm on 15th April for members only followed by the normal meeting at 5.30pm for all meeting participants.

Doreen also reminded members of the opportunity to volunteer to join the committee.