Potential questions for North Yorkshire and York Mayor Combined Authority representatives at the York Bus Forum meeting October 21st 2025

1. Please could you share at the meeting a slide showing the structure of your proposed Transport team, showing those appointments made and those vacant?
2. Members are concerned that, until the majority of appointments are made, little progress can be made on major items such as franchising?
3. It would be helpful if the Mayor could describe how the relationship with North Yorkshire Council and City of York Council transport teams- assuming they retain teams within the Councils- will work i.e. who will be responsible for what?
4. As York Bus Forum our members also include a number of organisational members. How does the Combined Authority envisage engagement taking place with passenger groups?
5. York Bus Forum membership includes a number of Parish Councils, what are the best channels of communications with the Combined Authority for Parish Councils to feed in comments on services to outer York and more rural services?
6. What schemes or measures has the Combined Authority put in place to date to encourage bus use and what does he intend to do in future to encourage bus usage?
7. Looking wider afield we know that the Mayors for North Yorkshire and York, South Yorkshire and West Yorkshire have worked closely, along with David Blunkett, in producing a transport plan. We understand that the Mayor for East Yorkshire and Hull has declined to work in a pan- Yorkshire forum. In areas such as Pocklington covered by the East Riding Council there are significant housing developments and the residents will likely look to come to York for services with an impact on traffic generally and bus services. We also understand that the Mayor for Tees Valley does work collaboratively with the Northern Mayors and of course many communities in North Yorkshire use services in the Tees Valley area. It would therefore be useful to have the Mayors views on how these relationships will work?
8. Re franchising, our understanding is that funds have been secured for a pilot but this is simply to investigate how a pilot franchise for an area such as North Yorkshire and York may work. Can you confirm how the funds are to be utilised? Which officer will be taking the lead? What will be the terms of the pilot study? How will North Yorkshire and City of York Councils feed into the pilot? What timescales are envisaged and when will decisions on the outcome of the pilot be anticipated?
9. What is the long-term position with regard to the Park and Ride services currently operated by City of York Council? Will they remain as a separate contract operated by City of York Council.? If so, will this mean that opportunities to integrate with the current commercially operated services within the City be missed which could potentially improve the frequency and reliability of services across the City?
10. In general terms, how will the economic viability of services be measured- will it simply be a case of if operator costs exceed income the service won’t exist or will there be an assessment of issues such as the contribution to the wider economy of York and North Yorkshire and also the costs of social isolation in areas where there are few bus services?
11. When North Yorkshire Council undertook a survey of residents by former District council area, Transport, in particular bus services, came out as one of the top priorities in both the former Selby District Council and Scarborough Borough Council areas which are also of course the areas with the greatest social deprivation. Since then rather than bus services improving services have at best stayed static and in many cases declined such that in Selby for example there is a circa 40% cut compared to pre-covid with the only frequent service between Selby and York. What vision does the Mayor have for services in these areas?
12. Many would say that the opportunity for a true transport interchange at York station was missed with bus passengers and services being moved out to the periphery, apparently so that the tourists have an uninterrupted view of the City walls. Tourists are of course a vital part of the York economy and utilise bus the local bus services from their hotels. What does the Mayor envisage changing so that incoming tourists are made aware of the opportunity to use the bus service on arrival to go to their hotels? What investment can the Mayor make to convert the Station Gateway into a true transport interchange?
13. What can the Mayor do to ensure that bus services post completion of the Station Gateway and LNER multi story car park schemes are able to run freely in and out of the station area rather than the area be jammed with traffic as it currently is?
14. What action will the Mayor take to stop uber drivers licensed in West Yorkshire coming to York and jamming the streets around the station?
15. Additional questions on particular issues that our members have raised, such as the examples below, hopefully may be useful in establishing the boundaries between what the Mayor’s team will do, what the CYC and NYC teams will do:
16. Can I have the Mayor’s assurance that all new buses will be fitted with 3 indicator boards (front, side and back) which will provide good contrast between the writing and the background so that they can be easily read. (I think these should be an Industry regulations, in which case the question does not need to be asked, but old buses often have indicator boards that I cannot read due to poor contrast)
The audio announcement at bus stops is invaluable but they are only available at a few stops - will this project be accelerated so as to cover all stops?
Will drivers be trained on how to help people with significant sight loss find their seat and leave the bus when necessary. Access is not helped as there are fewer seats and less poles because of making provision for wheelchairs. Poles can act as a guide
Are there plans to train drivers on hearing loss and provide facilities so that a person can hear what the driver is saying to them?
17. Will the Mayor be examining the current routes to avoid duplication and contain costs?

Will the Mayor examine whether to reduce the number of routes that cross the City centre to reduce congestion and emissions (acknowledging that efficient city centre interchanges would be needed to ensure journey times for those passengers crossing the City are not significantly extended?

What role does the Mayor envisage for Community transport- perhaps in transporting residents of villages on the outskirts of York to Park and Ride sites?

How does the Mayor envisage services being improved making it possible for bus passengers to be transported between the various business parks, shopping centres on the outer ring road?

1. What minimum frequency of service- daytime, evening and by day of week does the Mayor envisage for bus services in York?
2. How does the Mayor envisage balancing the provision of car parking in the City Centre so that those who need to use cars can do so at an affordable price ( and to ensure no adverse impact on businesses) with the need for priority bus service areas to encourage residents and visitors to use the bus wherever possible ( and hopefully impact beneficially on businesses in the City Centre)