**York Bus Forum – Members Monthly Meeting 17.30-19.00 Tuesday 15th July 2025, by Zoom**

Attending: Doreen Magill (Chair), Andy D’Agorne (Vice Chair), Roger French (Membership Secretary and Treasurer), Tom Horner (City of York Council), Graham Collett, Cllr. Nick Murray (Rufforth and Knapton Parish Council), Jason Murgatroyd, Ian Anderson, Wayne Blackburn, Duncan Miller, Anna Courtier (First Bus), Dee Boyle, Glen Simpson, John Hart, Iris Wells, Stuart Fillingham (EY Buses), Eden Blyth (Moorsbus), Tony Hudson, David Stuart, Eleanor Tew, John Slaughter, Terry French, Richard Parker, Lionel Lennox, Roger Pierce, Chris Thompson (Pullman), Catherine Odell, George Wood, and Mary Fairbrother.

1. Doreen welcomed members to the meeting and introduced Tom Horner.
2. The meeting started with a presentation by Tom Horner, Head of Transport Policy and Travel Behaviour City of York Council (CYC)
3. Overview of responsibilties

Tom explained that the I- travel, Behaviour Change, Road Safety, Transport Strategy, Project Client work and Transport teams all work for him.

In addition he is working with the York and North Yorkshire Combined Authority (Y&NYCA) on Public Transport issues and also on implementing the Bus Service Improvement Plan (BSIP).

Total funding available on Transport in 2025/26 of £2.2m comprises £2m awarded by the Department for Transport (DfT) and £0.2m. by the Mayor.

Tom is also responsible for the CYC input to the York and North Yorkshire Transport Strategy which is being developed.

The focus of the presentation was to be the Sustainable Transport corridor, but Tom would also give a brief update on BSIP funded improvements in 2025/26 and Park and Ride improvements.

1. City Centre Sustainable transport corridor

i) Core principles for the design are that vehicle access should be retained to all existing parking spaces and loading bays and that priority should be given to sustainable modes of transport.

ii) There are a number of issues to resolve such as a major gas facility in Tower Street and the issue of how to get buses into Piccadilly more effectively. A loop route is proposed at the Station to give an opportunity for those buses coming in from the East to lay over on the loop.

iii) Camera enforced bus gates would be sited at entrances to the sustainable transport route though there would be exemptions for some vehicles. Exactly which was under discussion but may include Blue badge holders, emergency vehicles, delivery vehicles, and taxis and private hire vehicles (the latter category makes up 22% of vehicles using the proposed route currently on a weekday and 30% at weekends).

iv) It would not be possible to implement bus lanes and two way traffic along the route but all vehicles would have a way into and out of the City Centre though they would be different to current access arrangements.

v) The final options chosen will go to public consultation in September and there will be a number of public meetings to gain feedback.

vi) Wider improvements envisaged included widening pavements, bus stop enhancements in Micklegate, Low Ousegate, and Clifford Street, accessibility improvements, reallocating road space on Micklegate and Toft Green and setting a base for potential later improvements in North Street and Skeldergate. The sustainable route would also support public realm projects such as at the Castle.

1. Other improvements in 2025/26
2. Bus stops and shelters

Turning to wider Bus stop improvements envisaged for 2025/26 Tom outlined improvements to the Strensall terminus (currently being progressed), Strensall bus shelter upgrades, new stops at Poool Bridge Farm and also the roll out of battery displays at many stops.

ii)Park and Ride facilties

With regard to the enhancement of Park and Ride facilities Tom said that the project was going well with plans for a comprehensive overhaul of facilities at Rawcliffe Bar and progress on the proposed sites for overnight facilities and Tom also pointed to the BSIP funded extension of Park and Ride operating hours about to commence.

d) Feedback and Questions from members

**i) Doreen Magill referred to the fact that consultation would include with car drivers, businesses and other interest groups so it was really important that members put in their views to the consultation and encourage other bus users also to do so.**

ii) Eden Blyth was encouraged by the loop proposal at the Station and appreciated the new times for the Park and Ride service and asked whether planning had started for linking bus services to the Haxby station once completed.

Tom in response said that he was open to views on how best to feed in bus services to the new Haxby station perhaps with the 1a, 13 and 20 feeding in to the station and said public transport funding had been secured as part of the planning permission granted for 700 new homes in the vicinity of the proposed new station.

He hoped that the new station would encourage residents from Sheriff Hutton and Strensall to use the new station and take pressure off the A1237.

iii) Roger Pierce was worried about the potentially high number of exemptions to enter the Sustainable City Centre route especially taxis and private hire vehicles which seemed to use the route a short cuts often with no passengers on board and advocated that exemptions be kept to the minimum. Tom said that consideration of how best to present the route to the public was being made but he hoped for significant savings in time for buses on the route and hoped that operators would in response be able to improve on the savings by building in less waiting time.

iv) Nick Murray was concerned as to how the benefits of the City centre route would roll out to rural services. Tom acknowledged that in the first instance there would be less impact but it should improve certainty as to how long journey times into and out of the City Centre would take and improve timetable reliability though Nick responded that he felt the impact would be marginal.

v) Graham Collett strongly supported the outlined proposals but was concerned that the current stop in Tower Street for the no 3 in particular was not ideal and would be better located in Clifford Street. Tom agreed that the proposals would give the opportunity to look at issues like this and also emphasised the importance of real time indicators in improving information for passengers in the City Centre.

vi) Wayne Blackburn said that drivers at First Bus had discussed the proposals and were overall supportive but felt that the stops at the Everyman Cinema in Blossom Street needed to give better priority to buses pulling out from the stops and Tom offered to meet with Wayne and his colleagues.

vii) Wayne wondered about access for cars to the multi- storey car park at Tanner Row and Tom said that access would be maintained but the route would change.

viii) Andy D’Agorne welcomed the proposals generally and emphasised the need to make residents in the area around the route, such as Skeldergate, are aware and point out the benefits to residents in the area. He also referred to the need to make sure that drivers exiting the Station multi-storey car park did not block the loop and Tom said that he had emphasised this point to the designers. Andy also emphasised the need to engage with Parish Councils to enlist support for the proposals.

ix) Richard Parker asked if buses currently using Nunnery Lane would access the Station via Nunnery Lane in future but Tom said that access would be via the Sustainable route and the proposed Station route rather than Nunnery Lane.

x) Doreen asked how much influence CYC had to make sure that the egress and access to the areas around the Station were as they proposed given that much of the land was not owned by CYC. Tom responded that CYC had powers as the Highway authority and influence via BSIP funding.

1. City of York Council Issues
2. Dial a Ride- Tom reported that he is drafting the terms of reference for a study to look at different operating models and would in due course be presenting a report to the CYC Scrutiny Committee.
3. Bus stop information and information screens list of new screen locations, Tom acknowledged that there had been a delay in the roll out of information screens due to workload issues but it would be progressing and he also undertook to provide a spreadsheet of screens to be provided at Bauer Bus Shelters.
4. Service 412 extension- Nick Murray said that the Rufforth and Knapton Parish Council would wish to see the 412 service re-instate the Knapton loop that operated pre- Covid as Knapton is a rapidly growing village. Tom said he would be happy to take any case provided by the Parish Council to the Combined Authority who would be taking over responsibility for supported services from April (and have just appointed a new Transport Manager).

Nick also raised the issue of information screens at the 59 Park and Ride Rawcliffe Bar site showing incorrect arrival times.

Wayne said that he issue was that vehicles became stuck on Leeman Road for considerable lengths of time. The tracking system will estimate the arrival time given normal conditions but cannot take into account lengthy delays due to roadwork’s and therefore kept updating the arrival times as the delay lengthened.

Fortunately as the new road is opening this issue should resolve itself.

1. Roadworks’ issues
2. On Malton Road between Monks Cross and Hopgrove- now completed.
3. No. 9 diversion in Heworth July7th to July 14th - now completed but Doreen emphasised that publicity for future road works should include where the buses will stop, not just those stops that would not be stopped at, whilst raodworks were underway.
4. Clifton Green improvements to bus stop for the Nos 2 and 30 services

As the services were now almost certainly going to use this route permanently Tom will look at what can be done in the next round of bus stop improvements.

1. Agreement of Minutes of the 17th June meeting and matters arising not elsewhere on the Agenda.

The minutes were agreed with no matters arising.

1. First Bus
2. No 11 improvements in service reliability – hourly service proposal for no 11, leaflet drop on route complete

Anna Courtier was asked about the difficulties faced by bus passengers waiting for the no 11 service in the City Centre on Friday 11th July to go to South Bank and Bishopthorpe. Passengers had reported of waits of over 1 hour 20 minutes with little information and little apparent traffic hold up despite it being a race day. The issue had been extensively reported on social media and added to the already existing feeling that the no 11 service was not valued by First.

Anna reported that First had received many complaints. Whilst traffic had not been unduly heavy in the City Centre 2 vehicles had suffered lengthy delays in Bishopthorpe. Wayne Blackburn also reported that a vehicle had broken down on the route and it had taken some time to source a replacement.

Roger French asked what planning took place before Race Days as they were known in advance and Anna said this was something for First to look into. Stuart Fillingham stated that when he worked for First it had been very difficult to plan for race days as no two seemed alike and he didn’t know the answer.

1. Clifford Street bus stops- services 6 and 11 on board screens to be updated.

Wayne Blackburn said that the information screens on board the buses needed re-programming whenever new stops were added to routes and this was underway by First’s contractor.

1. No 10 service- lack of up to date timetables on bus stops in Stamford Bridge.

Wayne Blackburn reported that Joel Bradley was in the process of obtaining a key from East Riding Council so that the information boards in Stamford Bridge could be updated with current timetables.

1. No 10 service – update on service reliability. In the absence of Joel Bradley this item was held over.
2. Proposed extended layovers at Merchantgate- feedback on issues raised at June meeting.

Stuart Fillingham reported that he had been discussing this issue with Michael Moore from First at the Enhanced Partnership (EP) Operational meeting. There was some time to consider as with the summer break there were fewer University buses. Further consideration would be given before the start of the autumn term but it seemed possible that First and East Yorkshire could work out an arrangement to minimise congestion at Merchantgate.

1. Paper timetables- feedback from First commercial department.

Anna Courtier said there had been a conversation at the EP Operational meeting. First did not produce paper timetables in West Yorkshire but were looking at what could be produced for York.

1. Transdev
2. Extended layovers- Stonebow and Rail station causing congestion
3. Extended layovers –Service 30 at Exhibition Square
4. Overcrowding single decker Coastliner service

**Doreen Magill reported that the Committee members had secured a meeting with Transdev on Tuesday 29th July and requested that members sent in via email to her, Roger French or Andy D’Agorne any issue to raise- preferably giving dates, times and locations if possible.**

1. East Yorkshire
2. Re-routing of X45,X46,X47 from 20th  July-Stuart Fillingham reported that the changeover to services was on track with notice displayed on the bus stops affected by the changes, notification on the East Yorkshire website and app and leaflets produced on buses.
3. Update re potential service to Full Sutton Prison – Stuart reported that a productive meeting had been held at the Prison and a paper was going to the East Riding Council Partnership Board in two weeks’ time seeking BSIP funding to introduce a service.
4. My service 16
5. Service My16 Revised service –timetable change latest position- Chris Thompson reported that CYC were undertaking daily checks of running times at Green Lane in Acomb and in the City Centre so at this stage no change to the timetable had been proposed or implemented. Tom Horner indicated that with another week’s worth of data CYC would have a full month of data which would be analysed but he acknowledged that there were some challenging pockets of delay.
6. Moorsbus-Eden Blyth expressed his thanks for those who had distributed leaflets and said that passenger numbers on both services from York had improved. Drivers had reported that most of the increase had come from new passengers they did not recognise so the leaflet distribution seemed to have worked. Eden was also appreciative of the earlier start to Park and Ride services which was also likely to have a beneficial effect on numbers as more people were able to access the services from the station early on a weekend.

Eden had responded to queries from Iris Wells and Diana Robinson.

Eden also reported that there was some diversion to the M6 route due to works between Rosedale and Danby.

1. Committee vacancies- Doreen asked members to consider joining the committee which was short on numbers with a consequent increased workload for a limited number of people. If more committee members were not forthcoming there may need to be fewer meetings. The decision had been taken not to hold a meeting in August and the next Members’ meeting would be in September at which Stuart Fillingham from East Yorkshire Buses had kindly agreed to be the speaker.
2. Any other business

Richard Parker observed that he had seen several no 5 buses with signs saying they were subject to diversion and asked where the diversion was. Tom Horner reported that the diversion was in Strensall where work was taking place at the terminal but this would be finished by circa 25th July.

1. Date of next meeting- 16th September 2025 5.30 p.m. by Zoom