



Notes of Public Meeting on 26 January 2011

What a great turnout for our first meeting. It is good to see so many people prepared to get involved and do something to improve our local bus services.

Peter Armstrong has volunteered as acting chairman and can be contacted by email via chair@relbus.org.uk. Jill Thomson is our new membership secretary. Posts still to be filled are vice-chair, treasurer and representatives from the areas of East Linton, Dunbar, North Berwick and Haddington.

Peter will chair the **next meeting at 7pm on Tuesday 1st February** at Hallhill. Please come if you can, or if you can't make it but would like to be involved, then email info@relbus.org.uk to join the emailing list. We will also try to post regular updates at local libraries and on our website at relbus.org.uk.

Aims and Objectives of RELBUS

The views of people attending the January meeting were recorded and formal aims and objectives of RELBUS will be agreed at the next meeting. A draft is below. Comments to chair@relbus.org.uk before 1 February, please.

Aim of RELBUS

RELBUS is working towards a well, co-ordinated, accessible and affordable bus service that meets the needs of local people

What RELBUS will do (objectives)

- Represent the views of our members and potential bus users to bus service providers
- Lobby local council and government bodies to support our aim
- Encourage bus companies to run more frequent, accessible and affordable services
- Advise bus companies on best ways to communicate with bus users and potential bus users
- Encourage co-ordination of public transport services (bus-bus and bus-train) and work to improve coverage and links
- Work to ensure buses and infrastructure (e.g. bus stops) are reliable and fit for purpose

Next meeting

Tuesday 1 February at 7pm at Hallhill Healthy Living Centre, Dunbar

All welcome

Views recorded at meeting (grouped by subject)

Frequency

- More frequent.
- Maximum regularity 1 hour
- Need more buses
- More buses on regular service 1/2 hour
- More buses

Accessibility

- We would like more low buses for older people and disabled people not these high buses they are too dangerous to get up and down them
- Some of the bus drivers don't know how to work the lift for the high buses for disabled people
- More disabled access
- Disabled friendly
- Drivers not willing to work hydraulics on First Bus
- Accessible buses i.e. tourer buses, coach style – difficult for some passengers to get on
- Make a more friendly bus service to the public – make it positive more friendly fares competitive – maybe then people may use them!
- We think it is terrible that we should be treated like this with these high buses and hardly any bells on them to warn the driver if we want to get off the bus

Pricing

- Cheaper
- Competitive fares
- Tranent, Prestonpans and Edinburgh pay less for short distance. Dunbar – East Linton pay more for short distance. Fair fares
- Discount to school pupils
- Cheaper buses
- £3.70 taxi from High Street to Brunt Court
- All bus companies giving change – passengers don't know what the fare is and then lose money
- Fairer fares structures – better information on better value fares e.g. Day Passes
- Cheaper fares
- We think the bus fares are terrible for the young people as well when they need to work
- Age group deals, teenagers
- Fares must be reasonable

Ensure representation

- To represent the views of the group members
- Footfall survey of buses by passengers
- Ensure through regular consultation with residents the needs and requirements and take to bus providers recommendations for transport links
- Should children not have views age 12->
- First bus – consult with bus users
- Consider passenger frequency before deciding timetable
- Lobby SMPs and/or local councillors, First Bus to reinstate the service we had or approach local bus provider to change/extend service to cover all areas of Dunbar and link up with First Bus times.
- A group to represent public concerns to service providers – a corporate voice like RAGES for rail
- To campaign for better bus services

Encourage co-ordination of public transport services (bus-bus and bus-train)

- Some of the buses like 1A Eve's bus say they are not a town bus but they could ...fed up
- Why can't we get a service from Lothian Buses?
- Re-regulation
- Integrated transport between train and buses
- Bus re-regulation
- Asda buses to serve new estates
- No public service provided by current bus companies
- Look at re-regulation/ lobby for same areas
- Co-ordinate services by different providers
- Spott and Stenton times do not tie in with train or First Bus
- Spott village needs timetabled buses, starting at times needed by residents, connecting with First bus or train. Some in evening
- More connecting buses

Improve coverage and links

- More regular service for North Berwick and better timed. This important service is far too limited and people can't take jobs in NB cause last bus is 7pm Mon-Thurs
- A regular properly co-ordinated service around Dunbar
- A regular properly co-ordinated service to Edinburgh
- We were very surprised that we can't get back to Dunbar with a bus if we wanted to go to the Edinburgh Tattoo which is terrible
- We don't see why they could not have buses all day and up to 8 o'clock at night as it was going up and down New House Avenue
- Due to loss of First bus to Ashfield and Walker Homes there is a need for a regular hourly service to/from town centre
- Make East Lothian more accessible. We can't get to places like Prestonpans and Dalkeith so people can't take jobs
- When we lived in Balerno there was a bus every hour then when we left because my husband was made redundant the next thing that happen Lothian buses went out there 10 minutes if they can do that why can't we have that as well why run our buses backwards rather than improve them
- From Stenton to Dunbar – 4 buses at present don't link with train/ bus to Edinburgh
- Services from Stenton to Dunbar to link with Edinburgh services
- No link with the hospitals (Royal Infirmary particularly)
- To help improve the bus service in the town
- Reinstate buses to Hallhill estates
- Regular transport links from Asda to town
- Direct Dunbar/Haddington/Edinburgh buses
- Regular bus service around Dunbar
- Need to cover outlying areas
- Encourage competition
- ½ hourly or hourly services for Ashfield essential. Elderly
- Bus service just from Dunbar to Haddington
- Make adequate bus service a condition of planning permission
- More buses between Haddington and Dunbar
- Local bus to medical centre and High Street
- Local Eves service to/from Haddington
- Service from Hallhill and other estates south of the railway to Haddington/Edinburgh – connective service to First Buses in Dunbar High Street
- Service re-instated (X6 route to Asda)

Ensure buses are reliable and fit for purpose

- We feel we are getting left with all the left-over buses which are no good to people with wheelchairs and go-cars.

- Eves don't always complete their routes and miss stops
- More comfortable seats please!
- Reliable service moderation
- More buses
- Warmer buses
- Competition other than First
- Stop standing on long journeys – Dunbar-Haymarket – so more frequent buses
- Better bus times
- New buses
- Buses that don't break down so much
- Buses that are heated
- Buses running on time
- Buses that don't break down
- Working out a better timetable
- Heating
- Newer buses
- A way to stop buses being late and having to wait nearly an hour
- Buses that don't smell of burning tyre
- More reliable.
- Clean/warm buses
- Reliable buses – if one breaks down it can be a long wait until the next
- Possible to allow 2/4 bikes on board?

Communication

- Better communication from First Buses about changes – not finding out last minute
- More info from regular passengers
- Solar display
- Digital displays up and running
- Digital info boards for T.O.A

Improve infrastructure

- Provide shelter at each bus stop (e.g. Lochend Road and Kellie Road)