

Notes of Meeting	
Title	Date/time
East Lothian Bus Forum	Tuesday 26th November 2013 at 1000
3rd meeting Main Hall, Town House, Haddington	

Present:

Name	Organization	Name	Organization
Michael Veitch (Chair)	East Lothian Council	Gary Scougall	Eve Coaches
John McMillan	East Lothian Council	Ross Prentice	Prentice Coaches
John McNeil	East Lothian Council	Bill Campbell	Lothian Buses
Andrew Forrest	East Lothian Council	Richard Perryman	Perryman Buses
Andrew McLellan	East Lothian Council	Cheryl Fleming	First Bus
Alex Macaulay	SESTRAN	Rab	Tragis
John Dunlop	VOSA	T Hughes	Wallyford Community Council
Shena Jamieson	Humbie & E&W Saltoun Bolton Community Council	E Hughes	Wallyford Community Council
Gavin Booth	BusUsers Scotland	Shelia Sinclair	North Berwick Community Council
Morag Haddow	Sustaining Dunbar	Philp Immirzi	RELBUS

Apologies:

Ray Montgomery	East Lothian Council	Peter Forsyth	East Lothian Council
Ian Dalgleish	East Lothian Council	Barry Turner	RELBUS

Item	Comment	Action
1	Michael opened the meeting and welcomed everyone.	
2	<u>Matters Arising/General updates</u>	
	a. Connectivity/supported services MV updated the meeting on the changes to supported services 120, 130, 128 and 129 to improve better rail connectivity in Dunbar and Prestonpans. Additionally the 129 provides a link between Aberlady, Gullane and Haddington allowing passengers better access to Roodlands Hospital.	
	b. Service changes/updates (Operators/community councils) MV invited the commercial operators to advise the meeting of any impending service changes. First & Lothian have no intentions to alter any	

	<p>services out with the proposed festive timetable changes. AMc highlighted that both festive timetables had been passed to East Lothian Council media department for publication on the council website along with Scotrails proposed timetable.</p> <p>TH asked First Bus if there was a possibility of more X25 services going through Wallyford. The question of First supplying more X24 services eastward 0800 – 0900 was asked to allow Wallyford pupils who had elected through choice to attend Preston Lodge High School.</p> <p>TH also asked if Lothian could look at diverting the 113 into Wallyford rather than just the park & choose.</p> <p>GS pointed out that some of the bus shelters needed attention to the display cabinet to allow the public better visibility of information, plus gaining access to bus stops within the City of Edinburgh was a problem. AMc will speak with Ewan at City of Edinburgh</p>	<p>CF</p> <p>BC</p> <p>AM</p>
	<p>(a) Bus stops</p> <p>(i) Flags: in ID absence, AM updated the meeting from notes from ID: East Lothian Council are in discussion with a supplier to trial adding additional information on the existing flags. This will follow the same protocol as currently used within City of Edinburgh ie operator in alphabetical order with a list of services which use this stop. The trial will initially be done in the larger towns (Haddington, Dunbar, Musselburgh, North Berwick) to see if the existing flags can accommodate a reasonable sized display of the information.</p> <p>(ii) Timetable information: in ID absence, AM updated the meeting from notes from ID: All Councils within the Sestran area are moving to a new software package early in the new year (Novus FX) and part of this package to be developed is provision of timetable information. It is hoped this will be up and running in the new year but there is still a bit of development work to be done. The idea is that all operators can be shown on the one timetable and will be trialled in the eastern area of the county as Lothian and First currently produce their own timetabling information.</p> <p>AMc also pointed out the training on the new system will be happening on the 4th & 5th December for the Lothian councils & City of Edinburgh at Penston House, which he will be attending. The hope is to try and link both bits of work to have working by March 2014.</p> <p>(iii) Locations: AF asked if there had been any issues raised by older passengers using Tesco bus stop at Musselburgh since the stop had been adjusted. RT advised that the reason for the move of the stop was due to the need to leave 3 bus lengths from the turning circle to allow buses to pass.</p> <p>JN advised that he had just come from a meeting about Musselburgh High street and the congestion problems at the Police Station stop and the traffic lights. The idea is to put an extra stop within the High Street.</p>	<p>AM/ID</p> <p>AM/ID</p>

	<p>AMc queried this due to the safety of the public, as the set up of the street scape allowed for traffic movement and public crossing safely another stop could induce drivers to stray and jump traffic. JN advised that Road Network were looking into it. AM will follow this up.</p> <p>The question was then raised about the need to look into whether City of Edinburgh was changing their Flag info as a result of Trams</p> <p>(b) Common Charter (RELBUS) MV then went through the common charter. General points were raised about fare transparency, One Ticket, Smartcard. AMc talked about the future with the onset of the Saltire Card. East Lothian has been working as 1 of 24 projects to establish smartcard ticketing for travel across bus, rail and ferry with plane to follow. East Lothian is hoping to roll out the smartcard to pupils next August and if all goes well move other services across, with hopefully the card being used with everyone by end 2015.</p> <p>(c) Interchange/hubs: MH passed photos round of a possible change to Dunbar rail station should the government's rail investment fund approach succeed. AMc highlighted that in the next Scotrail ITT, the ownership would possibly move to Scotrail rather than East Coast. The ITT also had an option for the reopening of East Linton station.</p> <p>(d) Real time information: Sustran had put forward a bid for real time information through the bus improvement fund.</p>	AM
5	<p>Challenges facing the bus industry: GB highlighted the changes within East Lothian over the years showing that in many areas the services have improved. However, there may be a need to look at the linking of rural areas with straight line commercial services to improve passenger ability to migrate across the county, backed up with clear information at stops pointing out where they are and which direction of travel. AMc pointed out that Sustran had looked at this before, with the council. The main focus needs to be on showing clear times of buses, routes construction to allow feeder service with clear waiting times for service match up. Information is key to the passenger.</p> <p>AMc pointed out that although we have a reasonable level of service we have to ensure that level survives. The rerouting of services through housing schemes only extends the length of journey and increases the number of stops. Routes need to get passengers to their destination as quickly as possible or people will look to the car. Therefore, the public must understand they may have to change bus or walk to a stop. The need to have better interoperability between bus, rail and taxi needs to be developed.</p>	
6	MV Closed the meeting	MV