

**Drylaw Telford Community Council
Minutes of the public meeting with Lothian Buses
27th November 2019**

**Drylaw Parish Church
Groathill Road North
Edinburgh
EH4 2RG**

Present: Pam Higgins, Jackie Brown, Jennifer Porter, Tony Porter, Eileen Brash, Vicky Nicholson, Jimmy Galloway, Abdul Mukit, Penny Donnelly, Staff Sergeant Drylaw Police Station, Jenny Williams, Cllr Ian Whyte, Cllr Max Mitchell, Cllr Hal Osler, Representative from Lothian Buses (Ian).

7 members of the public also attended.

Apologies from Cllr Gavin Barrie and Dave Pickering.

- 1. Welcome from Jenny Williams. Attendees made aware of the sharing shelf within Drylaw Parish Church. Reminder of Church Christmas Fayre on Saturday 30th November between 11am and 1pm. Church opening hours 10am – 3pm.**
- 2. Jackie Brown is looking for more people aged over 65 who will be alone at Christmas to attend Drylaw Parish Church on Christmas Day for a 3-course dinner. Dinner and transport will be provided free of charge.**
- 3. Thank you from Jimmy Galloway for attending tonight's public meeting.**
- 4. Police Report**
 - Antisocial behaviour: Positive engagement with youths and businesses around 5th November. Very few calls and a reduction in antisocial behaviour.**
 - Road policing: A number of vehicles have been uplifted for having no tax or being abandoned. Aim for all officers to be trained with speed guns in near future. Patrols being carried out on Groathill Road North and Telford Drive regarding parking. Number plates have been recorded.**
 - Drugs: Positive month with a substantial recovery in Easter Drylaw.**
 - Crime: Reiterated to maintain security in outbuildings, sheds and to keep house doors locked. If any concerns regarding suspicious behaviour, contact Police on 101.**
 - Question 1. from member of the public regarding pavement parking: Police aware and are developing a long-term strategy.**
 - Question 2. from member of the public regarding the traffic lights and lane arrangement at the junction of Groathill Road North and Telford Road. Concerns that an accident is inevitable due to drivers not using the lanes as directed. Cllr Osler responded that this issue has been raised to Road Safety Officers with them advising that the road layout is this way to prevent accidents and it will therefore not reward bad driving by reverting back. Data needs to be gathered for at least 1 year to compare the rate of accidents prior to and since the road change.**
- 5. Jimmy Galloway introduces Ian from Lothian Buses (Network Performance Manager).**

6. Public Meeting with Lothian Buses

- Ian's role oversees timetables, routing, answering public questions and feeding back.

Floor opened to questions

1. Q. All bus stops from Ferry Road, Boswall, Pilton and Granton all have bus shelters, why don't we?
A. This is not Lothian Buses duty, but that of the local authorities. Cllr Osler has looked in to the bus stop opposite the Church specifically and has learned that the pavement is too narrow for a shelter. Public member would like this to be appealed and objected. Cllr Whyte suggested pavement to be widened with Jackie Brown advising a letter of appeal with which Cllrs agreed. Letter of appeal to be addressed to the Senior Public Transport Officer Stuart Lowrie.
2. Q. Bus to Craigleith – why was the number 42 which served Craigleith Retail Park stopped?
A. Passenger numbers did not cover the operating costs of the number 42 with the Drylaw area being particularly poor. The service was therefore cut. Edinburgh City Council were involved in the discussion however did not have the funds to subsidise the service. There is currently no urban development in this area to give Lothian Buses confidence in increased passengers should the service be reinstated. The only option would be to source funding.
Q. Could the 41 route be altered to serve Groathill Road North on Route to Craigleith Retail Park?
A. No, this could not be considered. Lothian Buses is currently providing a reliable service within Drylaw with the 24 and 200 running regularly. The 24 is the main core route for the area and can therefore be sustained due to most passengers using this service. Member of public argues that the removal of the 42 has taken the independence away of the elderly due to the inability to get a direct bus to Craigleith Retail Park. Ian suggested that passengers could get 2 buses to this destination.
Q. Suggestion of a part time service?
A. Has been trialled in the past and still did not generate adequate passenger numbers.
Q. Can you reduce the frequency of the bus e.g. 1 bus per hour?
A. No
Q. Why is the 24 now more often a double decker bus?
A. A lot of single deckers are off the road at present therefore double deckers are needing to be used. There are also busy points of the 24 route e.g. Kings Buildings/Royal Infirmary.
Q. Can the 41 divert in to the retail park?
A. No as it will increase congestion at the traffic lights resulting in the service being delayed on its onward journey.
Q. Does the retail park contribute financially to support the bus infrastructure in its grounds?
A. No, there is no responsibility of retail outlets to contribute.
Q. Has there been numerous bus changes/reductions across the city?
A. It is constantly being monitored, reviewed, evaluated and adjusted.

- Q. Email question from a Muirhouse resident regarding bus service to Craigleith: Why can't we have a bus for those of us in a wheelchair?**
- A. Previous response reiterated. Sympathised and will take feedback on board which will be considered in future planning processes. A change cannot be promised but the option of possibly adjusting routes will be addressed. Any changes that are to be considered as a long term solution must be deemed to be a viable solution.**
- Q. Can a bus that terminates at the bottom of Pennywell Road, terminate at Craigleith instead?**
- A. No, as the only possible buses that could do this would be the 27 and 37 and both these buses are busy, serve different parts of the city and would cut off links.**
- Q. Could the 42 (or similar) perhaps be operated 2 days per week e.g. Wednesday and Saturday?**
- A. This would cause confusion however if there is a social need for this, then funding would need to come from the City of Edinburgh Council.**
- Q. Could we perhaps have a shorter route? E.g. Silverknowes – Groathill – Craigleith and back?**
- A. Yes, if the City of Edinburgh Council could offer funding for a trial.**
- Q. Question from a representative of Leith Community Council: Is there any progress on a direct bus from Leith to the Western General Hospital?**
- A. No, unless the City of Edinburgh Council supports this service financially. The option at present is interchanging buses with Crewe Toll being the main hub. A simpler (corridor) network proves more commercially viable than a direct link service. There has been an increase from 80 million users to 120 million users per year with the structure requiring passengers to change buses. Ian hopes that when residents change buses, that they have a short journey (walk) to their connecting stop. There is also more people shopping online, resulting in less people travelling to the shops on buses therefore Lothian Buses have to financially justify their bus services. We do not want to break long established links which are viable for Lothian Buses as they could potentially have a financially negative impact in the future.**
- Q. Could we look at a more "on demand" response service with the City of Edinburgh Council? E.g. taxi service with bus fare rates? (within certain boundaries and times)?**
- A. Yes, with financial support from The City of Edinburgh Council.**
- Q. Jenny asks for reassurance that routes will be looked at for re-adjustment.**
- A. Yes they will, but cannot be promised.**
- Q. Do you think the 42 will be reinstated?**
- A. "If I am to be honest, without financial support from The City of Edinburgh Council, then no, it will not be financially viable for Lothian Buses to do this". "We have one of the lowest bus fares in the country therefore profit is very minimal in comparison to other bus companies. Lothian Buses therefore do not have the funds to add in extra buses that are not as busy as some. Lothian Buses have to make a profit each year.**

Floor Closed to questions.

7. Jimmy thanks Ian for coming along this evening and closes the meeting.