

WE NEED OUR BUS!

DUNTERLIE ACTION GROUP

August 2024



End of the road for 'vital' bus route as McGill's reject alternative plans

TRANSPORT

BY GILLIAN MCPHERSON

A BUS service described as a "lifeline" for Barrhead residents will be axed at the end of next month.

McGill's had originally planned to pull the number 52, which makes 16 stops in the town, in January but the decision sparked an angry response from passengers.

After a meeting with campaigners, the firm agreed to delay the move until April 1 to allow further consideration to be given to the service's long-term future.

Now it has confirmed the service will be scrapped on April 29.

The announcement was made after a further meeting was held last week, involving McGill's staff, community activist Rena McGuire, a representative from Strathclyde Passenger Transport (SPT), East Renfrewshire Council leader Owen O'Donnell and local councillors.

Ms McGuire put forward ideas to keep the route operational, including reducing the service to Monday to Friday, with the last bus at 4.40pm. However, her efforts were unsuccessful.

She told the Barrhead News: "I also sent all details of the (new) retail park and followed up to say the bus could pick up and drop off inside the retail park and



The number 52 route in Barrhead will be axed by McGill's on April 29

that would increase numbers. "It's not only elderly people using this bus, it's the weans going to school. There are a lot of angles to it but they just weren't interested. Their mind was made up at the meeting."

"More than 1,000 people have signed a petition but it's done nothing."

Following the meeting, Councillor O'Donnell called for more statutory powers and funding for SPT and local

authorities to manage bus routes "as a service to our people, rather than as a profit centre for private bus companies."

He added: "It was a very disappointing meeting and despite good alternative suggestions being proposed by Rena, McGill's are ploughing on regardless with their intention of withdrawing the 52 service at the end of April."

"This is a big blow to local residents in Barrhead who

"It's not only elderly people using this bus, it's the weans going to school"

are dependent on this service."

A spokesperson for McGill's said: "As intimated back in January when McGill's agreed to fund the service for an additional 10 weeks, any longer-term future for the route would require a public funding package to be put in place."

"We remain committed to dialogue with local representatives to determine whether this can be achieved."



Rena McGuire

42 m · 🌐



This is the last Journey for the Barrhead 52 Service
With Thanks to Marie and all good drivers we had over the years.



Tap to tag location



Write a comment...



WE NEED OUR BUS! REPORT

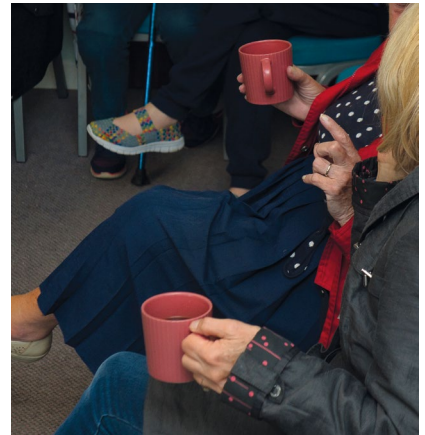
THE REMOVAL OF THE 52 BUS SERVICE IN DUNTERLIE HAS DISPROPORTIONATELY AFFECTED PEOPLE WHO ARE MOST MARGINALISED IN OUR SOCIETY. DISABLED PEOPLE, OLDER ADULTS, AND WOMEN HAVE BEEN NEGATIVELY IMPACTED BY THE REMOVAL OF A LIFELINE BUS SERVICE.

Author: Dunterlie Action Group

Date: August 2024

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INTRODUCTION

Dunterlie in Barrhead is an area rich in community activity and participation. It is also an area that ranks highly in the SIMD index as experiencing significant, and multiple, deprivation. A high proportion of the population live in poverty and do not have access to cars or private vehicles.

**THE 52 BUS SERVICE
CONNECTED THE
COMMUNITY IN
DUNTERLIE TO VITAL
SERVICES AND
PROVISION.**

The 52 bus service connected the community in Dunterlie to vital services and provision. This includes the local health centre, the library, the leisure centre, cost of living support, council offices, museum, shops, and the wider area offering onward links to Paisley and Glasgow.

The removal of the 52 bus service in Dunterlie has disproportionately affected people who are most marginalised in our society. Disabled people, older adults, and women have been negatively impacted by the removal of a lifeline bus service.

Neighbourhoods, in all parts of Scotland, should be thoughtfully designed to meet the needs of the people who call them home. This includes through the provision of accessible transport to connect communities with vital services and resources.

The Dunterlie Action Group have conducted research and produced this report to demonstrate the need for the bus service to be reinstated.

COMMUNITY CAMPAIGN TIMELINE



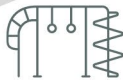
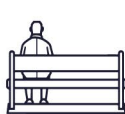
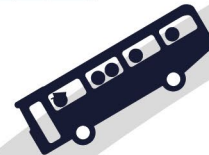
November 2022

McGills put notice in for withdrawal of service in with closing date for comments being 11th December 2022. Community unaware of withdrawal.



20th December 2022

Community petition started. Over 1000 signatures from local people.



19th January 2023

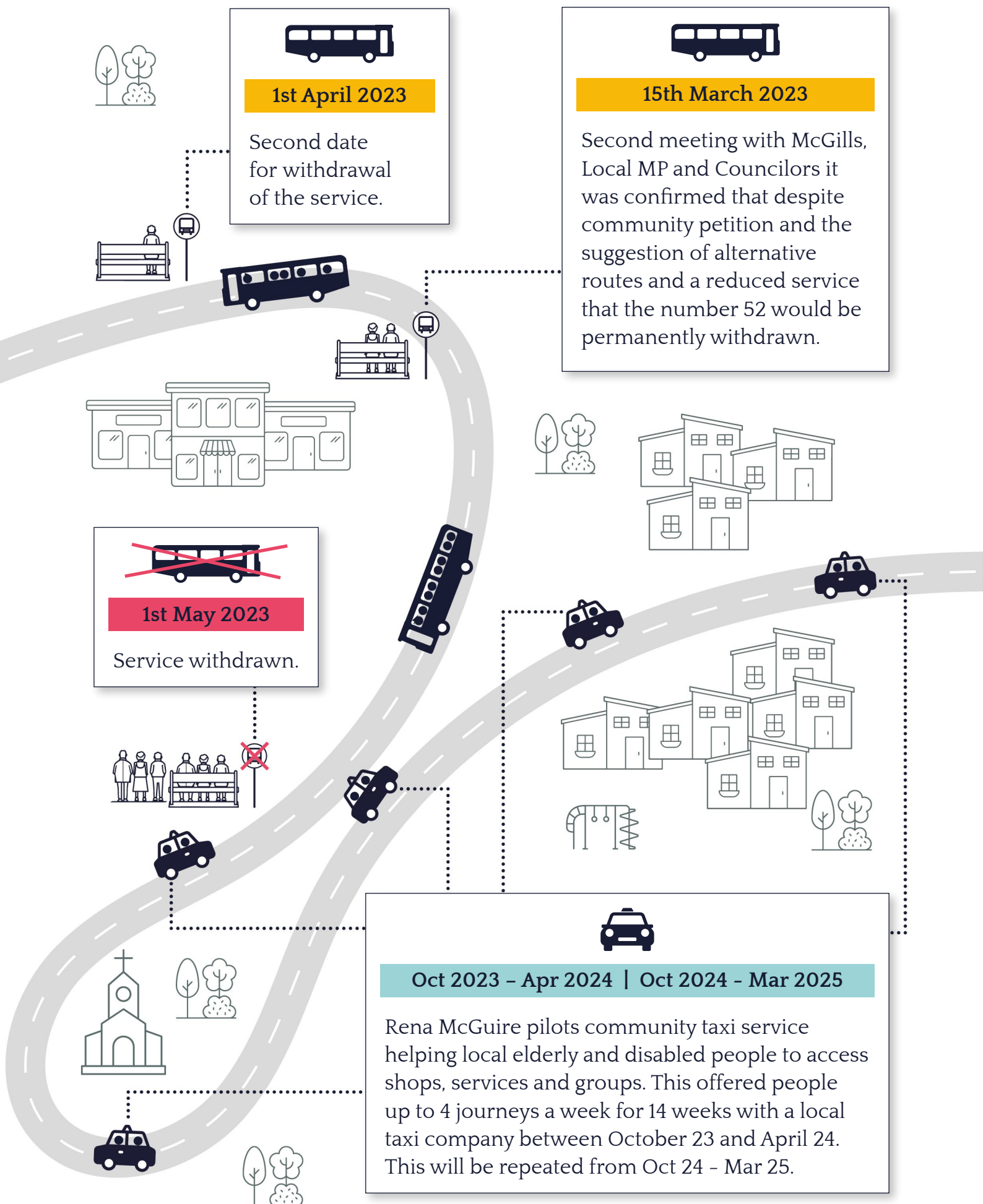
First discussions take place with McGills, Kirstin Oswald MP and others – due to lack information and consultation with community on withdrawal of the service original date for service ending was withdrawn, extended to 1st April 2023.



19th January 2023

Original date for withdrawal of the service.



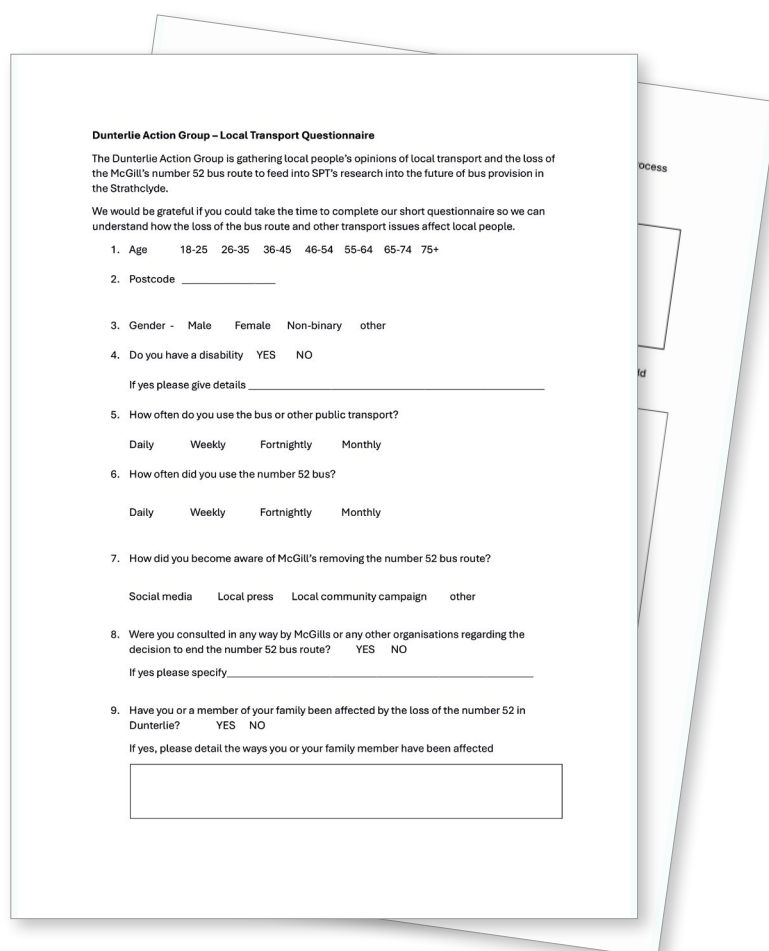


METHODOLOGY & SURVEY

In May 2024, the Dunterlie Action Group, conducted a survey to understand the full impact that the loss of the 52 bus service has had on the community. The survey was initially conducted to support a response to the Strathclyde Passenger Transport consultation on the Strathclyde Regional Bus Strategy.

The survey had 10 questions and was administered online and through paper forms. A copy of the survey is found in Appendix 1.

77 people responded. All respondents used the 52 bus service ranging from daily to monthly useage. Full demographic details of respondents and written answers can be found in Appendix 2.



Dunterlie Action Group - Local Transport Questionnaire

The Dunterlie Action Group is gathering local people's opinions of local transport and the loss of the McGill's number 52 bus route to feed into SPT's research into the future of bus provision in the Strathclyde.

We would be grateful if you could take the time to complete our short questionnaire so we can understand how the loss of the bus route and other transport issues affect local people.

1. Age 18-25 26-35 36-45 46-54 55-64 65-74 75+

2. Postcode _____

3. Gender - Male Female Non-binary other

4. Do you have a disability YES NO

If yes please give details _____

5. How often do you use the bus or other public transport?

Daily Weekly Fortnightly Monthly

6. How often did you use the number 52 bus?

Daily Weekly Fortnightly Monthly

7. How did you become aware of McGill's removing the number 52 bus route?

Social media Local press Local community campaign other

8. Were you consulted in any way by McGills or any other organisations regarding the decision to end the number 52 bus route? YES NO

If yes please specify _____

9. Have you or a member of your family been affected by the loss of the number 52 in Dunterlie? YES NO

If yes, please detail the ways you or your family member have been affected

WHAT THE COMMUNITY TOLD US

Removing the 52 service has negatively impacted local people's ability to access support with health, finance, and other vital services. Removing the bus has increased isolation and reduced local people's ability to connect with others.

**REMOVING THE
52 SERVICE HAS
NEGATIVELY AFFECTED
PEOPLE OF ALL AGES.**

90% of those surveyed had either themselves, or a family member, who has been negatively affected by the removal of the bus service. This is reflected by the extensive individual experiences shared by respondents. Full responses are found in Appendix 2.

“ My mother is disabled, she is under 60 but her mobility and heart condition is poor. My mum would have used the bus on a daily basis to attend social clubs, Dr appointments, shopping, visiting family and friends. She is now basically a recluse in her own home, her mental health has really deteriorated”

Survey Respondent

“ I have 3 young children and since the bus has stopped we're limited to where I would take them”

Survey Respondent

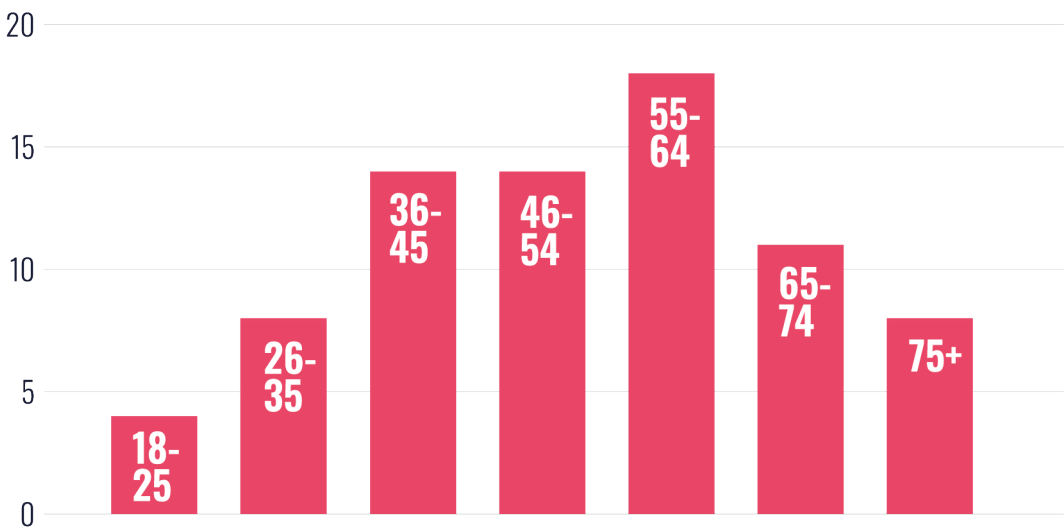
“ There is a lack of transport within the Dunterlie Community. It has become even more isolated and deprived due to the lack of resources and access to services. It is incredibly difficult as well as expensive to get shopping home as a disabled mum of 2”

Survey Respondent

Our survey reflects the findings of the Scottish Transport Statistics 2022 (Transport Scotland) showing that people of all ages used the 52 bus (all survey respondents were bus users). Written responses demonstrate that young people have been particularly affected in their ability to get to school safely.

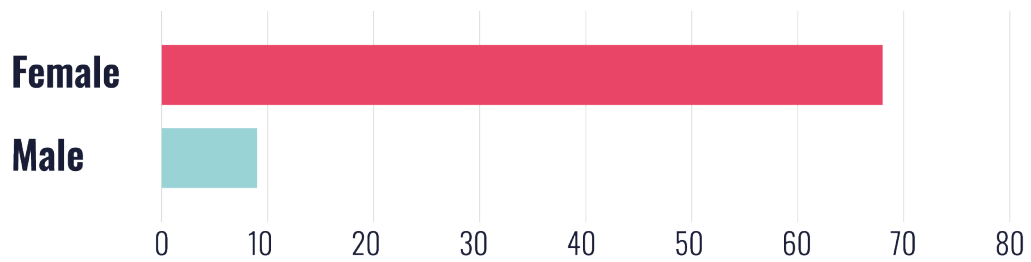
- “ My daughter could get the number 52 to high school (St Lukes) and it’s now a worry for me that she gets to school safely as there is no local bus to the school and the school is much further away than Barrhead high school.”
- “ My partner used the bus for doctors and connecting bus to paisley for hospital due to poor health and my son lost his school bus due to the 52 being removed.”

TABLE 1: AGE OF RESPONDENTS TO SURVEY



Our research shows that more women than men have been affected by the removal of the 52 bus service. This could suggest that this bus service was disproportionately used by women. It could also be that women were more likely to respond to this survey.

TABLE 2: RESPONDENTS' GENDER



We recognise a need to conduct further research to understand the wider impact of the removal of the 52 bus service – particularly for young people. We are looking into this.

Removing the 52 bus service has increased barriers for disabled people to participate in community life and access vital services.

Many of those who used the 52 service have significant disabilities and now have increased barriers to participating in community life and accessing services. Over 50% of those who responded to the survey reported that they have a disability.

Many of these conditions directly affect people's ability to walk even short distances and mean that many respondents were reliant on the 52 to access shops and services in the local area.

“Can't get to doctor, shops, prescriptions - anywhere at all”

“Disabled mother who cannot walk to community centre or shops. Left in house as no bus. Been forced into isolation due to lack of public transport.”

MANY RESPONDENTS WERE RELIANT ON THE 52 TO ACCESS SHOPS AND SERVICES IN THE LOCAL AREA.

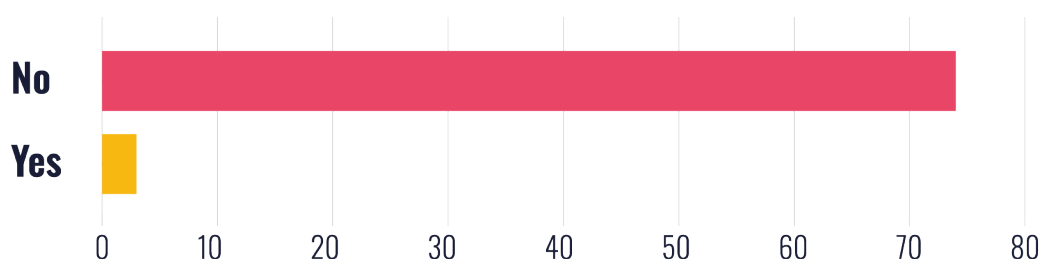
“ On days when I am in serious pain but need get out I was able to get the bus to the shops or chemist and back again. The drivers were all very friendly and would drop me right outside my house. Now I just go without I can only carry so much at the one time and cannot afford taxis everyday”

The community in Dunterlie and Barrhead would like to have a greater part in the consultation on, development, or removal, of transport services in their area.

Positive change happens when we listen to communities – the people who call Scotland’s neighbourhoods home. Almost no respondents in our survey said they were consulted about how the removal of the 52 bus service would affect them.

TABLE 3: RESPONDENT ANSWERS TO:

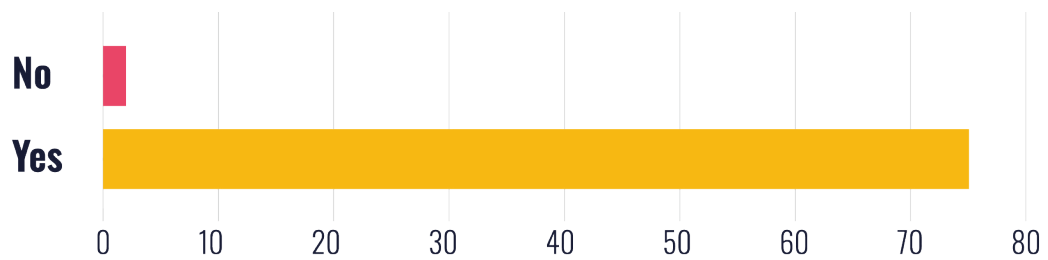
‘Were you consulted in any way by McGill’s or any other organisations regarding the decision to end the number 52 bus route.’



People in Dunterlie feel like they were bypassed in the decision-making process and that they should have been more involved. 97% of respondents felt that communities should be more involved in the decision-making process around the removal of bus routes.

TABLE 4: RESPONDENTS ANSWERS TO:

'Do you think community should be more involved in the decision making process around adding or removing bus routes?'



The regulation of the provision and funding of bus services is largely devolved to the Scottish Parliament. The Scottish Government's agency, Transport Scotland, sets the national policy framework and provides funding to support bus services (Transport (Scotland) Act 2019, Note 93-96). It is an incredibly complex policy landscape. It is not clear what rights communities have to be involved in decision making related to vital transport services, or how this intersects with the Community Empowerment Act.

"IT DOESN'T MAKE SENSE NOT TO CONSULT THE PEOPLE THAT THE DECISIONS WILL AFFECT"

**“ It's the community that use the service!
It doesn't make sense not to consult the people
that the decisions will affect”**

Survey Respondent

**“ I think a serious look and consideration should
have been given to the community. This bus was
more than just a bus route, everyone would get
a wee gab with each other, it helped older adults
and disabled adults to be more independent
while still getting to socialise”**

Survey Respondent

**“ ...I feel it's imperative to involve the Community.
Inadequate transport means less access to work,
we should be actively providing those out of
work with the tools to assist them get a job,
transport is surely fundamental in this.”**

Survey Respondent

ANALYSIS

REMOVING THE 52 BUS SERVICE HAS CAUSED A GREATER FINANCIAL BURDEN ON THOSE WITH THE LOWEST INCOMES

It is clear from the responses to the survey that the withdrawal of the 52 bus service had a significant negative impact on those living in Dunterlie and around Barrhead. This was clear to many members of the community at the time of the withdrawal was proposed.

It is also apparent that very few of the local community were consulted about the withdrawal of the bus. This research adds to our collective understanding of the effects of, and the transport needs of, local people.

The removal of the bus has affected people of all ages from across the community. Pupils are having to find alternative ways to get to school, families struggling to do large shops and children's opportunities to take part in activities being reduced. Many older people feel they are now considerably more isolated and often forced to use taxis to socialize and do other basic tasks.

“ I find it difficult to walk far and cannot carry heavy shopping. This bus was my lifeline and got me out. I very rarely go out now unless I have to”

It is vital that areas like Dunterlie can access public transport if they are to be supported to improve lives and reduce poverty. Removing the 52 bus service has caused a greater financial burden on those with the lowest incomes forcing them to use taxis, shop in more expensive shops and reduce the amount they go out.

A small amount of this has been offset by Rena McGuire's project which has provided taxis for some of those affected by the loss of the bus. However, this is a very small and unsustainable solution, clearly demonstrated by the results of this survey.

NEXT STEPS

Communities must be involved in developing solutions and helping providers to understand the value of local transport services. 95% of respondents see their voice as important in creating services that work for communities. Importantly, assessing the value should incorporate the social and health benefits of a service alongside considering the sustainability.

**95% OF
RESPONDENTS
SEE THEIR VOICE
AS IMPORTANT IN
CREATING SERVICES
THAT WORK FOR
COMMUNITIES.**

Dunterlie Action Group believe that local service franchising and the creation of a municipal bus company would be important steps in improving the delivery of bus services. This would ensure that communities are listened to in the process of developing sustainable bus services.

Dunterlie Action Group would welcome a greater understanding of the decision making around the removal of the 52 service.

Dunterlie Action Group would also welcome action to restore the bus route or a similar alternative. The removal of the bus significantly damages the work being done by DAG and many of their partner organisations to reduce poverty and support people to have access to greater opportunities. We need to work together to reduce the financial, social and health impacts being felt in Dunterlie, and across Barrhead, by providing transport and services that meet the needs of our communities.

REFERENCES

Transport Scotland Act 2019, Explanatory Notes, Note 93-96. Available at: <https://www.legislation.gov.uk/asp/2019/17/notes/division/2/3> (Accessed: 03/07/24)

Transport Scotland Act 2019, Explanatory Notes, Note 99. Available at: Part <https://www.legislation.gov.uk/asp/2019/17/notes/division/2/3> (Accessed: 03/07/24)

Scottish Transport Statistics 2022, c.2. Available at: <https://www.transport.gov.scot/publication/scottish-transport-statistics-2022/chapter-02-bus-and-coach-travel/> (accessed: 04/07/24)

APPENDIX 1 – SURVEY QUESTIONS

Dunterlie Action Group – Local Transport Questionnaire

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2. Postcode _____

3. Gender - Male Female Non-binary other

4. Do you have a disability YES NO

If yes please give details _____

5. How often do you use the bus or other public transport?

Daily Weekly Fortnightly Monthly

6. How often did you use the number 52 bus?

Daily Weekly Fortnightly Monthly

7. How did you become aware of McGill's removing the number 52 bus route?

Social media Local press Local community campaign other

8. Were you consulted in any way by McGills or any other organisations regarding the decision to end the number 52 bus route? YES NO

If yes please specify _____

9. Have you or a member of your family been affected by the loss of the number 52 in Dunterlie? YES NO

If yes, please detail the ways you or your family member have been affected

10. Do you think the community should be more involved in the decision making process around adding or removing bus routes? YES NO

Please state why

If you have any further comments relating to public transport provision in Dunterlie please add them below.

Dunterlie Action Group is campaigning to improve local transport and bus services. If you would like to be involved or kept up to date about this please provide your email or contact number below.

Name:

Email:

Mobile:

If you have any questions please contact neill@corra.scot

APPENDIX 2 – RESPONDENTS' ANSWERS

Some of these tables are duplicated from those displayed in the report.

TABLE 5: RESPONDENTS' GENDER.

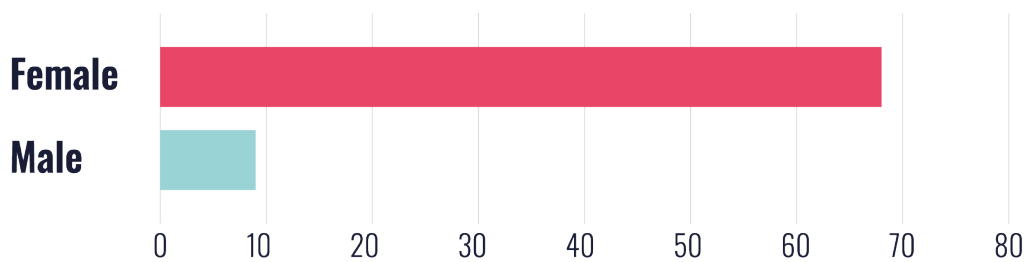
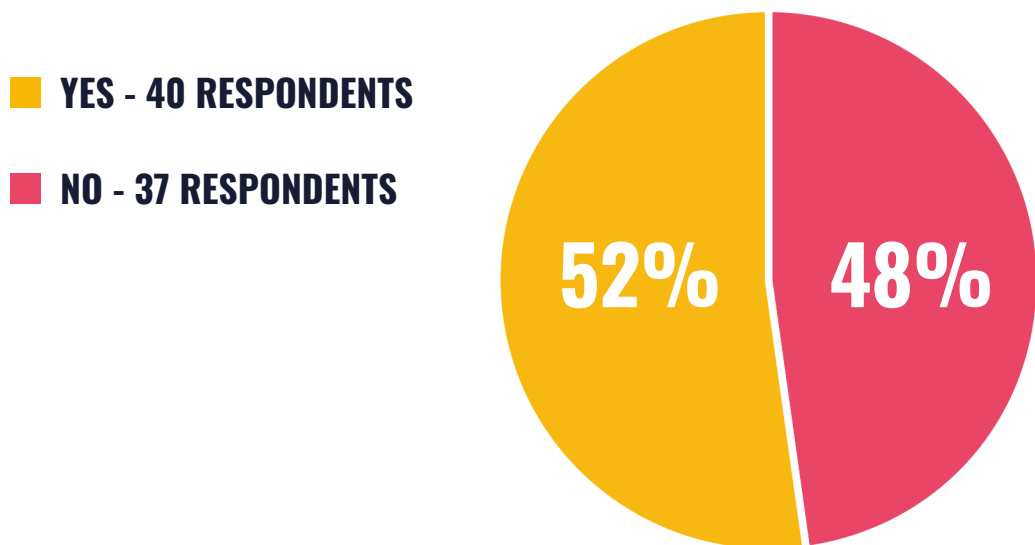


TABLE 6: DO YOU HAVE A DISABILITY?



WRITTEN ANSWERS TO:

'Do you have a disability?'

- I have Charcot Marie Tooth disease affecting my mobility
- Mobility issues after having Stroke
- Severed nerves in right side
- Walking difficulties and heart problems
- Motoreysed nystagmus
- Epilepsy and diabetes
- Chronic asthma, and anxiety
- Bone fused in both feet
- Cardiovascular Disease with Claudication, severe leg pain when walking short distance, this requires me to stop & wait until pain subsided.
- Awaiting hip replacement on right have had left hip replaced
- MSD
- Find it difficult to walk far, loss of sight in one eye
- Can't walk far due disability and severe pain
- Anxiety
- Arthritis of spine and joints
- Arthritis, fibromyalgia,
- Physical and mental disabilities
- Have mobility problems
- Replacement, Knee hip
- Nerve damage in my back
- Back pain
- Mobility issues
- Arthritis, CPTSD, Asthma
- Bulging discs, nerve pain, back and leg pain
- COPD
- Glaucoma
- Fibromyalgia
- I am 82 years old and have mobility issues
- Osteoarthritis
- Learning difficulty
- Torn ligament. Leg pain.
- No sight in one eye
- Walking
- I suffer from fibromyalgia

TABLE 7: RESPONDENT'S ANSWERS TO:
'How often do you use the bus or other public transport?'

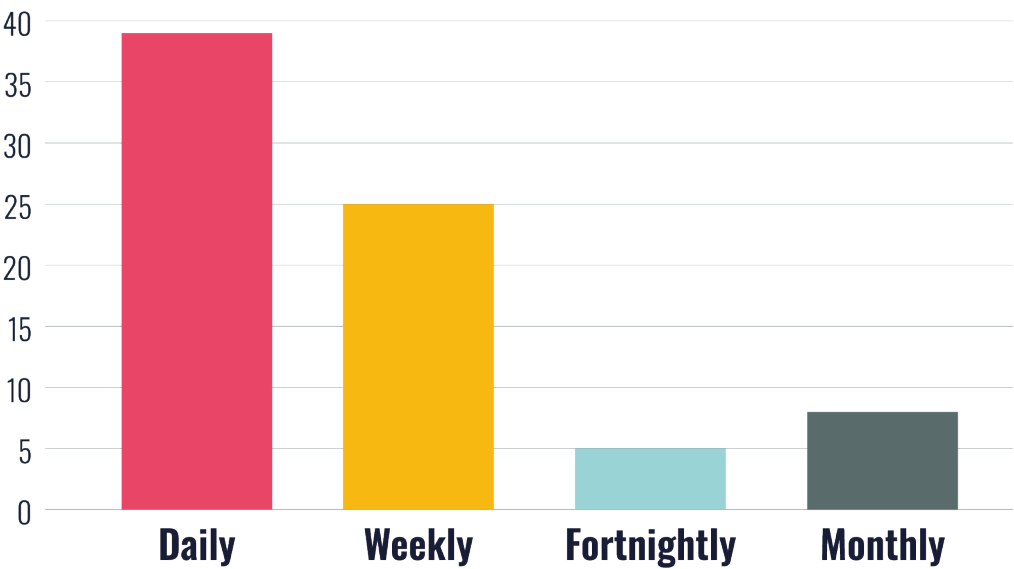


TABLE 8: RESPONDENT'S ANSWERS TO:
'How often did you use the number 52 bus?'

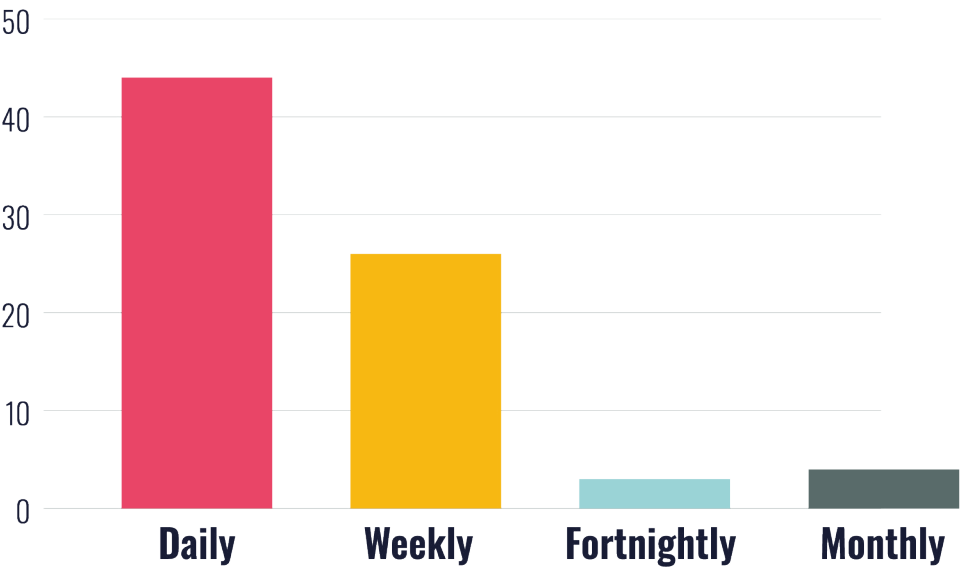
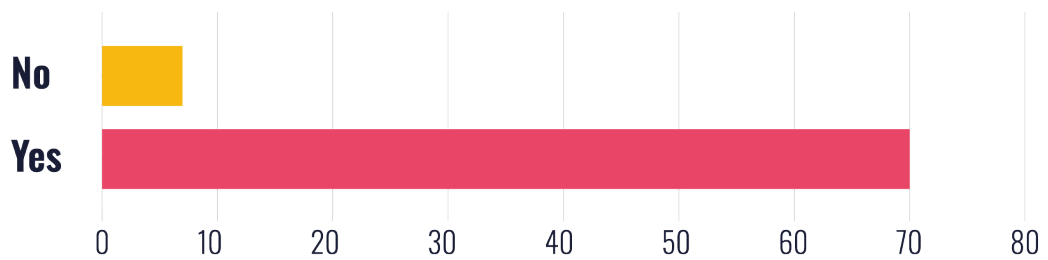


TABLE 9: RESPONDENTS' ANSWERS TO:

'Have you or a member of your family been affected by the loss of the number 52 in Dunterlie?'



WRITTEN ANSWERS TO:

'Have you or a member of your family been affected by the loss of the number 52 in Dunterlie?'

- I no longer go out shopping and rely on lifts to Doctors
- I am not able to go out daily any more. I have to rely on family for transport.
- Have to get the no 3 that's not regular
- Fewer support visits
- Got to pay for taxis which is far more expensive
- My dads health and my disability
- My dad
- I can't drive coz of my epilepsy and have to get taxis everywhere now which costs a lot.
- My son who has Autism
- I'm stuck, the nearest bus is dovecot/ Glasgow Rd. Can't walk that far. Or to the new shops at the bottom of blackbyres, or main St.
- Not being able to get around easily
- No bus service when going to doctors also going to pay rent at erc offices on main street
- Need to get family members to get prescriptions
- My gran can't get to the Main Street and back
- Child has to get 2 buses home now instead of 1
- Getting grandchild to and from school.
- I have extremely bad asthma so I relied on the 52 but since then I very rarely get out the house now since the removal
- BROTHER CANT GET OUT unless taxi

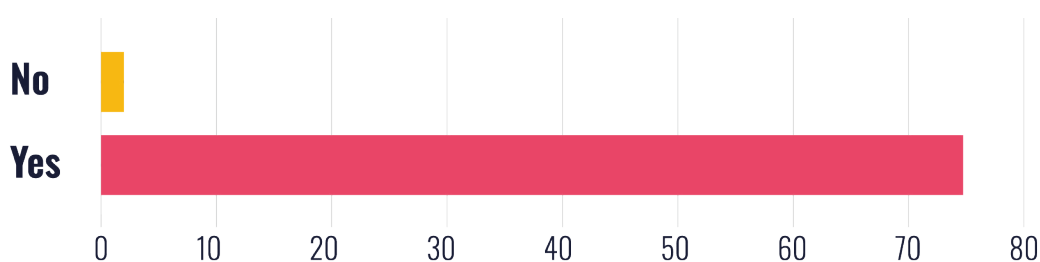
- I have 3 young kids with medical conditions & relied on the 52 to get me to the doctors for appointments & able to do a food shop etc.
- Myself as I struggle to walk
- I rely on a family member coming over from Houston, Renfrewshire to take me to the shops
- Have to phone taxi as the wife and myself have walking difficulties and wife has to use an inhaler because of breathing difficulty
- It's difficult and sometimes have to forgo visiting and have become isolated
- I find it difficult to walk far and cannot carry heavy shopping. This bus was my life line and got me out. I very rarely go out now unless I have to
- My daughter could get the number 52 to high school (St Lukes) and it's now a worry for me that she gets to school safely as there is no local bus to the school and the school is much further away than Barrhead high school.
- Grandchildren going to school my disability and my father's disability
- it affects me taking my kids further as my youngest has a disability and my grandparents cant get out to the main street now and it has upset them as it was their way of independence
- I have 3 young children and since the bus has stopped we're limited to where I would take them.
- Elderly in my community can't get from A to B was a really big loss
- To get to local shops
- They have to get a taxi to visit
- They now have to get a taxi
- I am affected because I can't go to my club
- My Gran used the foodshare and would use other groups but she doesn't drive anymore. She has mobility issues so can't walk from the main street
- I no longer have a reasonable method to visit my mother
- Can't get to Dunterlie
- My grandson and I often traveled on the number 52 to gain access to the Barrhead Foundry
- My partner used the bus for doctors and connecting bus to Paisley for hospital due to poor health and my son lost his school bus due to the 52 being removed
- My Parents are no longer to visit regularly due to distance from the nearest bus stop
- Health wise, safety for child with hearing loss
- I have groups in Dunterlie Community Centre. I now have to use a taxi.

- Can't get to doctor. Have to go up the main street. Take a taxi.
- It's us who use the bus. It's our needs - it's a community service, which we relied on
- I go to dunterlie centre weekly
- Go to club in Dunterlie centre weekly
- They relied on the bus route to visit family and friends, to attend appointments and go shopping
- My brother doesn't come to the centre any more - I also now have to walk from the centre to the main street and I have walking difficulties.
- Can't get up to town
- You have isolated us from the centre at Dunterlie. Also no access to food from group and shops
- I used the bus to get back in forth quickly as I am a full time carer for my veteran husband. I can't leave him on his own for long periods as he struggles with PTSD
- Disabled mother who cannot walk to community centre or shops. Left in house as no bus. Been forced into isolation due to lack of public transport.
- On days when I am in serious pain but need get out I was able to get the bus to the shops or chemist and back again. The drivers were all very friendly and would drop me right outside my house. Now I just go without I can only carry so much at the one time and can not afford taxis everyday
- go to Dunterlie centre club weekly
- My mother is disabled, she is under 60 but her mobility and heart condition is poor. My mum would have used the bus on a daily basis to attend social clubs, dr appointments, shopping, visiting family and friends. She is now basically a recluse in her own home, her mental health has really deteriorated.
- My Dad is now house bound due to the 52 being removed
- My Dad used to use the clubs in the Dunterlie group which he can't walk to as he's not fit enough
- Yes I am now house bound and have to use taxi's for doctors/hospital, post office
- Can't get to doctor, shops, prescriptions - anywhere at all
- To get to local shops
- Difficulty getting to my club and the new shopping centre
- I have to walk more and I'm not that keen on distance

- My Mother lives in Sheltered accommodation in Barrhead and used this service several times a week. I would go on bus with her at least once a week to Tesco. My Mother's walking is not good and I cannot walk far without pain so using the 51 is not ideal. Also my Mother is unable to take advantage of the new shopping precinct in Dunterlie as the No.3 Glasgow buses are less frequent. I find it baffling that I can get a bus from where I live in Giffnock (from Rouken Glen Rd) to the Barrhead Main Street yet the Residents within Barrhead struggle to get to their local shops. Vulnerable people are feeling more and more isolated from the Community they have spent their lives in and from the Services they need to access. It's very sad to see Barrhead's lack of progress in this day & age, surely a decent reliable transport system is not too much to ask for.

TABLE 10: RESPONDENTS' ANSWERS TO:

'Do you think the community should be more involved in the decision making process around adding or removing bus routes?'



WRITTEN RESPONSES TO:

'Do you think the community should be more involved in the decision making process around adding or removing bus routes?'

- Yes as people need this service
- We should all be working as a community with relevant correspondence
- Meetings with supplier & local council
- You cannot just remove a service without consulting community as elderly n disabled people need the bus
- Yes I think the bus helped the elderly and disabled people so I think the community should care more about the elderly and disabled
- The impact of the 52 service has had people lives has a detrimental affect on them. My dad can no longer access the shops he used to go to.

- If it's going to effect us we should hear about it.
- Petetions or community meetings
- It's a service for a single local area, why would you not consult the users, it's not like it's a massive area to cover.
- There is people that need the bus as for mobility issues and some people it helps there mental health as they can socialise and brings the community together
- The people who live local know which parts of Barrhead are un acesable. And certain areas are not covered.
- The community are the people who know what rotes are required
- Yes I think working with the locals in decision making means you are listening to majority and giving a lifeline to the local community
- It is our community so only right that our views as listened to
- Yes if it involves people who use the routes involved.
- Well community is everything and we all want what is best for us
- I feel like the community should have there say on it as it is affecting our daily lives
- Yes as its us that use the buses and its us that is affected when the take the bus off
- It should be compulsory
- A consultation before removing the bus would have helpful. If they had taken onboard people's suggestions to keep the bus running would have been helpful too but they didn't want to listen to anyone or attempt to try and help
- I would like to know what's happening with transport
- I feel there is a lot of people in NEED of a local bus rather than convenience it is a need
- Absolutely, it's the public who use the service and should be properly put out the consultation with them.
- It's the community that use it therefore should be there decision.
- The 52 was a life line for many older people.
- Of course. It makes no sense for the community to be left out of a decision on local transport.
- Removing the bus affected all the community
- Local people don't always have a car and totally rely on public transport. It is essential for disabled persons to transport their shopping.
- There are people who needed the bus to get them out shopping
- They should ask people what sort of impact the loss of the bus would have on people

- Considering most of the people presently involved in the decision making are unlikely to ever use Public Transport I feel it's imperative to involve the Community. Inadequate transport means less access to work, we should be actively providing those out of work with the tools to assist them get a job, transport is surely fundamental in this. Access to schools is also a basic need but seems low priority in Barrhead. Our Elderly pride themselves in being independent for as long as possible but they need to be able to rely on local services to manage this, the 52 service enabled them to get to a supermarket and to meet up with Friends, that simple lifeline was snatched away from them. Barrhead is fast becoming "The town that time forgot" and it's high time that the decision makers got back to their roots and serve their Communities. When one chooses to serve others in whatsoever capacity they should act selflessly and disregard their own advantages over those of others. Barrhead deserves better.
- Because I feel the community can inform people about how badly affected they will be by a bus route changing or being cancelled
- We have more at stake in the importance of the service, not money driven
- It's the community that uses the service, they should definitely be involved in any decision making
- Because it impacts all elderly and disabled people
- This route was fundamental for many people on low income with physical disabilities to access local services
- Can't get to shops
- It's the community who use it
- If it affects the public then they should be consulted
- It's the community that use the service! It doesn't make sense not to consult the people that the decisions will affect
- It seems like management had absolutely no clue how many members of the community used this service. If they did know then that is shameful taking the service away.
- It affects all our community especially disabled and OAP's
- It involves the community
- Dunterlie is a SMID area the 52 is a vital service and much needed in the area
- Because the community use the bus
- Because community use service
- We need this bus
- Because most people depended on the bus
- I used the 52 on a daily basis to get me to the health centre, post office and getting out to meet people.
- It is the community that is affected so we should get a say in what happens

- This would improve the service and take local needs into account
- Yes because elderly people rely on the bus round the scheme and save you money rather than taxis
- More public meetings. Older people rely on the local buses.
- The community need the bus in Dunterlie as it is a lifeline for people with disabilities and the infirm.
- To point forward customer's point of view
- To put forward their point of view
- It's an extreme loss
- Community backing would probably help get it back on
- We are the tax payers our cash pays for this so we definitely should have been involved
- I think a serious look and consideration should have been given to the community. This bus was more than just a bus route, everyone would get a wee gab with each other, it helped older adults and disabled adults to be more independent while still getting to socialise

WRITTEN ANSWERS TO:

'If you have any further comments relating to public transport provision in Dunterlie please add them below.'

- I think we need this service back especially when we have a new shopping centre
- We need the 52 back it's much missed
- I am aware of the loss of this service
- The 52 service removal has had serious mental impact on the people who relied on this service. It was their life line to the community
- My life and others would be easier, people could actually get outdoors knowing they can get to and from places of worship, community groups, health centre, and cafes where meeting others can help fill their day.
- There's no transport in Dunterlie
- The 52 bus should be reinstated and work with the community
- The 52 has been a bus I used since being a young child to adulthood as has it been for many others it was a massive asset to our community and I feel it was unfairly removed
- Please reinstate 52
- We could do with transport that includes all areas to allow people to transport locals to all services
- I now have a stick and have to walk to the main street. This is increasingly difficult and makes it hard for me to attend groups.
- It would be great if there was a local bus to take the high school children to school and back home from St Luke's high school as I know it's a constant worry of most parents with children starting high school
- Please bring back the bus for the elderly and disabled residents
- As a member of the community and a community worker I know and see the negative effect of not having the service. The service was in place since I was a teenager, when it was taken away to most marginalised and vulnerable members of our community were affected.
- There is no public transport now. With the opening of the retail park in Glasgow Road, it makes even less sense that the number 52 was withdrawn. It has also cut off the means to get to Main Street to catch a bus to Paisley.
- A lot of the community used the bus to get from a to b and back especially the elderly or disabled
- The public transport provision in Dunterlie is abismal! The lack of affordable transport is having knock on effects on Community health, mental health and community relations.
- Think it is ridiculous that elderly people have been left high and dry with no transport at all to get anywhere

- I don't understand why the service has been taken away especially with the new retail park and shops.
- Most people in Dunterlie rely on getting out daily so that they can socialise and access local amenities. It is so important especially for seniors. They can access a warm space in the foundry and it saves on electricity.
- There is a lack of transport within the Dunterlie Community. It has become even more isolated and deprived due to the lack of resources and access to services. It is incredibly and difficult as well as expensive to get shopping home as a disabled mum of 2
- The 52 bus was a valuable asset to the community - socially, health wise, connecting people to the community and services. All ripped away for profit!
- I would be grateful if the bus was still on as using a taxi expensive
- Bring the no. 52 bus service back. It is urgently required
- I know I could get to an appointment on time with the 52 bus but trying to get a bus to the other end of town in time now I have to depend on friends and family or taxis. As I've no trust in trying to catch a No.3 on time
- Transport has to be return service in the community
- travelling on the bus was a way of socialising and getting to my appointments, now I have to rely on family members or a taxi service
- You have only isolated people from essential network communities and the years it takes to build trust. Isolation. Food Deprivation. Those with mental health, anxiety who used the bus as a daily routine. Those who are neurodiversity have taken weeks to adjust, costs are ridiculous
- The bus would allow more access to new industrial park too
- With the new shopping area opening there is a lot of people unable to access it
- Bring back a bus to travel to the shops and back, and to keep dry because of the weather
- Bring back the 52 service. People were reliant on the service.
- I drive but I don't always have my car as I took the bus down to Dunterlie as I go to my club on Tuesday & Foodshare on Friday. I very much miss the 52

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