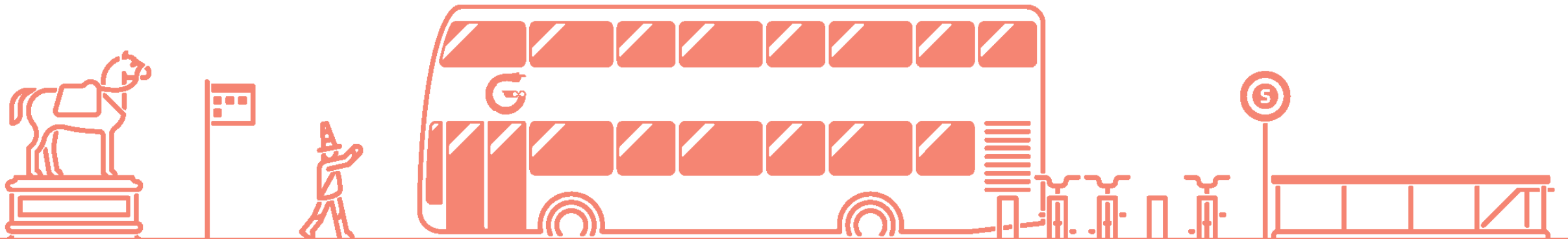


Annual General Meeting



GET GLASGOW MOVING

**Get Glasgow Moving Public Meeting
Renfield St. Stephen's, 15 September 2016**





GET GLASGOW MOVING

Most people in Glasgow rely on public transport to get around (only 49% of households have cars), yet our public transport network is a total mess.

Investing in public transport is essential for expanding our city's economy, addressing inequality and social isolation, reducing toxic levels of air pollution and tackling climate change.

Bickering between political parties is letting Glasgow down. We are decades behind other cities in providing affordable and sustainable transport. Let's join together to demand:



A WORLD-CLASS,

FULLY-INTEGRATED & ACCESSIBLE,

PUBLICLY-OWNED,

PUBLIC TRANSPORT NETWORK

FOR EVERYONE IN OUR CITY



**Manifesto Launch and Lobby
SPT Offices, 9 December 2016**

Let's get transport in tune with those who need it

I HAD the coins in my paw and an air of determination when I boarded the bus and said "£1.40 please".

"Where you gaun?" came the quick reply.

"Scotstoun," I said, my hand now positioned above the money vault.

"Whereabouts in Scotstoun?"

Hand still hovering, I provided the address.

"Where's that?"

I glanced to my right at the seated passengers waiting for departure, fearing some glares. These people all had somewhere to be. They wanted to go home for their tea, or get to their work to start a backshift, or fleetingly visit Yoker just to see what it was like there.

"Just after the roundabout," I offered.

"£2.15," he said.

I only had £1.40. I had £1.40 because every other time it had been £1.40.

"I only have £1.40".

A beat.

"That'll take you to the garage."

"I'll go to the garage."

The life of a bus driver can't be easy. Not only are those bosses to deal with and timetables to follow,

but there's a steady stream of grumbling, moaning and sometimes downright scary passengers to contend with too.

A few years ago, I was travelling on a Paisley-bound nightbus when a fellow whipped off his belt and began beating someone about the head with the buckle. A couple of weeks ago, a wild-eyed rocket boarded a number three and promptly threatened to rip the driver's effing beard off in response to some perceived slight. When I went to disembark, I noted that the driver didn't even have an effing beard.

Complaining about public transport is regarded as a quaint British hobby – an inoffensive form of social glue that bonds shivering strangers. But for many people, particularly those on low incomes and without the option of taking the car, it's a much more serious matter. Their grievances aren't about a five-minute delay or a driver's poor clutch control, but about life-blighting service cuts, streets choked with pollution, and fare hikes that mean choosing between transport and other essentials like food and electricity.

These issues are nothing new, and campaigners have been plugging away for years trying to raise awareness and garner political support. But it's probably fair to say that the activist group "F*** First Buses" was never going to be offered a seat at the negotiating table, and many of the hyper-local campaigns in Glasgow were just too small to effectively challenge the city's main bus company.

Now, however, they've all joined forces and upped the ante, and today Get Glasgow Moving launches its manifesto with a lobbying event at the offices of Strathclyde Partnership for Transport.

Describing itself as a "people-led campaign demanding cross-party support", it sets out five key aims: public ownership of public transport; smart ticketing across trains, buses, the Subway and bike-hire stations; a boost to cycle-hire provision; a new transport authority for the city; and the development of a long-term transport vision.

These aren't pie-in-the-sky ideas from a bunch of lefty idealists. They are credible proposals that



We enjoy a moan, but for many public transport is a much more serious matter

take inspiration from elsewhere in Scotland, the UK and Europe, and are underpinned by a social justice agenda that corresponds with the words – if not necessarily the actions or policy promises – of both the SNP and Labour. The plan to join up the city's transport systems was in fact hatched almost 40 years ago but never implemented. Look up "Trans-Clyde" on YouTube and you'll find a frankly glorious TV advert promoting linked transport services in Glasgow, with rhymes to make Robbie Burns proud and a rousing choral climax that will burrow its way into your subconscious and never leave:

*Trans-Clyde!
Brand-new trains at brand-new stations on the brand-new underground,
Interchange with trains and buses,
ride the brand-new cars around,
Trans-Clyde!*

*Take the brand-new British Rail line,
Partick down to Rutherglen,
Connecting up your inner-belt lines,
north to south and back again,
Trans-Clyde!*

*The under, over, inner, outer way
to get about Strathclyde,*



They've upped the ante:
Today Get Glasgow Moving launches with a lobbying event at the offices of SPT

*Link up! Link up! Link up! Link up!
Trans-Clyde links you Clyde-wide!*

Not only does Get Glasgow Moving have a ready-made theme song, there was even a board game – that's how passionate the good folks of the Great Glasgow Passenger Transport Executive were about integrating services. But fast-forward to 2016 and things have barely moved forward at all; in fact, we've slid down snakes instead of climbing up ladders.

First is able to cut lifeline services that prove unprofitable, despite receiving hefty subsidies from the public purse, while charging £2.15 for a "long hop" of barely two miles.

Transport providers compete rather than complement each other, to the detriment of passengers. And despite repeated promises of extensions, the Glasgow Subway still only serves a single tight circle of stations.

So what can be done?

Get Glasgow Moving is calling on candidates in next year's council elections to back its action plan, but in the meantime you can get involved by signing a petition on the Scottish Parliament website calling for an inquiry into the benefits of bringing all Scottish bus services into public ownership, following the example of Lothian Buses in Edinburgh (bit.ly/BUSRegulation). This might feel like a baby step, but who knows where it might lead?



Shona Craven



Subway's 120th Birthday Bash
St. Enoch Square, 14 December 2016

**£2.6 billion public subsidy for
bus companies since 2006**

It's time to #haudthebus!

**Call on the Scottish Parliament
to regulate our buses**

Go to www.unitetheunion.org/haudthebus





Haud the Bus Petition Hearing The Scottish Parliament, 19 January 2017

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#FO



Eva Bolander

@bolandeva

Swedish new Scot - politically awake - LP for Glasgow, Cllr for Anderston/City/Yorkhill
[@SNPforGlasgow](#). Tweets and retweets
personal views - not endorsement!

Joined November 2013



Eva Bolander

@bolandeva

Follow

[@GetGlesgaMoving](#) Yes, very supportive of
your campaign!



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**The Case for Glasgow's Crossrail
University of Glasgow, 8 March 2017**



**Public Transport Hustings
Renfield St. Stephen's, 26 April 2017**

To: Glasgow City Council and Minister for Transport
Michael Matheson MSP

Get Glasgow Moving - world-class transport for Glasgow



Campaign created by
Ellie MacLeod



Deliver a world-class, fully-integrated & accessible, publicly-owned, public transport

10,708 of 15,000 signatures

Sign the petition

First Name *



Last Name *

Email *

Postcode *

I'd like to be emailed about this, and other great 38 Degrees campaigns

- ☐ Yes, keep me informed via email
- ☐ No, don't send me emails or keep me updated in future
- ☐ I agree to Get Glasgow Moving contacting me by email about more of their campaigns.



Glasgow City Council Transport Summit
Glasgow City Chambers, 27 September 2017



transport.gov.scot

**Consultation on Free Bus Travel
for Older and Disabled People
and Modern Apprentices**
August 2017



transport.gov.scot

**Building Scotland's
Low Emission Zones**
A Consultation



transport.gov.scot

**The Future Of Smart
Ticketing In Scotland**
A Consultation



transport.gov.scot

**Local Bus Services in
Scotland - Improving the
Framework For Delivery**
A Consultation

Scotland needs buses run for people not profit!

Take action before 5 December 2017:
<http://act.foe.scot/better-buses>



GET
GLASGOW
INVOLVED



**Friends of
the Earth
Scotland**



Private bus firms 'holding city travellers to ransom'

By HOLLY LENNON

PRIVATE bus companies in Glasgow are "holding the city to ransom" by accepting public subsidies while hiking up fares and cutting vital services, campaigners claim.

Friends of the Earth have spoken out as a consultation into Scotland's local bus services comes to a close.

The group are calling for Glasgow City Council to be given more control of the city's buses, which they believe are currently in crisis.

Humza Yousaf, Minister for Transport, invited the public to share their views on local bus services in September but stated that he believes the problem is 'not who owns the buses'.

He added that transport authorities, which he claims are overly bureaucratic, will not be forced to adopt any of the proposals put forward.

Emilia Hanna, air pollution campaigner for Friends of the Earth Scotland said: "The bus sector is in a shocking state and needs a shake up, because buses play such a vital role in tackling air pollution, climate change, and transport poverty.

"People are being forced into car ownership across Scotland because the buses simply do not serve their area or are unreliable.

"With the right type of regulation and support, our bus networks can be expanded and fleets modernised, making the bus the smart choice for everyone."

Ellie Harrison, campaigner for Get Glasgow Moving added: "Glasgow is being held to ransom by private bus companies.

"Forty-five per cent of their income comes from public subsidies, yet they continue to cut vital services and hike up fares.

"While profits go to shareholders, the average age of a bus in Glasgow is over 10 years, belching out poisonous diesel fumes onto the most polluted streets in Scotland.

"We want a newly enhanced 'Transport for Glasgow' to be granted the powers necessary to run its own bus company, a new 'Strathclyde Buses'.

"This bus company should be part-owned by Glasgow City Council and the surrounding Councils which



Friends of the Earth have urged to council to take control of the bus 'crisis' they say is affecting Glasgow

New smart travel card launched

A NEW smart card has been launched for people using Glasgow's buses.

The Glasgow Tripper means customers can store tickets on their smart card and travel with any of the city's bus operators.

Customers can order their Glasgow Tripper card at www.glasgowtripper.com and then add tickets to it on the bus. The Tripper serves the city and surrounding areas including Barrhead, Lenzie, Paisley, Old Kilpatrick, Howwood and Eaglesham.

Ticket types currently available on bus include an adult and child day ticket priced at £5 and £2.50 respectively.

Humza Yousaf, Minister for Transport, officially launched the Glasgow Tripper which can be used with First Glasgow, McGill's, Glasgow Citybus, Stagecoach West Scotland and Whitelaws.

Andrew Jarvis, managing director of First Glasgow said: "First is de-

lighted to partner with Glasgow's other bus companies to offer all of our customers the Glasgow Tripper card. It will make taking the bus in and around the city an even more attractive and cost-effective travel option."

Tom Bridge, managing director of Stagecoach West Scotland said: "The Glasgow Tripper should make customers journeys easier and attract more people on board buses operating across the city."

presently make up Strathclyde Partnership for Transport and, most importantly, constituted so that all its profits are reinvested in expanding the region's public transport network, improving reliability and reducing fares."

A spokesman for First Bus said the company does not recognise the claims being made by Friends of the Earth.

Adding: "A recent report by KPMG found that bus fares in Scotland have increased in real terms but by

only 4.7% over the last five years - not 50%.

"The same report found total bus service mileage for commercial operators has dropped by 1% in the past five years while local authority-supported mileage has dropped by 10%.

"First Bus in Scotland is committed to working in partnership with local authorities and regional transport partnerships to improve bus services.

"We want to see that partnership approach strengthened in the forthcoming

transport bill, with local authorities using the statutory powers they already have in the delivery of improvements for our customers.

"We hope the transport bill will address the real issues affecting bus travel in Scotland and most notably congestion, which is slowing down journeys and driving up costs for customers.

"The decline in high street shopping and the low cost of car ownership and car parking charges have also had an impact."

Councillor Anna Richard-

£10,000 watch stolen

DETECTIVES investigating a Greenock house break-in have revealed that £10,000, a Rolex watch and an iPad were stolen.

The high value theft happened at a property in Newton Street some time between 4pm on Saturday and 1.30am on Sunday morning.

Sergeant Kayley Teasdale, of Greenock police, said: "Entry was gained to the property by smashing a window.

"Approximately £10,000 was stolen, a Rolex watch and an iPad. "Enquiries are ongoing."

Anyone with information is asked to call 101.

Beauty outlet open at mall



A NEW beauty salon has opened at the Glasgow Fort.

Elegance Beauty, located next to Boots, is offering a range of skin, make-up, massage and nail treatments.

The salon is Elegance Beauty's first outlet in Glasgow.

Babeesh Kanna velly, of Elegance Beauty, said: "We are delighted to be opening our first outlet in Glasgow at Glasgow Fort.

"During the busy festive season, it is more important than ever to schedule a little 'me-time'. We are looking forward to welcoming new customers to our custom-designed unit to enjoy our superb range of services."

Twins jailed over drugs

TWIN brothers have been jailed after pleading guilty to the supply of controlled drugs.

Twenty-two-year old Drew Southall was sentenced to 15 months and his twin brother, Adam, was given 11 months.

Officers searched two homes, a house in Wilkie Drive, Holytown, Motherwell, and a flat in Blyth Place, Barlanark, and recovered further drugs, also believed to be cannabis.

The total value of the find was approximately £55,000.

Campaigners hit out as bus firm increases fares

By ALAN SIMPSON

PASSENGERS have been hit with inflation-busting hikes in bus fares that will see children and the unemployed pay hundreds of pounds extra every year.

Bus giant First Glasgow has announced that fares for under 16s will rise by more than 40 per cent while unaccompanied child concession tickets have been axed altogether.

Unemployed passengers have also been hit with a 10 per cent hike in fares, which campaigners claim will make it hard for some to sign on for benefits.

Overall, single adult tickets on the firm's routes have soared by more than 15 per cent which comes as train fares rise by 3.4 per cent on average and make the daily commute increasingly unaffordable.

First Glasgow acknowledged the fare rises would impact on household budgets but insisted that overall prices offered "value for money" adding that fares bought electronically had been frozen.

But campaigners were furious at the latest hike and called on the bus network to be brought back into public hands as the private companies were "holding Glasgow to ransom".

Campaigners are now calling for Glasgow City Council and surrounding councils, which presently make up Strathclyde Partnership for Transport, to assume ownership of services as happens in Edinburgh where fares are much cheaper.

Ellie Harrison, campaigner for Get Glasgow Moving, said: "Glasgow is already being held to ransom by private bus companies and this latest rise only makes it worse. It is totally unacceptable.

"Children and the unemployed have no choice but to use buses or other forms of public transport and are probably the two sectors of soci-



First Glasgow has announced a shake-up in bus fares, sparking criticism from campaigners

ety that can least afford more fare rises.

"Buses provide a vital lifeline for the 30 per cent of Scottish households who do not have a car.

"This figure is worse in more deprived areas with half of Glaswegians not having access to cars."

The latest fare rises come as the number of bus journeys fell from 436 million in 2011-12 to 409 million in 2015-16, with provisional estimates of a further fall to 393 million last year.

Over the same period fares have risen by nearly 60 per cent which has contributed to a six per cent decline in bus journeys in Scotland.

Humza Yousaf, Minister for Transport, invited the public to

share their views on local bus services in September but stated that he believes the problem is 'not who owns the buses'.

Emilia Hanna, air pollution campaigner for Friends of the Earth Scotland said: "These above-inflation increases may encourage more people to drive or make life harder for the many people already struggling financially.

"Public transport is a public service and should be affordable for all at the point of use."

Andrew Jarvis, Managing Director at First Glasgow, said: "Value for money remains the focus for First Glasgow and we are confident this has been delivered through our most recent fares review, which generally sees a price freeze, and in

some cases a reduction, through our mTicket App.

"Many more of our customers are now taking advantage of this new payment method and with usage increasing, we are confident many more of our customers will benefit from the changes announced today"

"As a business we do recognise the pressure on household budgets and so for those fares which have increased, we have kept the increase to a minimum in order to limit this impact.

"Like many businesses we always need to review our prices as this enables us to further invest in services locally as well as new technology, both of which benefit our customers in the longer term."



38 Degrees Petition Hand-in (8,397 signatures)
Glasgow City Chambers, 11 May 2018



LONDON GLASGOW
Low emission No ambition
ZONE ZONE

A WORLD-CLASS
FULLY-INTEGRATED & ACCESSIBLE,
PUBLICLY-OWNED
PUBLIC TRANSPORT NETWORK
FOR EVERYONE IN OUR CITY

SHAME ON YOU
GLASGOW CITY
COUNCIL!
#NO AMBITION ZONE

STOP
POLLUTION

#NoAmbitionZone Protest
Glasgow City Chambers, 14 June 2018



Demand clean, green, affordable, reliable
PUBLICLY-OWNED BUSES
for everyone in Scotland

Protest at the Scottish Parliament
Wednesday 3 October 2018, 12:00-13:30



GET GLASGOW MOVING



38 Degrees Petition Hand-in (10,184 signatures)
The Scottish Parliament, 3 October 2018

The Scottish Parliament, 24 October 2018



Ellie Harrison
Get Glasgow Moving



The Scottish Parliament
Pàrlamaid na h-Alba

The Scottish Parliament, 21 November 2018



**PUBLIC TRANSPORT
FOR PEOPLE
NOT PROFIT**

BUS FARES
£1.70 - EDINBURGH
£2.30 - GLASGOW
HOW IS THAT FAIR?

Connectivity Commission Launch, 28 November 2018



ELLIE HARRISON
Get Glasgow Moving

BBC REPORTING SCOTLAND

bbc.co.uk/scotlandnews



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a world with a human right to travel
without reliance on a car



What's Next?

- **24 January 2019: Presentation of Petition to Glasgow City Council**
- **24 January 2019: Meeting with Transport Minister**
- **February 2019: REC Committee Report (deadline 1 March 2019)**
- **Spring 2019: Connectivity Commission Report (part 2)**