

Better Buses for Strathclyde People's Rally, Friday 15 March 9am, Glasgow

Better Buses for Strathclyde are holding a People's Rally to campaign for publicly controlled and publicly owned bus services across Strathclyde Region and demanding the public body, Strathclyde Partnership for Transport, begin the process of using new powers under Scotland's Transport Act 2019.

Join them outside SPT headquarters

Friday 15 March 2024, 9am

**SPT Offices, 131 St Vincent Street,
Glasgow, G2 5JF**

Facebook event: [Better Buses for Strathclyde People's Rally](#)

We need a really strong turn out. It's the people of Strathclyde vs. the private bus company bosses in the fight to take back our buses!

BETTER BUSES FOR STRATHCLYDE RESOURCES

- [Better Buses for Strathclyde Campaign Leaflet](#)
- [Campaign Briefing for SPT Board Members](#)
- [Campaign Timeline](#)

Republished

from:

<https://www.getglasgowmoving.org/campaign/petition/>

BETTER BUSES FOR STRATHCLYDE Campaign Launch – Glasgow Friday 29 September

*[Get Glasgow Moving](#) are launching **BETTER BUSES FOR STRATHCLYDE** – a campaign focused on winning an improvement to bus services in the greater Glasgow/Strathclyde region. They are holding a launch in Glasgow on Friday 29 September, details from Get Glasgow Moving's news release below.*

JOIN THE LAUNCH RALLY

Friday 29 September 2023, 9:30am

SPT Head Office, 131 St Vincent St, Glasgow, G2 5JF – Journey Planner [here](#)

Please share details on [Twitter](#), [Facebook](#) & [Instagram](#) to help spread the word.

The next year is crucial in our long-running fight to **take our buses back into public control**. So we're joining forces with trade unions, community councils, environmental groups, students and pensioners associations and more, to launch a new region-wide campaign.

Better Buses for Strathclyde is inspired by the success of the [Better Buses for Greater Manchester](#) campaign, which pushed their transport authority, TfGM, into bringing their region's buses back into public control in order to deliver a fully-integrated, accessible and affordable public transport network called the [Bee Network](#):

By bringing together bus users and employees from across Strathclyde's 12 council areas, Better Buses for Strathclyde will put pressure on our regional transport authority, SPT, to utilise the new powers in the Transport (Scotland) Act 2019 to deliver a similar fully-integrated, accessible and affordable system for us – and on the Scottish Government to provide the necessary funding and support.

THE NEXT YEAR IS CRUCIAL

From September 2023 – March 2024, SPT is developing the new 'Strathclyde Regional Bus Strategy' which will set the direction of bus policy in our region for the next 15 years (until 2038).

This offers us **a once-in-generation opportunity** to end the chaos caused by bus deregulation (introduced by Thatcher in 1986), which has seen millions of miles of [routes cut](#) and [fares hiked](#) well above inflation.

We must ensure that SPT's strategy sets out ambitious plans to:

- re-regulate the all private bus companies in our region (through 'franchising') so that it can plan routes to serve communities' needs and connect seamlessly with trains, ferries and Glasgow's Subway, with one simple, affordable ticket across all modes.
- And to set-up a new publicly-owned bus company for Strathclyde (like Edinburgh's Lothian Buses) which can start taking over routes and reinvesting profits back into expanding and improving our network.

And we must ensure that the Scottish Government provides the funding and support necessary for SPT to deliver the world-class public transport system that the 2.2 million people living across Strathclyde need and deserve.

Please join the Better Buses for Strathclyde launch rally on Friday 29 September 2023, 9:30am at SPT Head Office, 131 St Vincent Street, Glasgow, G2 5JF – as we get ready to build the campaign over the next year.

The launch rally takes place as part of the [Better Buses National](#) Week of Action and [Scotland's Climate Week](#).



Bus Campaigners including Get Glasgow Moving protest at the Scottish Parliament in Edinburgh

Republished

from:

<https://www.getglasgowmoving.org/campaign/betterbuses/>



Rising Clyde: Scottish Climate Justice new programme May edition on Scottish Councils

The third edition of the monthly online TV News programme **Rising Clyde: The Scottish Climate Justice Show**, hosted by Iain Bruce in association with [Independence Live](#), was broadcast on Monday 2nd May and is now available on YouTube (see below).

The programme covered aspects of the climate crisis raised in the **Scottish Council elections on 5 May** and features SNP candidate, refugee and [Kurdish](#) activist [Roza Salih](#) (who won a seat on Glasgow City Council), [North Ayrshire Labour](#) candidate [Aaron McDonald](#), and Transport activist [Ellie Harrison](#) of [Get Glasgow Moving](#) and [Free Our City Glasgow](#).

Two earlier editions of the [Rising Clyde](#) programme are available on the [Independence Live You Tube Channel](#) ([April – March – Trailer](#)). Iain Bruce also hosted the **INSIDE OUTSIDE** daily Climate Justice programme for the [UK COP26 Coalition](#) during COP26 in Glasgow are available here: Episodes [8](#) – [7](#) – [6](#) – [5](#) – [4](#) – [3](#) – [2](#) – [1](#) – [Trailer](#)

Scottish rail workers win victory as council strikes go ahead

On almost the eve of COP26 in Glasgow, Scottish rail workers have won a stunning victory on pay while council workers still plan to strike. *Mike Picken reports for ecosocialist.scot*

Late on Wednesday 27 October, after an arbitrary deadline set by the employers had passed, the [RMT trade union accepted a new pay offer](#) forced out of ScotRail by the threat of a [total two week closure of the network during COP26](#).

The RMT won a 2.5% twelve month pay award backdated to last April, an extra £300 for all ScotRail workers due to the pressures of hosting COP26, and an improvement in terms on working rest days. Following the decisive vote for all out strike action by RMT members and months of action on Sundays that shut most of the network, the employers offered a 4.7% increase over two years coupled with a worsening of terms and conditions. While other rail unions accepted the RMT stuck out and forced a new offer.

RMT General Secretary Mick Lynch in [hailing the victory](#) has also called on SERCO to resolve the parallel dispute on the Caledonian Sleeper service. Linking the rail workers claims for investment in rail in the light of the COP, Lynch stated: "There can be no climate justice without workplace justice".

On the same day that the RMT called for the Caledonian Sleeper service between Scotland and London to be transformed into an alternative to air travel, the UK Chancellor Rishi Sunak announced that he would be [cutting air passenger taxes](#) on domestic flights and freezing fuel duty, promoting air and road travel at the expense of rail and the climate.



Demonstration 6 November

The victory and calling off of the industrial action means that thousands of environmental activists attending the COP26 and [the big demonstration on 6 November](#) will now be able to use the train network to get to Glasgow. It's a victory for all workers in Scotland and shows that strong trade union action can force concessions from reluctant employers, despite the UK government's draconian anti-trade union that make it exceptionally difficult to win a legal postal ballot. Rail workers will now be set to demand further improvements in workers conditions and [reinstate rail service cuts](#) when the ScotRail service is transferred from the private Abellio company to a [publicly owned service run by the Scottish government in March 2022](#).

Council Strikes

Despite the victory on rail, the [strikes over pay planned by Glasgow City Council workers](#) are still going ahead and will

escalate across other parts of Scotland during the COP26, as unions stepped up joint action over local government pay.

A series of ballots have been held in Scotland's 32 councils to reject the miserly pay offer affecting around 120,000 workers offered by the employers' body, COSLA (Convention of Scottish Local Authorities). GMB union members in Glasgow's cleansing and schools departments have already voted for strike action from 1 November that would stop rubbish collection and severely disrupt schools across the City. Further ballots among selected workers for strike action have been successful in a large number of councils. On 25 October the joint union committee for the pay negotiations, comprising the [Unite](#), [Unison](#) and [GMB](#) unions, [wrote to the employers](#) and announced that they were calling further action across the country from 8 November. The workers coming out on strike cover school cleaning, school catering, school janitorial, waste, recycling and fleet maintenance services, and will have a severe effect on the operations of a majority of Scottish councils.

The joint union pay demand is for a paying increase of at least £2,000 or 6% and a minimum of at least £10.50 per hour. The employers offer of only £850 or 2%, with a minimum pay rate of £9.78 per hour has been decisively rejected by unions.

Council workers in vital public services such as cleansing are demanding to be treated as essential worker, like NHS and care workers during the pandemic. The SNP-led council in Glasgow has been under constant attack in recent weeks for the state of the city's refuse and vermin infestations. While the Council leaders are desperately trying to present the best possible image of a 'clean city' during COP26 when the eyes of the world will be on Glasgow, only a proper investment in council services and workers can produce such an outcome. As if a reminder of the effect of climate change, the City was deluged with torrential rainfall on the evening of 27 October causing floods and mess that had to be sorted by [the very same](#)

[council workers taking strike action the following week.](#)

Workers across Britain face a huge cost-of-living crisis emerging from the pandemic, with spiralling energy costs and price increases due to the road haulage driver shortage exacerbated by the Tories 'hard' Brexit, increases in national insurance and income tax, and cuts in benefits including for those in low paid jobs, while the wealthy avoid paying their fair share through selective tax cuts that benefit them like the reduction in taxes on internal flights. The Tory UK government's Budget and Public Expenditure announcements from the Chancellor on 27 October do little to address the crisis in living standards of working class people. The Tories say they want a high wage economy – but they only raised the minimum wage to £9.50 for those over 23 while private sector employers squeal about the impact of raising wages on their profits and many public sector budgets face real terms cuts in government funding. The only way to deal with the cost of living crisis is by workers joining unions and demanding pay rises through the threat of industrial action.

SNP, Greens and Labour need to take action

Scottish councils are primarily funded by the Scottish government – now comprising the Scottish Greens in an agreement with the SNP administration. Labour is also making noises in support of increased pay and between them the SNP, Labour and Scottish Greens, all 'left-of-centre' political parties, have over half of all Scottish Councillors influencing the COSLA employers. Both Labour and the SNP lead various administrations in the councils, though Labour to their shame are in coalition with Tories in several councils and a Labour councillor in West Lothian defected to the Tory party earlier this week.

Both the Scottish government and councillors in the three

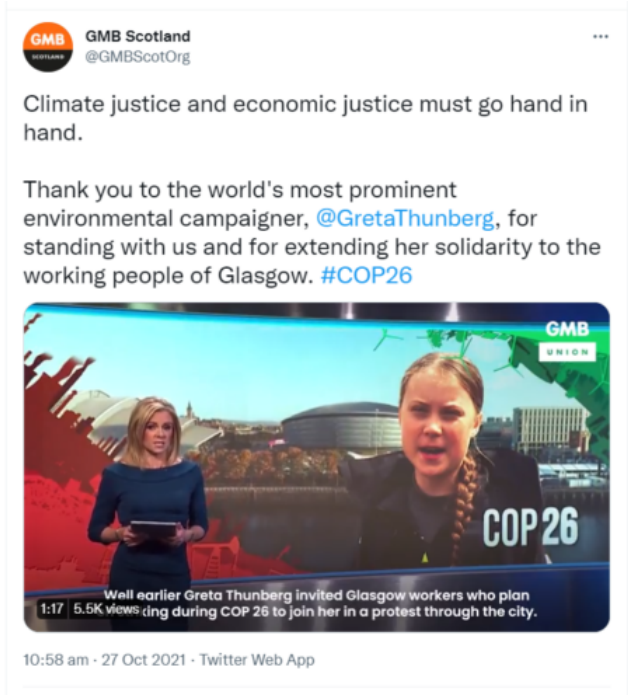
parties (and independents) should put pressure on COSLA to make an immediate improvement in the pay offer and urgently re-open negotiations with the unions.

If there are council worker strikes from 1 November, other workers should [join picket lines](#) and show solidarity so that the council workers are not isolated.

Thunberg offers solidarity

In an excellent initiative, environmental activist Greta Thunberg has [agreed to come to Glasgow for COP26](#) during the strikes to address [the Fridays for the Future school strike and demonstration on Friday 5 November](#), and has called for support for striking workers. That this solidarity has been welcomed by [GMB Scotland](#), a union that traditionally has had a defensive attitude towards fossil fuel industries, is a step forward in further linking the environmental and workers movement.





Trade union and campaign coalition calls on the First Minister Nicola Sturgeon to block the proposed ScotRail service cuts

“Coalition of unions and passenger, environmental, pensioner and campaign organisations call on the First Minister Nicola Sturgeon to block the proposed ScotRail service cuts” say the Rail, Maritime & Transport union press office, in a campaign statement from Scottish unions and campaign organisations we are republishing.

“As the public consultation over Abellio ScotRail’s proposed timetable closes today, Friday 1st October, a coalition of unions and passenger, environmental, pensioner and campaign organisations have written to the First Minister Nicola Sturgeon to call on her to intervene and block the service cuts being proposed by Abellio ScotRail.

The proposed timetable, which would be implemented from May 2022, proposes reductions in rail services of around 300 a day, or 100,000 a year compared to the pre-pandemic timetable, a cut of around 12%.

The letter, which is signed by [RMT](#), [Aslef](#), [STUC](#), [TSSA](#), [Unite the Union](#), [Bring Back British Rail](#), [Friends of the Earth Scotland](#), [Get Glasgow Moving](#), [Scottish Pensioners’ Forum](#) and [We Own It](#) says:

“We believe the proposed service cuts will negatively affect rail passengers and be disastrous for Scotland’s railway.”

The letter goes on to say:

“With COP26 just weeks away, it is incomprehensible that ScotRail is proposing to slash services, despite rail being a sustainable and low-carbon form of transport. We believe that the cuts will push passengers away from the rail network and into cars – this will do nothing to achieve the Scottish Government’s climate change targets and its goal of reducing car km by 20% by 2030.”

The signatories are calling on the Scottish Government, which is already managing the ScotRail franchise under its Emergency Measures Agreement and will have taken ScotRail into public ownership before the new timetable is proposed to come into force to “...intervene as a matter of urgency and commit to protecting ScotRail services, jobs and ticket offices.”

And concludes:

“With just months to go until ScotRail is taken into public ownership, the Scottish Government has the opportunity to create a sustainable, reliable, accessible and regular rail network for Scotland, and we urge you to take this opportunity rather than allowing short-sighted and damaging cuts to go ahead.”

Reproduced from the RMT website
<https://www.rmt.org.uk/news/coalition-of-unions-and-passenger-environmental-pensioner-and/>

The full letter reads:

“Dear First Minister,

ScotRail Timetable Consultation

We are writing to you to raise serious concerns about the proposals to significantly cut ScotRail services and to call on you to block these damaging cuts.

As you will be aware, Abellio ScotRail has been holding a consultation, which closes today, over a proposed timetable for May 2022 onwards, which would mean a reduction of approximately 300 services a day, or around 100,000 services a year. A cut of around 12% compared to the pre-pandemic timetable.

We believe the proposed service cuts will negatively affect rail passengers and be disastrous for Scotland’s railway. With COP26 just weeks away, it is incomprehensible that ScotRail is proposing to slash services, despite rail being a sustainable and low-carbon form of transport. We believe that the cuts will push passengers away from the rail network and into cars – this will do nothing to achieve the Scottish Government’s climate change targets and its goal of reducing car km by 20% by 2030.

ScotRail's consultation comes off the back of the 'Docherty report' which advocated service cuts, job losses and ticket office closures across Scotland's railway. On the one hand, the Scottish Government has sought to distance itself from this report, yet at the same time it is presiding over the proposed service cuts. It is also absurd that Abellio is consulting on a timetable for May 2022 when it will no longer be the ScotRail operator.

We also believe that the service cuts may be used to try and justify job cuts and ticket office closures across Scotland's railway in the future. We oppose any such cuts which would undoubtedly worsen passenger safety, security and accessibility.

The Scottish Government is managing the Abellio ScotRail franchise and it cannot wash its hands over this issue any longer. It is clear that the Scottish Government has the ability to block these damaging proposals and we are calling on you to intervene as a matter of urgency and commit to protecting ScotRail services, jobs and ticket offices. With just months to go until ScotRail is taken into public ownership, the Scottish Government has the opportunity to create a sustainable, reliable, accessible and regular rail network for Scotland, and we urge you to take this opportunity rather than allowing short-sighted and damaging cuts to go ahead.

Yours Sincerely,

Mick Lynch – RMT, General Secretary

Kevin Lindsay – Aslef, Scotland District Organiser

Roz Foyer – STUC, General Secretary

Gary Kelly – TSSA, Organiser – Scotland

Pat McIlvogue – Unite the Union, Lead Industrial Officer – ScotRail

Ellie Harrison – Bring Back British Rail

Gavin Thompson – Friends of the Earth Scotland, Transport

Campaigner

Susan Galloway – Get Glasgow Moving

Rose Jackson – Scottish Pensioners Forum, Chairperson

Cat Hobbs – We Own It, Director”