

# GOVAN COMMUNITY COUNCIL

Chair  
Allan Bell  
16 Greenfield Street  
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Secretary  
Esme Clark  
8 Elderpark Grove  
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Councillor Susan Aitken,  
Leader, Glasgow City Council  
19 December 2018

Dear Councillor Aitken

## TRANSPORT (SCOTLAND) BILL 2017 CONSULTATION

Our Community Council unanimously passed the following resolution at its December meeting and asked me to forward it to you. Govan has one of the lowest figures for car ownership in the City and it is the opinion of the Community Council that the lack of adequate bus services is a major adverse factor in the lives of people locally.

“Govan Community Council calls on the City Council to propose an amendment to the Transport (Scotland) Bill 2017 that would enable the regional bus services to be fully operated in the public sector using the model of Lothian Buses.

The Bill as currently worded will only allow the City Council to run loss-making services leaving the profitable routes to the private operators. The City Council would not be allowed the option of running bus services throughout the city or of running services in competition with private operators.

In 2016/17 private bus operators in Scotland received £298 million in local and central government grants. 43 per cent of their income comes from public subsidies yet they continue to hike fares and cut services. After 30 years of bus privatisation, opinion polls show that 58 per cent of Scots believe that bus services should be run by public operators.

In Glasgow the present system, dependent on two or three private companies, is manifestly failing the City and its population. Passenger numbers have fallen by 22 per cent over the past ten years. Over the past year alone fares charged by the biggest operator have been increased by 15 per cent and by 40 per cent for those under 16. At the same time routes have been cut, by a fifth across Scotland since 2008. For many journeys across Glasgow two fares on buses run by different operators will be necessary. First Bus charges £4.60 for an all-day ticket and no longer sells return tickets. For an equivalent fare Lothian Buses charges £3.40 for a return ticket and £4.00 for a day ticket.

It is our contention that this is a strategic question that is closely linked to poverty and unemployment – with the lack of cheap transport making it difficult for people to secure employment in a period where many people require more than one job to make ends meet or to satisfy Universal Credit conditions.

Glasgow has by far the lowest levels of household access to cars in Scotland. Glaswegians in low income households are particularly dependent on public transport. The people of Glasgow need and deserve access to affordable and accessible bus services that are designed to serve public needs instead of private profits.

The privatisation of bus services has failed the people of Glasgow. This community council believes that local authorities should be allowed to bring all bus services under public ownership should they wish to do so. The Transport (Scotland) Bill should be amended accordingly to allow for the re-regulation of buses.”

Yours sincerely

ESME CLARK  
Secretary

c. Kenny McLean Convener for Neighbourhoods    c. Anna Richardson Convener for Sustainability and Carbon Reduction