

## Free fares would

- dramatically cut car use and CO2 emissions.
- combat poverty for those on low incomes who rely on public transport
- dramatically cut the number of road accidents
- reduce the levels of asthma which have risen steeply with the expansion of road traffic
- increase the incomes of over a million workers by between £40 and £100 a month
- reduce traffic congestion which costs the UK £20 billion a year.
- be a major tourist attraction, bringing hundreds of millions of pounds into the Scottish economy every year
- bring pressure to bear on other governments to adopt a similar policy.
- reduce Scotland's reliance on depleting oil reserves; 67 per cent of all oil produced globally is used for transport.

## About the Scottish Socialist Party

The SSP cuts against the grain of the political consensus, refusing to accept that 'in the real world', millions must live in poverty for a few to live in unimaginable wealth.

We believe we can make a better nation, where every state school child eats a nutritious, free lunch, where pensioners receive a decent income, families are housed in warm, secure homes near green spaces and schools and shops, refugees are welcomed and given the right to make a new life here and war is an ugly memory.

### More information?

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**Text for more information or to join the SSP:**

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# Free Public Transport



# PEOPLE *not* PROFIT

## What would free fares mean to you?

- a chance to see family more often?
- Less money spent getting to work?
- A healthier environment?
- Less worries about your children getting run over?
- Not having to keep a car for occasional journeys
- Less stress in getting to work?
- The opportunity to get out of the city at weekends

### Case Study: London

In the early 1980s the Greater London Council slashed fares and began to move towards free public transport. The policy was backed by 71 per cent of Londoners but was destroyed by the Thatcher government and the Law Lords backed by the car haulage and oil industries.

Within a year ticket prices in London had doubled car journeys had rocketed and there were an extra 6000 accidents on the city's roads.

## And how are we going to pay for it?

We estimate that this policy would cost approximately £500m to set up and £800m a year to run.

*Lets start with what we might save...*  
We could scrap the M74 extension saving £500 million, enough to establish the scheme and if we managed to reduce road accidents by just 10% we would save £150 million every year.

*But what about the rest?*

Well, there are a number of options.

- We could levy a payroll tax on companies with more than 10 staff, in acknowledgement of what they would save from this policy
- We could levy an additional tax on HGV lorries in recognition of the additional damage that they do to the environment and roads
- We could adjust the bands on the Scottish service tax to raise revenue.

*...or then again we could just get rid of Trident which would pay for free fares for everyone three times over*

### Case Study: Hasselt

In the Belgian city of Hasselt, which covers an area double the size of Dundee, congestion was eliminated in the late 1980s after the introduction of a totally free public transport system. Within a year, bus passenger journeys rose by 870 per cent and have now increased by over 1000 per cent.

## Our vision for sustainable transport

Free public transport is only the start of the SSP 's vision for a socialist transformation of transport policy.

We will also

- Bring all railway and bus operators into public ownership
- Reintegrate railway infrastructure and operations
- Expand the provision of public transport, particularly in rural areas.
- Support local food producers in order to reduce food miles
- Encourage freight to move from roads to railways