



*As many as 72% of people interviewed in a recent survey by market research company TNS UK said they would not give up their car until they could use public transport without charge.*

## The Environmental Case

Transport is now the second biggest contributor to greenhouse gas emissions. The latest scientific studies show that CO<sub>2</sub> emissions from fossil fuels are spiralling out of control.

Road traffic is a major source of these emissions, but the government's stated commitment to slashing UK emissions by 2050 have fought shy of practical solutions to the volume of traffic on our roads.

Road pricing, congestion charging and car scrappage schemes, even if we agreed with them, will not bring about the changes we need. What we need is a more radical and thoughtful approach to bring real results.

If we are going to save our planet from catastrophic climate change, we must act very quickly indeed.

It is not just the emissions cars produce when they are driven: the worst emissions are produced at the beginning and ends of their lives, in their production and when they are scrapped!

We should be cautious about the claims made to promote supposedly "green" or "greener" car technologies.

The race for bio-fuels is leading to massive destruction of rain-forest and food shortages around the developing world. We need a real alternative, that will get large numbers of us to get out of our cars quickly without society grinding to a halt.

**Free public transport is that alternative!**

## Why Expanded & Fully Integrated?

We urgently need to improve, expand and integrate all our local public transport into a single network if we are to meet the travel needs of Greater Manchester residents in the twenty-first century. After all what good would be a poorly run, unreliable and disjointed network even if it were free at the point of use?

Our local bus, tram and rail networks need improved access and facilities so everyone can use them safely as and when they need to, whether they are elderly, disabled, parents with push-chairs and young children or cyclists with bikes.

We also need more park & ride schemes and secure cycle-parking, so we can switch easily from one mode of transport to another, which will also help to reduce car-use and therefore road traffic congestion and CO<sub>2</sub> emissions.

To achieve this, we need to regain public ownership and control of these services so that we can influence all the important decisions about what kind of routes, timetables and standards we need and how our money is spent.

## Privatisation & Deregulation Myth

When public transport was "deregulated" and removed from publicly ownership and control in 1986, we were told that handing our transport systems over to private operators would allow competition and improve efficiency, giving us a "choice" of more reliable services and lower fares...but it didn't!

Fares rose dramatically year on year. Indeed, so much so, that the UK now has the highest fares in Europe!

Here in Greater Manchester, we got chaos and confusion. Bus companies fell over each other to gain control of the most profitable routes, often causing congestion gridlock on those routes, at the same time as abandoning other routes altogether.

As a consequence it became a nightmare to get between North and South Manchester or to get basic information about routes, timetables or fares. As a result passenger numbers also fell to half the number travelling by bus in the 1950's.

Those who could afford to run a private car decided this was now the only reliable way to get around, and actually made travel more comfortable, convenient, and very often cheaper.

So instead of getting more choice, we lost our power to hold the operators accountable and to have any say. We also got more traffic congestion on our roads, more CO<sub>2</sub> emissions & more air pollution.

## A Job Creation Policy

What we are fighting for will help create and/or protect thousands of jobs building and maintaining the new buses, trams and trains that we are going to need. It will also create thousands more for new bus, tram, and train drivers and for train guards, etc, at a time when unemployment is being projected to rise to 3 million or more.

Surely it is much better to invest public money in this way than to watch millions of people go without work, a situation which in itself will cost countless £billions in lost tax and national insurance revenues, and in paying out JSA and other benefits. It is also surely a much better way to spend our taxes than on weapons of mass destruction, bailing out the ailing car industry or the banks?

What we are proposing therefore is very much a reflationary measure from an economic point of view as against simply continuing 'business as usual' which sees fat profits for the privately owned public transport operators maintained at public expense on the one hand, and higher bus, tram and train fares and growing unemployment acquiesced in on the other.