



**Tuesday 3 June 2014 – Morning**

**AS GCE CRITICAL THINKING**

**F502/01/RB** Assessing and Developing Argument  
**F502/02/RB**

**RESOURCE BOOKLET**

**To be issued with the Question Paper**

**Duration:** 1 hour 30 minutes



**INSTRUCTIONS TO CANDIDATES**

- Use the Resource Booklet to answer all the questions in Section B and Section C.

**INFORMATION FOR CANDIDATES**

- This document consists of **2** pages. Any blank pages are indicated.

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This Resource Booklet has been pre modified for carrier language

## On the Buses

It is the government's responsibility to provide public services. Free buses would be a great service that could be used by everyone. Our taxes already pay for health care, schools and roads, so buses should be fare-free for everyone.

1

It seems that it would cost an enormous sum of money to run the buses for free. But actually it would not cost that much, because bus travel is already subsidised considerably. Those aged over 60 (over 20% of the UK population) and registered disabled people (also over 20% of the UK population) are already entitled to free bus passes and 1.25 million school children in London alone have free bus travel to and from school. Making the buses free for everyone would also make society more equal. If something is free for some, it should be free for all.

2

Also the benefits of fare-free travel justify the additional expense. In exchange for spending that little extra, we could have a safer, speedier and more environmentally friendly mode of transport. This would revitalise our town centres and create new opportunities for everyone.

3

There are strong economic benefits to free bus travel. Making all buses free for everyone would eliminate the significant costs of fare collection and of combating fare evasion. In 2010, fare evasion on London's bus network cost approximately £40 million. In addition, lots of people would visit town centre shops and would be likely to spend more time in them rather than rushing out to avoid parking fines.

4

Bus drivers who are preoccupied with collecting fares can become stressed and pay less attention to the traffic, and are therefore less likely to spot hazards. Making the buses fare-free is the only way to avoid accidents and difficulties for the driver. Also, if there were no fares, passengers would be able to get on and off more quickly.

5

Making the buses free for everyone has been shown to be practical and effective. The small town of Hasselt in Belgium began its ambitious project of free public transport for all in 1997. The average number of passengers using the buses each day has increased from 1000 to 12600. An additional social benefit was reported: the number of visits to hospital patients increased enormously. Free buses might be a means of preventing elderly people from becoming lonely.

6

There are environmental benefits in changing to free buses. We would save trees as there would be no need to print tickets. More people using free buses would decrease traffic, noise pollution and greenhouse gas emissions. We should all strive to achieve a cleaner planet for our future and our children's future. If people had the choice of paying thousands of pounds every year to run a car, or getting on a bus for free, then it is obvious that they would choose the bus. Three quarters of people questioned in a recent survey said they would not consider giving up their car until they could use public transport without charge. So making buses free is of vital importance in reducing car use.

7



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