

Round, Round Get Around



This is a Reform UK Scotland Position Paper

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Scotland occupies about a third of the area of the island of Great Britain but only has about 9% of its people. Therefore it is rather sparsely populated away from the central belt and a few cities.

Within and between the major conurbations, public transport is usually acceptable, in some places actually very good. Outwith those areas, however, public transport is generally abysmal.

The ability to move around the country at will easily and cheaply is essential for both a functioning economy and a vibrant cultural life. It is necessary to be able to get to work on time reliably to hold down a job. Traders need to be able to move their tools, equipment and materials to job locations. It is essential to be able to visit friends and leisure facilities for a complete life.

Public transport cannot economically provide the flexibility required by large numbers of small parties moving unpredictably around a large area at indeterminate times. Scotland's transport policy - at least outwith the major conurbations - must be predicated upon widespread ownership of private vehicles; cars, motorbikes and vans.

This means that we must maintain and expand an efficient network of roads and support a sufficient number of refuelling stations. Without expanding the amount of electricity generated in the UK, this means that we must preserve and expand the number of petrol and diesel pumps.

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