



Campaign for
Better Transport



**Better transport,
better lives**

Annual review of our work for the year ending 31 March 2011



“We will be putting pressure on the Government to put sustainability at the heart of its transport policy.”



It has been a tough year for transport, but our work has helped to protect it from some of the worst effects of the cuts. Spending cuts have been keenly felt across the country, but whilst transport has been affected, it has not been as bad as it could have been, thanks in no small part to our campaigning.

Our *Smarter Cuts* report was influential; we helped stave off a Beeching-style threat to local buses by highlighting the importance of funding. Other successes this year include the cancellation of some expensive and highly damaging road schemes, and the announcement of the Local Sustainable Transport Fund, as suggested in our *Smarter Cuts* report. We hope this will enable many more innovative projects to start across the country.

Publication of our *Car Dependency Scorecard* showed there’s still work to be done, but it has enabled us to meet with local authorities, who are struggling to provide good public transport, to talk about how to improve the situation.

Our Save our Buses campaign has

showed that decisions can be reversed and services saved. Fair Fares Now has made a strong case for fairer pricing and conditions for passengers – collecting thousands of signatures of support. We welcome the announcement by the Government of a full fares review. Our work analysing changes to planning policy will help us to challenge decisions that would lead to car-based developments lacking good public transport.

As always we will be putting pressure on the Government to put sustainability at the heart of its transport policy. I hope you’ll join us in doing this. I’d also like to thank all our many supporters for their help over the last year.

Stephen Joseph
Chief Executive

Rising to the challenge to protect transport



Who we are

Campaign for Better Transport is an environmental charity that champions transport solutions that improve people’s lives and reduce environmental damage. Our campaigns push innovative, practical policies at both local and national level.

What we do

Transport affects all of our lives – it can bring people together and supply us with goods and services, but it can also harm people, communities and the environment. We exist to influence the policies of central and local government on transport, such as fares and taxes, what gets built, which services are provided and how transport systems are managed.

In the past year we have been fighting against a tide of cuts to public services, protecting all forms of sustainable transport. This follows our long history of successful campaigns that make politicians take notice and overturn detrimental decisions, strengthening policies that help our transport system.

We were aware budget cuts would form the basis of much of our work this year and were quick to react to this threat. Our *Smarter Cuts* report set out how the Government could make transport cuts and still maintain public transport, ensure fares are affordable, improve conditions for passengers, reduce pollution and congestion, and make cycling and walking safer and more enjoyable. The report was followed up at meetings with relevant ministers and officials, including the Chancellor, and guided our work for 2010-11. The report resulted in:

- Protection of bus funding. The Bus Service Operators Grant (BSOG) was on the cards to be wiped out completely. Our arguments in press and parliament helped to protect 131 million miles of bus routes that would have gone as a result.
- Announcement of the Local Sustainable Transport Fund, which we campaigned hard for. This will provide new funding for public transport, cycling and walking.
- The cancellation of some expensive and damaging roads projects, notably the widening of the A14.
- Support for new lines and rail electrification.



FAIR FARES NOW



“Regular price hikes are no way for the Government and train companies to reward their regular customers. Instead they should be thanking them for their loyalty with a better, simpler, more competitive fare structure.”

Actor and comedian Michael Palin

“We campaigned for cheaper, simpler and fairer train tickets.”



Following the Comprehensive Spending Review announcement of a four-year plan to raise fares by 28 per cent by 2015, we took action by launching a public-facing campaign. Rail fares were the most unpopular measure set out in the review, with 80 per cent of those polled opposing this decision above all others. Fair Fares Now was set up to call for affordable prices, including peak times and turn-up-and-go tickets; reliable services that aren't overcrowded; and straightforward tickets that make train travel simple.

Fair Fares Now highlights of 2010-11

- As a matter of urgency, following the Spending Review, Fair Fares Now was set up. Our Fair Fares Charter, brand, microsite website to collect signatures, launch and media work were all organised within a month.
- Our launch got commuters talking at London's Charing Cross Station on the first day back to work in January 2011. News crews from the BBC, ITV and Sky Breakfast joined us at the launch.
- Michael Palin became the first signatory to our Fair Fares Charter.
- Fair Fares Now received both national and local media attention. Highlights included widespread coverage in the nationals, including the *Guardian*, *Sun*, *Telegraph* and *The Times*.
- We published figures in March 2011 showing that by 2012 some people will be paying up to a quarter of the average UK salary on train fares.
- 66 cross-party MPs have already signed up to our Early Day Motion calling on the Government to honour its pledge of fair pricing for rail travel.

“We launched Save our Buses to protect local services from cuts.”



We helped to protect funding being scrapped entirely in the Spending Review, but cuts to both local authority budgets and Bus Service Operators Grant (BSOG) saw a £133 million shortfall in bus funding. We launched Save Our Buses in February 2011 to make the national case for local bus services and support campaign groups fighting bus cuts in their local areas. As a result of the pressure from our campaign, the Government provided £10 million for a community transport fund in March 2011. Welcome though this was, it was not enough and we will continue to fight cuts to buses in the year ahead.

Save our Buses highlights of 2010-11

- Our interactive online map showed a comprehensive listing of bus cuts across the UK – the first of its kind. Its launch was a top news story on the BBC, Channel 4 and ITV.
- 86 cross-party MPs signed up to our Early Day Motion calling for more financial support for our most popular form of public transport.
- Our work to highlight the importance of buses among vulnerable groups helped to prevent cuts and saved millions of miles of bus routes.
- We worked with 28 organisations, including Age UK, Campaign for Real Ale (CAMRA), Citizens Advice, Guide Dogs for the Blind Association, National Children's Bureau and the Ramblers Association, and sent a joint letter to David Cameron to ask him to do more to protect buses.
- We wrote to all local councils listing 15 ways in which local buses could be run more efficiently without the need for deep cuts.
- Our online guide helped local campaigners fight cuts to their bus services.



“Being part of the brilliant Save our Buses national campaign has really helped our credibility locally and saved two bus routes from being cut.”

Local campaigner Victoria Harvey

"We need green transport to protect our environment."

How we travel around has a huge impact on our environment. The Government might have made a pledge to cut carbon emissions by 80 per cent by 2050, but, despite the economic downturn, our attempts to tackle our carbon emissions need to strengthen if we are to have a chance of meeting these targets.

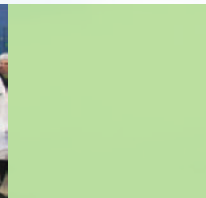
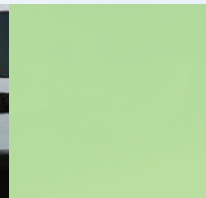
Our attitude to transport needs to change. Politicians backed moves to invest in 'green technology' in 2010, but the reality is that without good public transport and support for cycling and walking we are many years away from improving our carbon emissions, reducing air pollution and cutting congestion. The campaigns we run and policies we champion are essential to tackle the damage being done to our environment.

Roads to Nowhere

One kilometre of motorway costs a staggering £13.7 million, and we made it clear that using the slashed budget to fund sustainable transport would be more beneficial for the local economy. We celebrated the cancellation of major roads such as the A14, which seemed to indicate the Government was listening, but we have concerns that some will still be given the green light despite huge funding gaps.

Community campaigning

Our support of groups in areas at risk of road building schemes helped to obtain funding to oppose these plans, including the Heysham Link Road and the Mersey Gateway Bridge. The Mersey Gateway scheme is on hold following publication of our funding report in January 2011. We also showed why toll roads are not the answer, with a report exposing the failure of the M6 toll road around Birmingham to solve traffic and congestion.



Car Dependency Scorecard

Our research project into car dependency in 19 cities in the UK started a new debate on what improvements could be made by local authorities to encourage residents to get out of their cars and travel by public transport, cycle or walk. Nottingham came top, while Milton Keynes showed how poor planning makes it hard to travel around without a car.

Local Sustainable Transport Fund

We were delighted when a new £560 million Sustainable Transport Fund was announced in September 2010. The money will fund projects that cut transport emissions and support economic growth. Stephen Joseph, our chief executive, was asked to be part of the panel to advise on which sustainable projects should be selected.

Major airport expansion cancelled

Last year we welcomed the new Government's decision to rule out extra runways at Heathrow, Gatwick and Stansted airports and to review aviation policy properly. We helped to pull together unions, businesses and other groups to argue against expansion and conducted research into transport alternatives and making the taxation of aviation fair, notably on private jets. Our work highlighted the fact private jets escape paying any tax, despite emitting up to 30 times more CO2 per passenger. We welcomed the proposal by the Chancellor in the Budget 2011 to close the loophole.

"Our campaigns are built on comprehensive research."



Our campaigns are based on solid research and policy development. We work with some of the best academics and research bodies to produce ground-breaking research that moves forward how we think about transport. In the past year, we have been working on new research into improving door-to-door journeys by public transport, which has looked at the best examples from the UK and other European countries. As well as research to act as a catalyst for change, we also commission research to influence proposals from the Government. Our lorry road user charging research showed how the Government could best design a scheme to benefit the environment but also support smaller hauliers and enable them to compete fairly with European competitors.

We also produce our own research. In the past year we conducted a major analysis of the importance of bus services to different groups in society. We also published our annual *Car Dependency Scorecard*, which analysed the extent to which people in the major cities in the UK have choices about how they travel.

Our research programme provides a strong basis for developing our policy positions. We responded to 18 government and parliamentary consultations, helping inform the development of new policy so that the environmental and quality of life considerations are included.

Freight on Rail

Rail freight can play an important part in helping to reduce the UK's carbon footprint, cut road congestion and aid the economy. This is why Campaign for Better Transport runs the Freight on Rail project; a partnership that works to promote the economic, social and environmental benefits of rail freight both nationally and locally.

The main highlights of Freight on Rail work in 2010-11 were:

- Lobbying for continued financial support for rail freight schemes.
- Successfully campaigning to save a strategic international rail freight terminal which would carry high volumes of freight on the new High Speed 1 rail route.
- Getting national press coverage and making a clear argument to oppose the introduction of 25-metre-long mega trucks on UK roads.

Our publications highlight how transport could be improved



Smarter Cuts

June 2010

Our report on how the transport budget should be cut in order to protect public transport, cycling and walking as carbon-friendly alternatives to the car.



Car Dependency Scorecard

September 2010

The scorecard used 19 indicators to examine which cities were the most dependent on cars and the reasons behind the differences.



Transport, Social Equality and Welfare to Work

October 2010

Our report with Citizens Advice showed how cuts to local buses risk driving people out of work and into welfare dependency.

Our other publications

Reports and research

Rail

McNulty Value for Money Review Briefing
Transport Committee Inquiry into High Speed Rail
Fair Fares Charter
Reforming Rail Franchising Briefing

Buses

Financial Support for 16-19 Year Olds
Making Savings: Protecting Bus Passengers
Buses Matter
Threat to the Bus Service Operators Grant

Roads, Parking and Freight

The Risks and Financing of the Mersey Gateway Bridge

Lorry Road User Charging

The M6 Toll: Counting the Cost of Congestion Relief

Planning and Taxation

Investing for the Future: Using Fuel Duty Revenue to Support Growth
Employment in Sustainable Transport
Smarter Cuts: Making the Right Cuts, Not the Easy Cuts
Traffic and Transport Implications of the Brent Cross and Battersea Power Station Developments

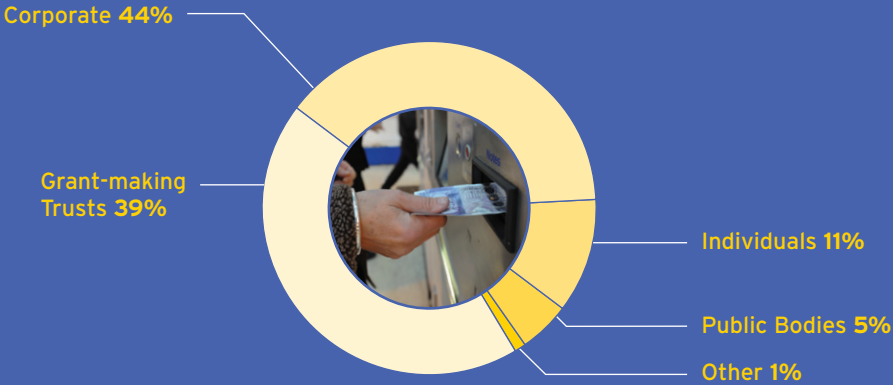
Consultation responses

Congestion: Evidence to the GLA Transport Committee
Ticket Office Opening Hours

National Planning Policy Framework

Effective Road and Traffic Management
Bus Services after the Spending Review
Planning for Schools Development
Urban Challenge Fund
Planning Ahead: Control Period 5 and Beyond
Improving Value for Money from the Railway
NHS Car Parking
The Future of Rail Franchising
High Speed Rail Access to Heathrow
ATOC Review of Rail Fares Policy
Consultation on Rail Franchises:
Essex Thameside, Greater Anglia InterCity, East Coast and InterCity West Coast

Financial information



“For every £1 spent on generating funds we raised £6.16.”

Our overall income was £597,719 and our expenditure £559,479. We ended the year in a healthy financial position, with a reserve higher than our stated policy, although the Trustees were comfortable with this in the current unpredictable financial climate. For every £1 we spent on generating funds we raised £6.16; well above a sector average of £2.97 (from the Institute of Fundraising *Fundratios* report). We aim to maintain this over the coming year whilst diversifying our funding streams.

Our thanks to . . .

We would like to thank all our supporters for their kind donations. Your financial support helped to make our work possible this year.

Thank you to the following charitable trusts and companies who donated more than £10,000 to our work: Arriva, The City Bridge Trust, The Ecology Trust, The Esmeé Fairbairn Foundation, First Group, The Freshfield Foundation, Merseytravel, National Express, Network for Social Change, Network Rail, PTEG, Railway Industry Association, Sainsbury Family Charitable Trust, Serco, Stagecoach, Transport for London and TSSA.

Read our full accounts

For more information on how our campaigns promoted sustainable transport, a complete copy of our annual accounts is available from the Charities Commission or our website: www.bettertransport.org.uk/annual_report_2011

How can you get involved?

Take Action

Whether you are interested in the environment, public transport, improving journeys or other forms of green transport get involved at www.bettertransport.org.uk/take_action.

Donate

We are a small charity with big plans, but we need more money if we are going to run effective campaigns and improve transport. Since we began in 1973 we have stood up for passengers and common sense.

Donate today: support our work by returning the form below. Or donate online at www.bettertransport.org.uk/donate.

Get in touch

We need to put your point of view across to Government so it is important we hear your transport concerns and ideas. Write to us via email (campaigns@bettertransport.org.uk) or by post.



www.facebook.com/bettertransport



[@fairfaresnow](https://twitter.com/fairfaresnow)
[@saveourbuses_uk](https://twitter.com/saveourbuses_uk)

Leave a gift in your will: these important gifts can secure our work far into the future and make sure transport and the environment are protected. Please take some time to consider leaving us a gift in your will. If you would like more information, please give us a call on **020 7566 6490** or go to www.bettertransport.org.uk/gifts.

Here is my donation of £

☐ I enclose a cheque (made payable to Campaign for Better Transport)

One off payment

☐ £250 ☐ £100 ☐ £50 ☐ £35
☐ £20 ☐ £10 ☐ Other £

Standing Order Mandate

☐ £3 ☐ £5 ☐ £10 ☐ £25
☐ £50 ☐ Other £

☐ MONTHLY ☐ ANNUAL

Bank instruction for Standing Order: please pay the above sum beginning on / / (day/month/year) and on the same date each month/year to Campaign for Better Transport

Charitable Trust*. *Account no: 53042390; sort code 08-60-01; Unity Trust Bank. Nine Brindleyplace, 4 Oozells Square, Birmingham B1 2HB

Please return this form to Campaign for Better Transport, 16 Waterside, 44-48 Wharf Road, London N1 7UX

Full name: _____
Address: _____
My bank: _____
Bank address: _____
Postcode: _____
Account number: _____
Sort code: _____
Date: _____ Signature: _____

Use Gift Aid to increase your donation.

☐ Yes, I would like Campaign for Better Transport to claim Gift Aid on any donations I have made within the last 6 years and on all future donations until further notice. I pay sufficient UK Income tax and/or Capital Gains Tax in each tax year to cover any tax that Campaign for Better Transport will reclaim from the donations I make.

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This year we have set ourselves long-term aims for the work of Campaign for Better Transport. It's going to be quite a challenge to convince politicians to see further than their parliamentary term of office, but we are ready to fight hard for good sustainable transport policy in the years ahead.

Here are our plans for the year ahead:

- Show the Government how much people want to have cheaper, simpler and fairer fares and a rail network that provides a service that encourages people to go by train rather than by car or plane.
- Make sure that bus services get the support they need from central and local government, and provide the right level of services for people whether they live in cities, towns or rural areas.
- Campaign for a new framework for transport to give greater priority to sustainable transport over damaging road building.
- Lobby national government to make sure that planning policy, transport regulation and fiscal policy support the aims of reducing the need to travel and reducing traffic, including the number of lorries on our roads.
- Support and inspire local groups working to improve sustainable transport choices in their area.



"We want the UK to be a country where communities have affordable transport that improves quality of life and protects the environment."



Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

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