

Right: Campaign for Better Transport ventured into new areas to promote the importance of sustainable transport. Our first video was an experimental step to see how we could incorporate new media into our campaigns. This trial resulted in over 4,500 views on YouTube (and counting), while costing less than £900.



A diverse funding base

In 2009/2010 income came from grant-making trusts (29%), public bodies (15%), companies and unions (41%) and individuals (11%). We maintained support from funders in each income stream and continue to benefit from a diverse funding base. Our overall income was £682,647 and our expenditure £684,970. Our expenditure includes spending commitments paid for by income received last year, brought forward into this year. We ended the year in a healthy financial position, and were able to maintain our reserves at standard benchmark levels. We thank the many people whose financial support helped to make our work possible this year.

Income over £10,000: Arriva, ASLEF, City Bridge Trust, The Ecology Trust, Esmée Fairbairn Foundation, First Group, Freshfields Foundation, Merseytravel, National Express, Network Rail, PTEG, RIA, Serco, Stagecoach, Transport for London and TSSA.

Read the Trustees' full annual report

We want our supporters to know exactly how we spend donations and how essential your contributions are to our work. For more information on how our campaigns promoted sustainable transport from April 2009–March 2010, a complete copy of our annual report is available on file with the Charities Commission or can be downloaded directly from our website:

www.bettertransport.org.uk/about_us/annual-review

You can also keep up to date on how Campaign for Better Transport is promoting the importance of sustainable transport by receiving monthly updates direct to your inbox.

Sign up at www.bettertransport.org.uk



Left: Local campaigners back our national Cut Train Fares campaign
Above: We helped set up Network St. Albans, a pilot scheme to improve local bus services

We work to improve public transport, reduce traffic and tackle climate change

Join us today

Visit us at www.bettertransport.org.uk where you can:

- Take Action: write direct to the Government and push for sustainable transport solutions
- Get Involved: use our online guides to solve local transport problems and connect with like-minded activists in your area
- Donate: we rely on the generous support of thousands of people like you. Please support us with a quick, online donation today



Campaign for Better Transport Charitable Trust is a registered charity (1101929) and a company limited by guarantee, registered in England and Wales (4943428).

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Better transport, better lives

A review of activities for the year ending 31 March 2010

July 2010

Dear Supporters,

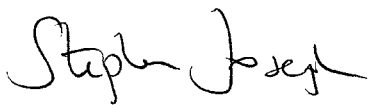
This review is an opportunity for me to thank you for your much needed support and to let you know what we've been up to.

The last year has been about trying to make transport better on the ground while getting politicians to commit to improvements in the run-up to the general election. Our main campaign focus has been to cut train fares, which has struck a real chord with the public. As long as flying and motoring continue to get cheaper in real terms, and government policy continues to increase bus and rail fares, getting people to use public transport more and to fly and drive less will be difficult. We've also been able to show how buses can be improved and have suggested ways to cut the cost of building trams. We have helped local campaigners too. For example, we have supported several groups in campaigns aiming to replace destructive and costly road schemes with alternatives that will actually work for everyone.

Alongside this, we have worked with all the main political parties to help them prepare for the 2010 general election. We hosted speeches by the parties and succeeded in getting them to adopt policies we advocated. The Labour Government proposed urban transport reforms, while the Conservatives promised a carbon-reduction fund and the Liberal Democrats promised to cut rather than increase train fares. And we chalked up other more technical but important victories, such as changing the way government economists look at transport projects. This kind of detailed work is important because it changes the transport projects that get funded.

This matters more now because of coming cuts in spending. The election staved them off this year, but cuts now promise to be the major story of the next. We will campaign to ensure that spending priorities protect and enhance public and local transport while cutting costly and destructive road schemes. I hope you'll join us in this – thank you again for your support.

Best wishes



Executive Director

Annual Review 2009-2010

Cut train fares

Our Cut Train Fares campaign continues to grow after an important success. Outreach work at train stations around the country added vital new backers to our ranks, and got 160 MPs in the last Parliament to back our call for a rail-fare review. The Lib Dems promised fare cuts in their election manifesto, which showed up as a commitment to "fair" train fares in the coalition agreement. This success gives us an opening for putting further pressure on the Government over rail fares.

A boost for trams

It's not easy for trams to get the go-ahead. So jointly with the big city transport authorities, we wrote to the Government to explain why trams are not treated the same as road schemes, and what obstacles face local authorities when trying to introduce trams. The All-party Parliamentary Group on Light Rail agreed the rules were unfair and proposed changes.

Reducing car dependency

Using Government statistics, our "car dependency scorecard" showed the ways people are forced to use cars and gave each English region a car dependence score. We also looked at the funds that councils and regions proposed to spend on transport. With support from local campaigners, we revealed that in many cases plans and priorities ran counter to regional and national policy, would add to carbon emissions, and would make areas more car dependent. Our research was endorsed by

the Committee on Climate Change and used to back their recommendation for the Government to integrate land-use planning and transport. We also persuaded the Government to set higher transport standards for its proposed eco-towns. We suggested that eco-quarters within existing towns would be easier to serve by public transport and could set a wider example to be followed.

Making buses better

We showed how bus services could be improved by developing a pilot partnership in St Albans. "Network St Albans" brings together all bus and rail operators and local councils to plan improvements including a network map, a single ticket and more bus priority. We also welcomed the first ever official watchdog for bus users, which we had strongly campaigned for.

Unbiased transport assessments

After months of campaigning, we persuaded the Government to change the way it assesses the value for money of transport projects. This should make it easier to justify spending on public transport, cycling and small-scale local schemes and harder to justify building large new road schemes.

Shaping alternatives to aviation

We helped lead the debate about high-speed rail, including our coordination of discussions between environmental groups and senior politicians. We also campaigned for increases in aviation taxes and challenged why business jets,



Our access to decision-makers continues to be second to none. Here Stephen Joseph and former Secretary of State for Transport Lord Andrew Adonis take questions following Lord Adonis's speech at an event sponsored by Campaign for Better Transport.

by far the most carbon-intensive way to travel, pay no tax at all. We called for a per-plane tax rather than air-passenger duty, which would both increase revenue for public transport and discourage excessive air travel.

Giving people travel choices

In July 2009, the Government published a carbon-reduction strategy for transport, making good on a promise we secured from the Transport Secretary several years ago. An independent analysis we commissioned concluded that the strategy overstates technology, ignores the carbon emissions from biofuel production and underplays the

role behaviour change and land-use planning can make in carbon reduction. We'll continue to highlight the carbon reduction achievable by cutting fares and extending travel choice, through, for example, employer and school travel plans.

Supporting local campaigners

We ran two events with other groups to help local campaigners influence the next round of local transport plans. The sessions were well attended and refreshed vital links with local activists. We also helped local campaigners defeat destructive road schemes, including the Westbury bypass.