



Better Transport, Better Lives

A REVIEW OF THE YEAR ENDING
31 MARCH 2012

Message from our Chief Executive Stephen Joseph



The last year has brought its fair share of successes and challenges. On the rail fares front, our constant campaigning resulted in some temporary relief for passengers with a U-turn on planned higher fare rises in January. Whilst this undoubtedly provided some very welcome respite, passengers must await the outcome of the fares review to see if this really is the end of inflation-busting fare rises.

Our Save our Buses campaign has continued to keep local buses in the national media and politicians' minds. Unfortunately funding cuts continue to chip away at local bus services so there's still plenty of work to be done over the next year to ensure there is an affordable, regular bus service in every part of the country. Despite our initial optimism, the Government's quest for growth resulted in several major road schemes getting the go ahead, schemes we and local campaigners had spent a number of years fighting.

But we do now have a new National Planning Policy Framework, which in its final version went some way to allaying our, and many other environmental organisations', concerns. And with devolution set to switch funding and responsibility for transport polices from national government to local consortia, we'll be working hard to ensure that localism doesn't mean less funding and worse services for bus and rail passengers.

There's still a lot of work to be done, but we are well placed to do it. Your support has been crucial over the last year and I hope you'll continue to support us into the future.

Our work in 2011-12 has helped to improve Government policy and back more green transport projects

Protecting transport from some of the worst effects of the cuts has again been high on our agenda. Our campaigns have ensured that many policy changes have not caused as much damage as they might have done.

Protecting buses

We continued to highlight the threat to the local bus network from spending cuts through Save our Buses, receiving widespread national and regional media coverage of the campaign. We published research which showed council spending cuts had led to one in five supported bus services being cut and almost three quarters of English councils making cuts to school transport. We took a Save our Buses campaign bus to each of the main party conferences and met with MPs and Ministers to discuss the future of local buses.

We also helped highlight the under funding of free travel for pensioners with a petition to Downing Street and wrote



We helped young people challenge the Department for Transport about how cuts to buses would affect their education and employment prospects.

to George Osborne to urge him to provide more funding to protect this much valued resource. We supported local campaigners fighting cuts to services and routes in their areas. We also helped a group of young people make a video about how bus cuts would affect them and presented it to the Education Minister.

Fighting unfair fares

Fair Fares Now, our campaign for cheaper, simpler and fairer train fares, continued to gather momentum this year. We were pleased when then Transport Secretary Philip Hammond announced a fares review shortly after we delivered a 50-metre fabric petition to him on the date of the first anniversary of the coalition.

On the day the 2012 fare rises were announced we held a demonstration at Waterloo Station, which captured the attention of every national newspaper and news broadcaster in the country. This resulted in our campaigners being interviewed 80 times for television and radio. The event was part of a summer of station events highlighting anger about high fares around the UK.

In November, Jenny Agutter presented our 11,000 signature petition to Downing Street, which called on the Government to reverse its decision to raise fares by 28 per cent by 2015. We also highlighted that some UK commuters are paying three and a half times more for their season tickets than their European neighbours. Our hard work paid off when the Chancellor announced a fare rise freeze for January 2012. We celebrated again when the Government published its fares consultation in 2012, one of our Fair Fares Now charter demands, and were open to discussion over part-time season tickets for part-time workers.

Roads to Nowhere

We engaged in a review of the Highways Agency and the proposals to involve more private finance in roads, including producing a briefing on the investment risks of toll roads. We supported groups affected by road schemes in the Government's development pool and worked to ensure



Our patron Jenny Agutter helped us call for Fair Fares Now when she delivered 11,000 petition signatures to Number 10 in autumn 2011.

Department for Transport and Treasury officials and ministers understood local concerns about the impact of new road schemes and their environmental costs. We produced a Smarter Spending report ahead of the Autumn Statement to influence Government decisions about which transport schemes to prioritise. We wanted to ensure environmental concerns and the impact on lower income groups was taken into account.

Last September, our Roads to Nowhere campaign showed the risks being taken by councils to push costly road building projects. Despite unprecedented cuts to local budgets and services, our figures – collecting data from all the 45 major transport schemes being considered – showed some councils had doubled or trebled their financial contribution in order to reduce the amount of Government funding they requested. Councils have pledged £609 million in total, up from around £400 million in the budgets they last set out in January.

Local Sustainable Transport Fund

We celebrated the first projects to be funded by the Local Sustainable Transport Fund, including a new train station

in Stratford-upon-Avon, a pedestrian bridge in Lowestoft and smart ticketing in Plymouth. We had campaigned hard for this fund to be created for many years. We saw more long-term lobbying come to fruition when the Government agreed to overhaul the transport appraisal system and reduce the strong bias it had towards building new roads whilst ignoring greener solutions. Thanks to the changes we suggested the appraisal system will now look at a wider range of options and testing proposals.

Planning framework to cause congestion

After we broke the news about the highly damaging initial draft of the National Planning Policy Framework (NPPF), which was to consolidate previous planning policy into one document, we published figures showing the dramatic effect this could have on congestion. Our research highlighted that building a number of new business parks next to the M1, which the new planning framework draft would have permitted, could increase traffic levels by 16 per cent (the equivalent of one motorway lane), almost double journey delays (from 3.6 minutes per 10 miles to 6.4 minutes) and could result in £250 million in congestion costs. Our work was used by civil servants, the



Following years of campaigning for this fund, the Local Sustainable Transport Fund was announced in 2011. Of the successful projects, 38 out of 39 had a cycling element.

Department for Communities and Local Government and the Environmental Audit Committee during the period the draft framework was thrashed out after consultation. When the NPPF was published in March 2012, amendments had been made to the transport planning policy to reduce their harm.

Legal challenge

We helped local resident Jo Green legally challenge her council when they stated they were going to remove all financial support for buses in Cambridgeshire. It led to the council being forced to back down on bus cuts and reinstate Jo's Sunday bus service. We then helped other local campaigners to fight similar battles by asking a leading QC to write a legal note on the considerations that local authorities must regard by law when making decisions about bus services. This note will allow local people to ensure the right processes have been carried out before bus services are cut.

Improving the future of rail

We organised a conference on 'The future of station development' with Norton Rose LLP, which explored station development through three principal themes of policies, implementation and opportunities. We worked to support proposals for new and reopened rail connections in the Regional Growth Fund. Alongside plans to reopen the East West rail link, two of the schemes we championed were awarded funds: the Todmorden Curve between Burnley and Manchester and the Stoke-on-Trent to Caldon Low railway line alongside plans to reopen the East West rail link.

With High Speed 2 getting the go ahead, we remained part of the debate by commissioning a joint report on the carbon impacts of the new line; co-authoring the Right Lines Charter, which sets out four principles for doing High Speed Rail well; and sitting on the HS2 Strategic Challenge Panel to ensure that HS2 Ltd's approach is rigorously scrutinised at every stage.

European Car Dependency

Our European Car Dependency Scorecard built on our previous work to highlight how good planning and public transport can help reduce car dependency and create more pleasant cities to live and work in. UK cities fared badly against their European neighbours. Stockholm led the field for sustainable transport, with Helsinki and Prague close behind.

Capital transport

In advance of the Mayoral election, we set out ways to improve London transport in our *Transport Manifesto for Outer London*, which called for measures including improved public transport, integrated travel, better safer streets and smarter measures such as improved cycle facilities and car sharing.

We also published a report – *Every Journey Matters?* – showing how the policy of ‘smoothing traffic’ in London is leading in practice to pedestrians and cyclists losing out as more space is given over to cars and other motor traffic. As this resulted in less safe streets for those on foot and cycling, we asked the mayoral candidates to ensure their transport policies would make London a world-class city

with streets that are no longer dominated by traffic. We sent comments from the general public on the need for safer streets for cycling and walking to each of the Mayoral candidates.

Freight on Rail

Our campaigning ensured the new National Planning Policy Framework included protection for rail freight terminals, rail alignments and sites for future terminals. We lobbied central government for continued enhancement of the Strategic Rail Freight Network and held an event at the Port of Felixstowe, the UK’s busiest container port, on the benefits of upgrading the A14 parallel rail route. At European level, we led the continuing fight against 60 tonne mega trucks.

We organised a conference on proposals for a lorry-road-user charging scheme and worked with transport professionals and policy makers to put forward ideas that would help reduce the negative impacts of HGVs on the environment, road safety and on communities affected by noise and poor air quality.

Financial information

Our overall income was £498,799 and our expenditure was £616,641. We had a very challenging year financially, with the wider economic situation impacting our ability to raise funds. We have been working hard to recruit donors and our Trustees are taking steps to ensure the organisation rebuilds its reserve over the next three years.

Income over £10,000: Arriva, City Bridge Trust, Ecology Trust, Esmee Fairbairn, Eversholt, First Group, Freshfields, National Express, Network Rail, Merseytravel, Oram Foundation, pteg, RIA, Stagecoach, Transport for London, TSSA.



The work of Freight on Rail during 2011/12 included lobbying central Government to protect freight terminals and rail alignments.

Our reports and research

Each year we publish a wide range of publications including reports, campaign guides, letters, and responses to consultations (www.bettertransport.org.uk/campaigns/research). Below are some highlights of our publication list for 2011/12.

Seamless Journeys from Door to Door (June 2011)

Examines how door-to-door public transport can offer a real alternative to the car.

Campaign Guide to Saving your Bus (June 2011)

Useful resource to help those who face loss of a bus service.

High Speed Rail: Investing in Britain's Future (July 2011)

Response to consultation on High Speed Rail proposals.

The impact of office development located at motorway junctions: M1 case study by MTRU (August 2011)

Research which showed building a number of business parks by motorway junctions, as allowed by changes to NPPF, would increase congestion significantly.

Local authority bus cuts; are legal duties being fulfilled?/ Note on statutory duties regarding buses (September 2011)

Information on the legal duties of local authorities regarding bus services.

Car Dependency Scorecard (September 2011)

Our report revealed that UK cities are among the most car dependent in Europe.

Comparison of major transport schemes in the development pool (September 2011)

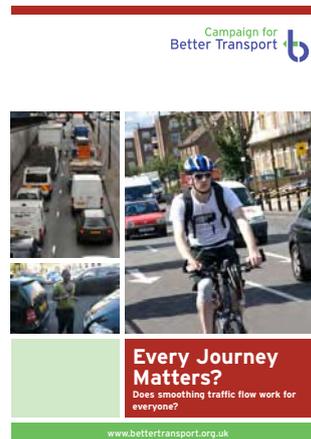
We collated data from all the 45 major transport schemes being considered for funding to show council contributions had risen significantly.

Briefing on the relative impact of 70mph and 80mph speed limits (October 2011)

Our figures showed that drivers could pay an extra £500 million a year to the Treasury if increased speed limits were brought in.

Reducing the Need to Travel (November 2011)

Our guide gives campaign groups the resources they need to influence local planning and transport decisions in England.



Briefing on the Risks of Toll Road Investment in the UK (November 2011)

Outlined the huge financial risks to investors from toll roads.

Smarter Spending to Boost the Economy (November 2011)

Ahead of the Chancellor's Autumn Statement we published our report on how public transport spending could help promote economic growth.

Transport Manifesto for Outer London (February 2012)

Outlines what outer London needs to reduce congestion and improve access to every day services and amenities.

Every Journey Matters? (April 2012)

How methods to smooth traffic flow can make our streets more unsafe for walking and cycling.

The challenges of the year ahead

Here are some of the main campaigns we will be running in 2012-13.

Railways: Fit for the Future

We'll be asking the Government for investment and support for rail so that it is available and reliable; campaigning for new and reopened links and stations to reverse the Beeching cuts; and pushing for stronger passenger standards in franchises.

Fair Fares Now

Following some successes in 2011, we'll continue to campaign for simple and affordable tickets.

Save our Buses

We will campaign for national funding for partnerships, concessionary fares and better regulation.

Roads to Nowhere

Our work will include reviewing existing road schemes and their consequences; work towards amending the National Transport Model and traffic forecasts for the UK; publishing a report on how privatised and toll roads won't work; and our vision for the new national roads strategy.

Local Heroes

This project will spread best practice by local authorities and individual councillors in improving local transport and promoting investment in sustainable transport rather than road building projects.

Our work will also involve inspiring and supporting local campaigners to promote sustainable transport and to create the places where sustainable travel can become the norm.

How you can help

Our work is helping to improve public transport, reduce traffic and tackle climate change. But we need your help.

Even a small donation from supporters can help make our campaigns reach even further and ensure UK transport policy improves how we get around.

www.bettertransport.org.uk/donate



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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