



Better transport, better lives

A review of the year ending 31 March 2015

Real progress, and lots still to do!

We've made some real progress this year in our campaigning. The Government finally agreed to end above-inflation fare rises on the railways. We helped to get commitments to real improvements to trains in the north of England, including the phasing out of the old 'Pacer' diesel trains. Our work also secured funds for cycling and environmental improvements on roads around main roads, and with others we succeeded in getting a legal commitment to investing in cycling and walking. And our bus campaigning, highlighting the problems of disappearing bus services, secured funding for new Total Transport pilot projects bringing together all the different transport services in rural areas to give people a better overall service. Our previous campaigning paid off too, with new railway stations paid for by the New Stations Fund we campaigned for and a very large number of small scale sustainable transport projects happening thanks to the Local Sustainable Transport Fund we and others promoted.

Unfortunately this year also saw the Government make some real backwards steps by committing itself to a major road building programme with widening or upgrades for many motorways and main roads, several in environmentally sensitive areas. Local authorities and shadowy Local Enterprise Partnerships continued to fund and build big new roads to serve new developments, locking people and businesses into dependence on cars. Bus services continued to be cut - especially those in evenings and on weekends and in more rural areas - and fares rose.

So we still have a lot to do. Our work in the next year will focus on making the case in the Government Spending Review for funding 'everyday transport' that people and communities rely on to get about, rather than just big roads for long distance car travel. We will also be working to turn the Government's words about devolution and cities into better transport and better places in reality, with clean air, safe streets for walking and cycling and affordable, integrated public transport networks. We'll be continuing our campaigning to get freight off the roads and onto the railways. And, as the Borders Railway reopens in Scotland, we'll be highlighting other places where rail reopenings could and should be happening. I hope you'll be able to help us with this.



Chief Executive

Better rail services

Fares v wages

In August's budget the annual fares announcement was made, giving another increase to the cost of rail travel. We showed that rail fares have been increasing four times faster than wages and made an online calculator to show people how much their commute has cut into their salary since 2000.

The New Year saw these fare rises going live. We released a set of infographics showing the real cost of various season tickets, and how long it would take to pay off a season ticket on an average salary - some people would still be paying theirs off well into April.

Happily we saw rail fares capped again at zero per cent above inflation, which, with the present rise in wages, means the coming year will see wages finally outpace rail fares.



Rail in the north of England

Our Right Track North campaign, calling for improvements to rail in the north of England, saw some real success over the year culminating in a positive Invitation to Tender (ITT) for the Northern and TransPennine Express franchises being published, which followed many of the suggestions made by us. The ITT stipulates that the decrepit Pacer trains will finally be removed from service, capacity will be increased and services modernised. This is to be done without



increasing ticket prices to cover the costs - something that had been suggested and which we argued strongly against.

Fairer fares demanded in Parliament

The call for fairer rail fare pricing is clearly being heard. At the end of last year, Julian Huppert MP filed an Early Day Motion stating that rail fares are too high and calling on the Government to ensure fares are reduced. Our supporters sent emails to hundreds of MPs asking them to sign this motion and it subsequently received cross-party support. This helped to make sure that the Government committed to keeping fare rises down to inflation only for at least the next five years.

Rail reopenings

The tide is on the rise for rail reopenings across the country. The residents of Burnley got great news earlier this year when the Todmorden Curve was reopened, giving the town a direct rail link to Manchester for the first time since 1972. As demand grows rail franchises and councils across the country are looking to reverse Beeching's cuts and many have studies underway assessing reopening local lines and stations. It's an exciting time for rail reopenings and the coming year will see us making some real noise for local reopening efforts.

Save our buses

Buses in crisis

We launched the *Buses in Crisis* report, detailing our research into the extent of bus cuts in the UK over the past five years. It showed that we've lost over 2,000 bus services in the past five years, with last year as one of the worst years yet, with 47 per cent of local authorities cutting bus spending to a total amount of £17 million.

A key recommendation from the report was that the Government should pilot Total Transport schemes, bringing together transport services currently commissioned by different departments, such as inter-hospital links and social services transport. As a result of our pressure the Government agreed to this and funded 35 pilot projects across England. We will monitor the progress of these and keep pressing for more and better government funding for buses.



Love the bus pass

We were there as part of the Love the Bus Pass campaign to hand in a petition at 10 Downing Street, signed by over 200,000 people, calling on the Government to protect the bus pass that provides concessionary travel for older and disabled people.



Mapping out bus cuts

To show the true extent of the crisis hitting our buses we launched an interactive map of the UK detailing the extent of bus cuts in each county since 2010. It provides a startling at-a-glance image of transport in the country and we keep it regularly updated to show new threats and the campaign groups who are working to counter them.

Bus rescue mission

March saw us break new ground with a crowdfunding campaign to raise £5,000 for a Bus Rescue Mission to visit six key areas and provide workshops on campaigning, lobbying and getting public support in the fight to save our buses. The campaign was a great success and since the target was reached we have already helped to form two new local bus campaign groups in Hampshire and Somerset.

Bus services saved

We also saw buses saved from cuts. For example: the Save the Upper Swaledale Bus Campaign won their battle to retain services to their remote village in the Yorkshire Dales; the Don't Cut us Off Campaign reversed plans by Somerset County Council to cut all weekend services in Frome and Shepton Mallet; and we managed to save £2.5 million in bus funding from the axe in Derbyshire.

Roads to nowhere

In the fight against needless new roads 2014 was a mixed year. In the face of £30 billion of new roads spending over the coming years, we've been putting forward effective options to the Government. A key talking point was the Infrastructure Bill.

In December, the Government announced its Road Investment Strategy proudly promising £15 billion in spending on 1,300 lane miles of new roads, which brings the total spending committed to road schemes to a whopping £30 billion. We responded by asking people what they'd rather spend £30 billion on.



Stonehenge tunnel

This strategy also included a commitment to building a tunnel underneath Stonehenge, cutting right into the UNESCO World Heritage Site. We've joined the Stonehenge Alliance in opposing these plans and, with the involvement of Tom Holland and Dan Snow, we've gained the attention of much of the country, as well as UNESCO itself, who are investigating the Government's plans.



Better, not bigger

In September we coordinated a group proposing a 'green retrofit', asking for £3 billion over the next five years to improve our current roads to make them better environmentally and also better for all road users. As part of the Road Investment Strategy, the Government committed £500 million to green retrofit improvements - not quite the full £3 billion, but a success nonetheless and we'll keep fighting for further investment.

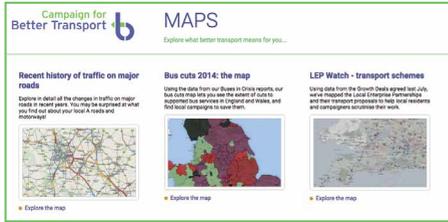
Cycling and Walking Investment Strategy

The Government's original Infrastructure Bill included nothing to help cycling and walking. With other key transport and environmental organisations we called for an amendment to the Bill to create a Cycling and Walking Investment Strategy. After a lot of parliamentary pressure this was added to the Bill and became law in January - a great success. We will now fight for the funding needed to make this strategy meaningful.

LEP watch

In July 2014, the Local Transport Bodies were absorbed into the Local Enterprise Partnerships (LEPs). These bodies are responsible for many local development plans, from bypasses to (often empty) business parks. The workings of the LEPs can be quite opaque, so we've created LEP Watch to shine a light on their work throughout the country.

Other things we've been doing



Better transport maps

We launched the bettertransportmaps.org.uk website, providing a central resource for the interactive maps we make and letting you visualise the state of British transport at a glance. We're constantly updating the maps with new information to make them a key resource for transport campaigners around the country.

Car dependency scorecard 2014

We updated our Car Dependency Scorecard to show how cities compared in their provision of sustainable transport alternatives and what action can be taken to ensure people don't have to be dependent on cars. London, Manchester and Liverpool won the top three places on our list, whilst we found that Milton Keynes, Colchester and Peterborough are the most car-dependent cities that we surveyed.

HGV successes

Our Freight on Rail Campaign continues to show the damage HGVs cause to our towns, cities, roads and environment. In February, our research proved that HGVs cost taxpayers £6.5 billion - a subsidy that gives them a greatly unfair advantage over rail and water freight transportation.

It's not all bad news though - in December we successfully lobbied the EU to bring in lifesaving new cab designs four years earlier than the lorry manufacturers wanted.

Stepping stones

In February, we launched a new report: *Stepping stones to a rebalanced Britain*. Prepared for us by Greengauge 21, the report lays out the case for focussed investment in rail in the north of England, including upgrades of decrepit trains and tracks, to create more balanced prosperity across the country.

Local Sustainable Transport Fund successes

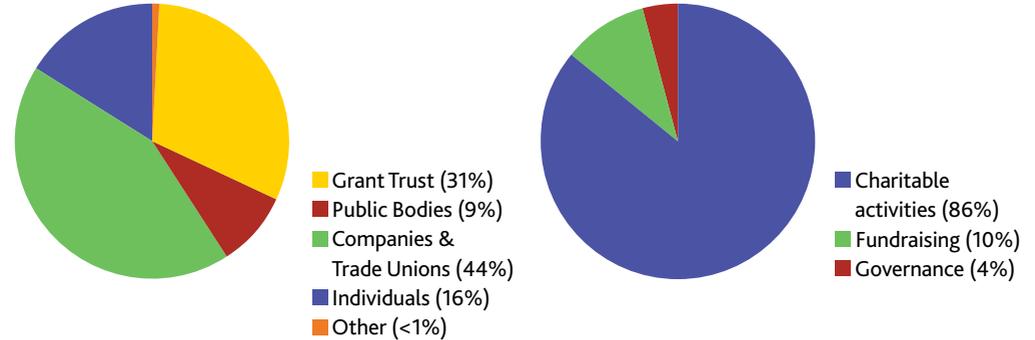
Since 2011, when the Government first committed to £600 million to the Local Sustainable Transport Fund, we've been directly involved in guiding how the fund is spent. Last year we launched our report, *Improving local transport helps the economy - experience from the Local Sustainable Transport Fund*, detailing the positive effects of the fund. Earlier this year we received some impressive figures of the fund's success, including 246 new or improved bus services and 1,182km of new or improved routes for cyclists and pedestrians. In addition, 207 train stations have been upgraded and 36,313 jobseekers have been given travel advice and support.



How we are funded

Campaign for Better Transport is supported by a variety of different donors, and we are very grateful to all of them. In the year ending 31 March 2015 we had a total income

of £620,589 and expenditure of £609,565. The charts below show where this money came from and how it was spent.



We are particularly grateful to these organisations who have supported our work this year.

£25,000 - £50,000	£10,000 - £24,999	£5,000 - £9,999	Less than £5,000
Esmee Fairbairn Foundation Ashden Trust The Ecology Trust	TSSA Railway Industry Association Stagecoach National Express First Group Arriva TfL Network Rail pteg Merseytravel Eversholt Angel Trains Abellio Keolis HCD Memorial Trust John Ellerman Foundation Lush Cosmetics Freightliner	University of Hertfordshire 1970 Trust European Climate Foundation 29 May Charitable Trust Oxfordshire County Council Unison Go Ahead Direct Rail Services DB Schenker ASLEF RMT	Anthony Rae Foundation Derby & Derbyshire Rail Forum Rail North

What's up ahead?

Fresh off the back of the election the year ahead presents many challenges for sustainable transport. The new Government has often shown its love affair with new road building, as well as its hostility towards sustainable transport. Promises made to improve rail in the north of England have already been put into question, and commitment to austerity will make it even harder to convince local councils to spare unprotected bus services from further cuts.

But there are a lot of reasons to remain hopeful. Public interest in transport issues is growing as people try to live more greenly and the Government and local councils are finding themselves having to answer to ever more people calling for better transport. Recent successes, such as the successful air pollution case in the High Court and victory against the Queensway Gateway Road, show that there is strong public and legal support for creating a more sustainable, accessible Britain.

We'll be restarting our Right Track North campaign to make sure the Northern Powerhouse gets back on track and we'll be steering the coming Buses Bill to give greater powers to local areas to provide vital transport services to their public. We'll be helping to take a stand against the proposed third runway at Heathrow and growing our investigation into LEP developments by lobbying to make sure they include sustainable travel. These are just a few of the projects we'll be working on to make sure 2015-2016 is the best year yet for better transport.



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.

info@bettertransport.org.uk
Phone: 020 7566 6480
Fax: 020 7566 6493
www.bettertransport.org.uk

16 Waterside, 44-48 Wharf Road, London N1 7UX

Registered Charity 1101929. Company limited by guarantee, registered in England and Wales: 4943428

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