

Better Transport



Rail fares frozen!

New campaign: Bus Stop Stories

And much more...

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Better Transport is Campaign for Better Transport's supporter newsletter.
Editors: Jess Fitch and Alice Ridley.

Campaign for
Better Transport 

Unit 407, 164-180 Union Street, London SE1 0LH
Email: supporterservices@bettertransport.org.uk
Website: www.bettertransport.org.uk

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Hello from Ben Plowden

Welcome to your Spring 2026 newsletter.



Firstly, a huge thank you to everyone who donated to our Christmas Appeal. Your donations are always appreciated; we literally couldn't do what we do without you, our supporters. In this edition of your newsletter, you can find out how your donations are being used. You can read about our latest bus campaign *Bus Stop Stories*, our work to influence the Government's programme of rail reform – including a sneak peek at results of our online survey which many of you will have completed – and on page 10 there's an article from our Director of Policy and Research on progress towards a pay-as-you-drive scheme. We also take a look at our fascinating 50-year archive now housed at the National Railway Museum in York, and there's a guest article from Caz at Clean Cities Campaign on the phenomenon of 'carspreading' and what we need to do to tackle it.

On page 6 you can read about another way our supporters are helping us to build a better transport future, by leaving a gift to Campaign for Better Transport in their will. We are a member of the National Free Wills Network, which means you can write or amend a simple will for free, with a participating solicitor local to you. Details on how to access this offer are page 7.



I hope you enjoy your newsletter and remember you can get more regular bite-sized weekly campaign updates straight to your inbox by signing up to our email newsletter.

tinyurl.com/bitesize-newsletter



Ben Plowden, Chief Executive, Campaign for Better Transport

Bus Stop Stories



By Michael Solomon Williams, Head of External Affairs

Community matters. Our local communities, high streets, shops, services and the people we share them with are what bind us together. And when those communities are connected by public transport networks, they give us genuine freedom and access to other communities and experiences.

As much of our shared life has moved online, and civic hubs such as post offices, libraries, pubs and cultural centres are far rarer than they once were, bus stops are one of our remaining shared public spaces. Yet in recent years, many bus stops have become neglected.

Whilst there are standards for railway stations, tram stops and on-board bus information, there were none at all for bus stops themselves. That was why back in 2024 we launched a campaign for a National Bus Stop Standard which prioritised accessibility, safety, comfort and up-to-date information.

Our campaigning paid off, with provision for statutory guidance for bus stops included in the Bus Services Act 2025. But with the statutory guidance yet to be written, there is still work to be done to ensure we get the robust and comprehensive National Bus Stop Standard we need.

To find out directly from passengers what makes a good bus stop, I travelled more than 1,000 miles across England and Wales, passing through 792 bus stops in 30 towns and cities, listening to people's bus stop stories. What I found was there are some great bus stops out there, but there are far too many that are woefully inadequate. Here are just a few of the bus stop stories I heard.

"There is a timetable, just a list of times, but other than that, you don't know whether the [bus's] been cancelled. Sometimes they've been diverted, and there's no indication of that, so you're waiting at a bus stop and the bus is actually diverted somewhere else. No information, so that's very poor."

– Pat



"You never know when the bus is going to come, and if you've not got the information for it then you could be stranded there for what, an hour, two hours."

– James



"Where I live, the bus stop is just a stand. For days when you have rain or snow, there's no shelter at all for you. It would be nice if you could have also a sign board to say the bus is coming in however many minutes' time, and then which bus, and at least we know that this bus is coming. Before I leave my house, I have to Google and find out what's the timetable. And then from there, I memorise it."

– Maureen



"Where I am, there's a decent bus stop on one side, but it doesn't have any digital information so if things aren't running you don't know. The other side, there's not even a shelter so you're quite often really wet. And because the bus can be anywhere from five minutes early to 20 minutes late, that can be quite frustrating."

– Adam



Across all ages and backgrounds, passengers wanted the same things: clear information, decent shelter and somewhere to sit. Doesn't seem like too much to ask, does it?

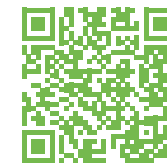
Seventy per cent of all trips made in England are under five miles, so what people experience when they make local trips encapsulates how well the transport system is working for them. Bus stops are everyday pieces of infrastructure, and with clear standards, good information and a focus on comfort and accessibility, they can play a powerful role in boosting bus travel.

That's why we're working with the bus industry, local authorities and the Department for Transport to ensure that the statutory guidance is as robust and comprehensive as possible.



If you want to watch our Bus Stop Stories videos in full, you can do so on our social media channels or on our website.

tinyurl.com/bus-stop-stories



Help ensure public transport is there for everyone



Leave a gift in your will

Public transport that works. Buses that run smoothly, around the clock. New train lines and stations, and a new life for lines that were shut down decades ago. Many more tram networks, blossoming in towns and cities. And safe walking and cycling routes, connecting them all.

That is the future we are working to create, together. If you are thinking of making a will or have an existing will that you would like to make sure is up to date, you have an amazing opportunity to help ensure public transport is there for everyone, long into the future, by leaving a gift to Campaign for Better Transport.

Your legacy could be public transport that everyone can use, whatever their age and regardless of disability. Public transport that people can afford to use, that they want to use.

Your will is an important document that reflects your life and values, and ensures your wishes are carried out after you are gone. Providing for loved ones will of course take priority, but once they are taken care of, please consider including a gift to Campaign for Better Transport as well.

Thanks to your support and that of others like you, Campaign for Better Transport has been making transport better, greener and fairer for more than 50 years. We have been able to help reopen railways, save many bus routes, and press government to develop better transport policies. A gift in your will could make sure we are able to continue this work for as long as it is needed.

Build a better transport future

Why do you support better transport? Supporter Susan told us:

"I don't drive any more. I can't afford a car now as a pensioner, but also would feel nervous driving on the roads these days amongst what seems like much more traffic. I really enjoy the freedom of public transport - no car to park or the headache of running a car. I think it should be a priority of the government to make public transport work better for everyone so there is confidence in using it, especially if we want to encourage people to drive less."

Public transport that everyone can use with confidence... you can help make this a reality with a gift in your will.

Read on to find out how you can write or amend your will for free

Campaign for Better Transport is part of the National Free Wills Network, which means you can write or amend a simple will for free.

You can request a will pack online, at www.bettertransport.org.uk/will-pack, or by posting us a letter. Your will pack will contain details of participating solicitors local to you, with whom you can make a will if you do not already have one, or make changes to an existing will, for free.

Here are the details your solicitor will need, in order to include Campaign for Better Transport in your will:

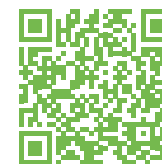
- Campaign for Better Transport Charitable Trust
- Unit 407, 164-180 Union Street, London SE1 0LH
- Registered charity number 1101929

A gift in your will costs you nothing today, but will help make transport better for everyone tomorrow.

Thank you.



You can request a free will pack online
www.bettertransport.org.uk/will-pack



Reforming the railways



By Michael Solomon Williams, Head of External Affairs

Last year saw the start of the legislative process that will enable the formal creation of Great British Railways, the new government-run, integrated rail body.

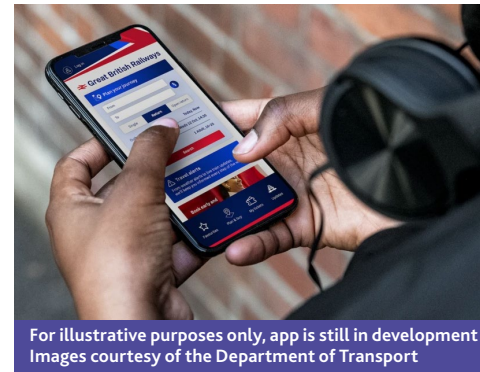
With so much else happening in both domestic and international politics, it might be easy to overlook just how significant this moment really is. For those of us who have spent years arguing for reform, it is extraordinary to see it happening at the same time as bus reregulation, as part of what is the biggest legislative agenda of any government department.

The Railways Bill began its Parliamentary journey in the House of Commons in November and is expected to complete its passage by the summer. The Bill is only one part of a much wider programme of work, including the creation of a Long-Term Rail Strategy, the new operating licence and a range of other vital documents and administrative structures. Taken together, this process will create what is expected to become the second biggest employer in the country after the NHS. That is a truly gargantuan task.

Throughout this process, we have been engaging directly with the Secretary of State for Transport and her Ministers, briefing MPs across Parliament, working closely with the Department for Transport team leading reform, and contributing to the Public Bill Committee tasked with scrutinising the legislation. We have provided written and oral evidence both to the Public Bill Committee and to the Transport Select Committee. We were particularly pleased when the Select Committee adopted our key recommendation for a passenger growth target, alongside several other of our proposals.

It is always challenging to secure changes to a Bill through a government with a strong Commons majority, particularly at Committee stage. However, our arguments have clearly landed. The Transport Select Committee itself has a Labour majority, so securing its strong support is no small achievement. Government is hearing our message clearly, and that matters.

On a personal note, it was a real pleasure to attend a roundtable with the Secretary of State in February to mark West Midlands Trains and London Northwestern Railway coming into public ownership. I took the opportunity to thank her for freezing regulated rail fares (more on that on page 12). We began 2025 with our targeted *Fix Fares for Good* campaign and seeing that effort bear fruit in under 12 months has been immensely satisfying. Freezing fares does not solve every problem, and it does



For illustrative purposes only, app is still in development
Images courtesy of the Department of Transport

of course require funding, but it sends a powerful signal. It shows that government recognises just how important affordability is to passengers and to the future success of the railway.

Rail reform: share your views

To ensure passenger voices are reflected in the rail reform process, we launched an online public survey. The response has been hugely encouraging, with clear, thoughtful and informed contributions from people across the country. What came through strongly was a focus on fundamentals. Reliability was repeatedly identified as the most important priority for Great British Railways. As one respondent put it, *"...if trains do not run on time, nothing else will matter"*.

Affordability, frequency and accessibility were also central themes. Many people highlighted the need for cheaper fares and regular services, alongside frustration at stations that remain inaccessible. One respondent told us that the station they use only has step-free access on one platform, meaning anyone unable to use stairs can only travel in one direction. That kind of everyday barrier undermines confidence in the railway and limits who can use it.

Others were clear that reform should result in more people travelling by train. At the heart of our work is the belief that Great British Railways must actively grow and improve the network, attracting more passengers rather than just maintaining what already exists.

We will continue to take passengers' priorities directly to the people working at the coalface of rail reform.



If you haven't already done so, you can take part in our online Rail Reform Survey on our website:
tinyurl.com/rail-reform-survey



Pay As You Drive



**By Silviya Barrett,
Director of Policy
and Research**

Not only did November's Autumn Budget include a freeze on rail fares (see page 12), it also delivered many of our long-term asks on vehicle taxation.

Private cars may be the only viable option for some journeys, but where there is choice, the comparative cost of travel strongly influences how people get about. That is why changing transport costs to support sustainable choices has always been a campaigning priority for us.

For years, however, bus and rail fares kept rising, while fuel duty – a large component of fuel prices at the pump – was frozen for 14 years (and cut by 5p a litre in 2022), making driving progressively cheaper than public transport in real terms.

Meanwhile, as more drivers switch to electric vehicles (EVs), revenue raised from fuel duty is set to plummet, threatening a massive budget black hole.

This is why we have had two main asks for the Treasury: return to inflation-linked fuel duty rises and introduce a pay-per-mile tax on EVs to mirror fuel duty, which they do not pay. The Autumn Budget delivered on both.

Fuel duty unfrozen

Politicians justified freezing fuel duty and extending the 5p cut as helping motorists with the cost of living. However, evidence suggests the cut was not fully passed on by retailers. It also disproportionately benefitted better-off households, who tend to drive more, than those on low to middle incomes.

In the 14 years this policy has been in place, the Treasury has forgone a total of £133 billion – money that could have been invested in public transport and other essential services that would really benefit hard-pressed households. Reversing the freeze begins rebalancing pricing signals towards sustainable modes.

A small per-mile charge for EVs

While EVs are better for the climate than petrol and diesel cars, they cannot match buses and trains in cutting congestion and air pollution. EVs have long benefitted from no fuel tax to encourage uptake, but as more and more people move onto EVs, it is vital they pay their fair share. Although VED now applies, nothing replaced fuel duty. With the transition accelerating, this could create a £27 billion revenue gap by 2040 – roughly half the defence budget.

That's why we have consistently argued for a pay-per-mile charge for EVs, set at a low rate so that EVs remain more affordable to drive than more polluting cars.



Our research found EV owners understand the need to start paying vehicle tax eventually, and other drivers agree.

In the Budget, the Chancellor announced a consultation on a new 3p-per-mile charge for EVs and 1.5p per mile for hybrids to start from April 2028. Dubbed eVED, drivers will estimate their mileage at the start of each year and pay the charge alongside their VED, with the mileage verified at the annual MOT. It is precisely the simple and measured approach we advocated.

Some argue this will slow down the EV transition. But analysis suggests that even with a 3p charge, EVs would still be over £1,000 a year cheaper to run than petrol cars. Other measures too, can be implemented to make them cheaper to run, such as reducing VAT on public chargers.

Not implementing it, on the other hand, can have unfortunate consequences. Experience in countries like Norway shows leaving EVs untaxed leads to a 10-20 per cent rise in car trips.

Although eVED is still under consultation, together with higher fuel duty, these measures are the biggest fiscal wins for sustainable transport we have seen in many Budgets.

**Even with a 3p-per-mile charge,
EVs would still be over**

£1,000

**per year cheaper to run than
petrol cars.**

Rail fares frozen!

"We all want to see cheaper rail travel, so we're freezing fares to help millions of passengers save money."

These words from Transport Secretary Heidi Alexander were greeted with celebration in the Campaign for Better Transport office.

A freeze on rail fares has been one of our clearest calls to Government for a long time. Over the years, we have helped to hold off some of the largest threatened fare increases; but despite that, fares have risen every year for 15 years, usually in line with - or at one per cent above - the RPI measure of inflation.

So, we were delighted in November, when the Transport Secretary announced that fares would be frozen at last. **"Commuters on more expensive routes will save more than £300 per year,"** she promised.

We have consistently campaigned for a fares freeze, both to help existing passengers with the cost of living, and to encourage more people to choose rail, which has a fraction of the environmental impact of driving or flying.

We highlighted the disparity between rail fares, which rose each year, and fuel duty for car drivers, which for 14 years was either frozen or cut.

Our amazing supporters joined in our campaign, by writing to MPs and Ministers, spreading the message on social media, attending demonstrations, and supporting our work through donations.

Then in early 2025, our research revealed that a massive 58 per cent of people would be more likely to travel by train if fares stopped increasing year-on-year. In the light of this, we redoubled our calls on the Government to freeze fares.

It is great that the Government listened. But that was only the first part of our ask. Because a freeze on fares is not enough.

Right now, the railways are going through a period of major reform, with rail operators coming under public ownership, and the creation of Great British Railways, a new body to plan and manage the whole network. We know that fares are the number one issue that puts people off taking the train, and so it is vital that these once-in-a-generation reforms lead to fairer, more affordable fares for passengers.

So, with your support, we are pressing the Government for a full review of rail fares and ticketing. The primary aim of this review should be to make train travel more affordable. Its secondary aim should be to make train tickets simpler to understand and easier to buy.

Some of our specific asks for the Government are:

- To reduce the cost of rail compared to driving and flying
- To cap long-distance fares, getting rid of those wildly expensive tickets that hit headlines and give rail a bad name ('A two-hour train journey can cost me £226' - Metro, May 2025.)
- To bring in a Best Price Guarantee so that passengers can be confident they are getting the best value, however they buy their train ticket.

While these changes may require the Government to invest more in rail in the short term, in the medium term they will increase passengers and fare revenue, as well as benefiting everyone through clearer roads, cleaner air and lower carbon emissions.

The freeze on rail fares is extremely welcome, especially when combined with the gradual ending of the freeze on fuel duty (see page 18). But we are more ambitious. Because if rail reform achieves only one thing, it should be to fix the broken fares structure, making rail travel more affordable, accessible and attractive for everyone.



All aboard, for a journey back in time...

The year: 2007.

The crisis: overcrowded trains, with passengers forced to stand in aisles and vestibules, even toilet cubicles.

But fear not! A mysterious, silver-scaled hero is here to answer their call.

Enter... SARDINE MAN!

Sardine Man was a costumed character used by Campaign for Better Transport (Transport 2000, as we were then called) almost 20 years ago to highlight the problem of rail overcrowding. He toured the country, travelling in



Sardine Man

crowded trains including the 7:59 from Durham to Newcastle (over capacity by 88 per cent) and the 17:21 from Cardiff to Maesteg (78 per cent) to show that rail overcrowding was a national problem, not confined to London and the South East as media reports often implied.

We have been reminded of Sardine Man recently, because the National Railway Museum in York has been working to preserve and catalogue our 50-year archive.

As well as photos and press releases from Sardine Man's tour, the wonderful archivists at the National Railway Museum have uncovered reports, letters and articles on a huge range of subjects spanning our 50-year history. They have found posters, placards, and beautifully hand-stitched bunting bearing campaign messages, all of which capture the passion and persistence of campaigners and communities determined to make transport better.

Kait Buchbaum, an Archive Cataloguer at the National Railway Museum, said:

"The Campaign for Better Transport archive gives us an interesting perspective into transport history, the collection illustrating how essential campaigning has been in shaping transport policy. We are excited to facilitate access to this archive and allow guests to explore this history."

Looking back further, the archive holds the story of the legendary campaign to save the Settle-Carlisle line. In 1981, this famously scenic line was threatened with closure. A coalition of campaigners came together, including the Friends of the Settle-Carlisle Line, the Railway Development Society, and ourselves. Together with local councils and key allies in British Rail, they breathed new life into the route, and passenger numbers more than quadrupled. The line was officially saved in 1989, and today 1.2 million passengers a year can marvel at its beauty as it soars through the Yorkshire Dales and over the Ribbleshead Viaduct.

You might remember some of these campaigns. You might even have helped to make them possible. Some of our wonderful supporters have been involved with our work for decades, contributing their passion and experience as well as regular monthly or yearly donations.

Whether you are one of these people, or a more recent supporter, you'll find plenty to interest and inspire in the Campaign for Better Transport archive. And of course it shares the museum space in York with legends including Mallard, the world's fastest steam locomotive.

The cataloguing project was made possible by a grant from the Foundation for Integrated Transport in memory of Dr Simon P Norton.



Kait Buchbaum and some of the Campaign for Better Transport archive



If you would like to see our archive in person, you can book an appointment with Search Engine, the library and archive centre at the National Railway Museum, by visiting tinyurl.com/research-visit

Or, you can access the catalogue online at tinyurl.com/cfbt-archive

Carspreading New year, same Carspreading



By Caz Conneller,
Campaign Manager,
Clean Cities

Last year, Clean Cities' carspreading campaign ignited public awareness over the dramatic rise of larger cars, attracting high-profile media coverage, including a feature on stalwart children's show Newsround. We also held our first Reversing Carspreading policy conference, in partnership with the SUV Alliance.

We supported ground-breaking research, including revealing the stark reality that children under ten are three times more likely to die in the UK if hit by an SUV than a regular car. This is partly linked to the increasing size of car bonnets, which have been found to be increasing in height by roughly 1cm every two years. Our unique analysis also found that the number of SUVs in England's cities has increased from three to 30 per cent of cars on the road.

Thankfully, the policy landscape is starting to shift. Cardiff became the first UK city to introduce a policy of higher parking charges for heavier vehicles, following the lead of Paris and Zurich. We want to see other authorities adopt fairer parking policies that are differentiated according to the weight of cars - a good proxy for the overall size and level of danger posed to people. At a national level, we support a weight-based levy on Vehicle Excise Duty, as proposed by T&E UK but not adopted by the government as yet.

Crucially, the safety case has gained national traction and we were pleased to see the new Road Safety Strategy committing to engagement with stakeholders and further exploration of vehicle size, which cannot come soon enough. The visibility (and safety) of children is being compromised by the race for bigger and bigger cars.

We are concerned that SUV sales continue to rise, including a marked increase in the number of US-style pick-up trucks. These trucks pose an even greater risk to children and don't belong in our public spaces.

We will be raising awareness among the public that bigger is not always better. While many large SUVs are marketed for family life, this is not necessarily true, and they are certainly not the most sustainable option.

It's going to be an exciting year. We are determined to make our streets safer and fairer for all, whilst harnessing innovation and championing smaller vehicles. We are keen to work with a diverse range of voices. If you'd like to join the campaign, please get in touch:

cleancitiescampaign.org/carspreading



Campaigners on the streets in Lambeth, London

Transport and new housing



For decades, new housing in England has mostly consisted of out-of-town estates next to bypasses, with no buses, pavements or safe cycle routes, leaving residents few transport options other than the car. Yet, with the Government pledging to build 1.5 million new homes by 2029, this default mode of house building is finally coming under scrutiny.

In order to deliver on its ambitious target, the Government has been overhauling the planning system to help increase the land available for new homes, speed up the delivery of new developments and ensure homes are built where they are needed. Along with groups like Transport for New Homes, we've been campaigning for a greater emphasis to be placed on sustainable transport within the planning process. We were therefore pleased when the Government announced changes to the National Planning Policy Framework which will give a default 'yes' to housebuilding around "well-connected railway stations", however with little indication of what constitutes "well connected", we could still see developments built with limited public transport access.

We want the Government to go further and define "well connected", ensuring developments are built next to good-quality, high-capacity, integrated public transport, and cycling, walking and wheeling networks to be truly sustainable and avoid creating yet more car-dependent communities.

Steve Chambers, a Director at Transport for New Homes, agrees:

"We think for new housing developments the reintroduction of strategic planning in the new Planning and Infrastructure Act will help. This will mean decisions over where new homes are built will consider a wider area and make planning around new public transport more viable."

"But just as for new railway stations, none of this can happen without increased funding. This needs to come from developers, general taxation, new income generated by local authorities or a mix of all three. At the moment far too much power over what should be local infrastructure decisions is devolved upwards to the Treasury."

Only time will tell if the latest changes to the planning system will make public transport an integral part of the planning process, rather than an afterthought, and allow us to finally trade in car-dependent communities for healthier, more sustainable neighbourhoods.

News and updates

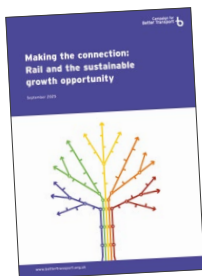
22 to 29 April: double your donation

STOP PRESS! Donate to Campaign for Better Transport between 22 and 29 April 2026, and your donation will be doubled, as part of Earth Raise 2026! Visit our website during the week and follow the link to donate via Earth Raise. Thank you!

Making the connection: Rail and the sustainable growth opportunity

Our latest rail report highlights the value of the rail network in delivering sustainable economic growth and regional equality. *Making the connection: Rail and the sustainable growth opportunity*, produced with support from West Coast Partnership, highlights both the economic and wider social value of the railways and makes the case for continued capital and revenue investment in all parts of the network to help deliver on the Government's mission to kickstart economic growth.

You can read the report on our website: tinyurl.com/making-the-connection



Budget wins

The Autumn Budget contained several wins for public transport. Alongside the rail fare freeze, the Chancellor announced a gradual end to the 5p fuel duty cut, and the ending (in 2027) of the freeze on fuel duty. These two measures will help rebalance transport costs and recoup billions in lost revenue.

We also welcomed the new 3p-per-mile charge for electric vehicles which will help make up for the fall in fuel duty revenue as the transition to electric vehicles gathers pace and, as outlined on pages 10-11, offset the 'rebound effect' we are seeing in Norway. With a 3p-per-mile charge, EVs will still be more than £1,000 a year cheaper to run than petrol cars.

Private jets

Another unexpected win from the Budget was a change to how Air Passenger Duty (APD) is applied to private jet flights. From 2027, all private jets over 5.7 tonnes will be subject to the higher rate of APD, meaning private jet passengers will pay more tax than someone flying on a commercial flight. With private jets up to 14 times more polluting than commercial flights, it's about time.

Rail investment

The Government has committed to funding several key rail infrastructure projects including the Midlands Rail Hub, Northern Powerhouse Rail, the Transpennine Route Upgrade, the Leamside Line and the Docklands Light Railway extension to Thamesmead. Rail is great for the economy, communities and the environment, so we were very pleased to see funds going to much needed rail projects.

The results of projects like this often massively exceed expectations: half a million journeys were made on the reopened Northumberland Line in a matter of months, and one in every seven national rail journeys are now made on London's Elizabeth Line!



The reopening of Ashington Railway Station on the Northumberland Line. Image courtesy of Northumberland County Council.

International rail

The Office of Rail and Road approved Virgin Trains' application to share the Temple Mills depot with Eurostar, in a further move towards introducing competition for Channel Tunnel rail services. With only half the passenger capacity of the Channel Tunnel currently being used, this decision could help increase the number of services, bring

Bus Services Act 2025

In October, the *Bus Services Bill* received royal assent, giving all local authorities the power to set up bus franchises and providing passengers with greater protection from sudden cuts to socially necessary routes. The Act also included provision for statutory guidance for bus stops – as outlined on page 4, another big campaign win!

We welcomed another milestone bus campaign win when the Government announced it was moving to long-term funding settlements for local authorities, allowing councils to properly plan and support local bus services. We were also thrilled to see several of our policy asks included in the Transport Select Committee's *Buses Connecting Communities* report, specifically that the Government should publish guidance on minimum service levels to ensure that every community has a usable bus service. We are currently working on a mapping project to identify gaps in bus service provision and how best to close those gaps.

costs down for passengers and help avoid the need to expand capacity at airports. With Ashford and Ebbsfleet International Stations still closed to passenger services, and no operator yet committed to restarting services, it is now even more vital that we unlock the potential of these Kent stations to further boost international rail travel.

A gift in your will can help create **fairer, greener, better transport** for all.

Public transport does amazing things. It shrinks traffic jams, improves air quality and tackles climate change. It connects us to each other, improves our health and boosts the economy.

Your legacy could be a better transport future.

Learn more about including a gift in your will to Campaign for Better Transport by getting in touch with Rowan.

Email: rowan@bettertransport.org.uk

Visit: www.bettertransport.org.uk/legacy

Write: Rowan Woodward, Campaign for Better Transport,
Unit 407, 164-180 Union Street, London SE1 0LH



Campaign for
Better Transport 