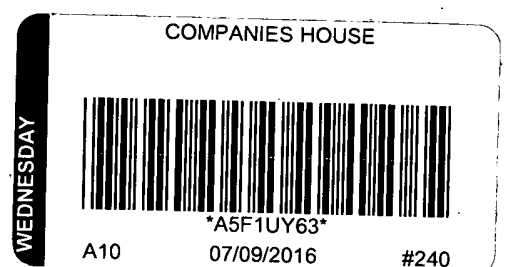


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CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST
REPORT AND FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2016

Registered Company number: 04943428
Registered Charity number: 1101929



CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST
REPORT AND FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2016

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CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

REFERENCE AND ADMINISTRATION

Registered Company number

04943428 (England and Wales)

Registered Charity number

1101929

Registered office

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

Trustees

Lynn Sloman	Chair (from 15 September)	
Jim Barclay	Treasurer (from 8 December)	Appointed 8 December 2015
David Pemberton	Treasurer (until 8 August)	Resigned 8 August 2015
Alastair Hanton		
Richard Goldson		
Eric Galvin		
John Stewart		Resigned & re-elected 8 September 2015
Ceri Margerison		
Ruth Chambers		Resigned & re-elected 8 September 2015
Mark Walker		
Janet Birch		Resigned 8 September 2015
Sue Fletcher		Resigned 17 August 2015
Paul Salverson		Resigned 8 September 2015

The charity is Campaign for Better Transport Charitable Trust. The company is a registered charity (1101929) and company limited by guarantee, registered in England and Wales (04943428). The charity was set up by a Memorandum of Association on 24th October 2003. Until September 2007, the charity was called Transport 2000 Trust.

Chief Executive and Key Management Personnel

Stephen Joseph OBE

Company Secretary

Ruth Chapple

Auditors

haysmacintyre, 26 Red Lion Square, London WC1R 4AG

Solicitors

Bates Wells Braithwaite, 10 Queen St Place, London EC4R 1BE,

Bankers

Unity Trust Bank, Nine Brindleyplace, 4 Oozells Square, Birmingham, B1 2HB
CAF Bank Ltd, 25 King Hill Avenue, King Hill, West Malling, Kent, ME19 4JQ

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT

FOR THE YEAR ENDED 31 MARCH 2016

The trustees, who are also directors of the charity for the purposes of the Companies Act 2006, present their report with the financial statements of the charity for the year ended 31 March 2016. The trustees have adopted the provisions of the Statement of Recommended Practice (SORP) 'Accounting and Reporting by Charities' (revised January 2015).

STRUCTURE, GOVERNANCE AND MANAGEMENT

The charity is a company limited by guarantee. Its constitution is contained in its Memorandum and Articles of Association. People who are appointed to be trustees of the charity are, in law, directors of the company and charity trustees.

Trustees are elected and co-opted under the terms of the Articles of Association. One-third of the trustees are required to retire by rotation but are eligible for re-election. There are a minimum of three trustees in office at any given point - and no maximum number. Trustees are elected through an open recruitment process. Trustee candidates shall normally be invited to an interview with the chair of the trust and the Chief Executive, and, if found suitable, be presented to the next annual general meeting for appointment.

Trustees periodically undertake a skills audit to review the skills the trustees have against the skills needed for proper governance of the charity. The results of the skills audit help to inform the recruitment of new trustees. The duties of the trustees include giving direction to the organisation and managing people, finances, resources, legal obligations, accountability and independence. The day-to-day management and running of the charity is the responsibility of the senior management team, headed by Stephen Joseph, Chief Executive.

KEY MANAGEMENT REMUNERATION

The pay of the Chief Executive and all staff are reviewed annually and normally increased to reflect a cost of living adjustment, if organisational income allows. The Trustees also benchmark against pay levels in other charities every two years.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

OBJECTIVES AND ACTIVITIES

Summary of objects

The objects, as set out in the Memorandum and Articles of Association, are:

- To advance the education of the public on transport and related topics and their impact upon environment and society, including biodiversity, health and poverty.
- The promotion for the public benefit of the use of sustainable modes of transport and patterns of living and transport which reduce the adverse effects of transport upon the environment, health, society and natural and historical landscapes within the United Kingdom and elsewhere.

"Our vision is a country where communities have affordable transport that improves quality of life and protects the environment"

Communities

We envisage diverse communities across the country where people's needs are met locally so the need to travel long distances is reduced. This isn't just about where you live but also about communities with common interests or experiences, and how transport can help or hinder them.

People in communities should also have a say about how their transport is planned and run – particularly so that those who are less powerful or affluent (and who are often less likely to own their own private car) can have their say too.

Affordable

Income shouldn't be a barrier to accessing public transport. Sustainable transport should be competitively priced so it isn't cheaper to go by car or by plane.

Transport

Transport is about more than private motor cars. Our positive vision of transport includes all forms of public transport, walking and cycling. For public transport our vision is of co-ordinated and integrated services, good connections and top quality interchanges. Information is easy to find and understand, ticketing is integrated and simple and access to stations is easy for all forms of transport. Public transport services are frequent and reliable at all times of day.

Quality of life

Decisions on transport too often put abstract notions of economic value ahead of people's well-being. Putting people first in the way we design and manage our streets is needed to end the severance of communities by busy roads, to reduce air-pollution and enable healthier lifestyles through more active travel choices.

Protects the environment

The dominance of cars, lorries and planes threatens our environment. A well planned transport system is needed to meet our future needs and reduce carbon, but also protect our landscape, biodiversity and cultural heritage.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

Mission Statement

Achieving our vision requires substantial changes to UK transport policy. We aim to achieve this change by providing well-researched, practical solutions that gain support from decision-makers and the public.

Specifically we aim to:

- Be recognised as the trusted authority and voice on transport policy by decision-makers at all levels, and make the economic case for sustainable transport
- Build public support for improving public transport and reducing traffic
- Have a diverse funding base
- Act consistently with our vision of improving quality of life and reducing environmental impact

STATEMENT OF PUBLIC BENEFIT

The charity confirms the trustees have complied with the duty in section 17 of the Charities Act 2011 to have due regard to public benefit guidance published by the Commission in determining the activity undertaken by the charity. The charity's aim is to bring benefits to all sectors of the public by influencing transport policy to improve access to public transport and reduce the need to drive, allowing a better quality of life and an improved environment.

There is no detriment or harm associated with our activities, beyond the marginal environmental impacts of running the organisation. The beneficiaries of our activities are all members of the public, regardless of geographical location and ability to pay, as we do not charge any fees to any members of the public. Our work benefits those in poverty and those with a low income, as we campaign for lower train fares and improved bus services, which are vital to the poorest members of our society. There are no private benefits of our work, beyond the reasonable compensation of our staff for their work.

ROLE OF VOLUNTEERS

The charity makes use of volunteers in its national office. There is a volunteer policy that sets out the charity's responsibilities in this relationship. The volunteers are managed by the head of the team they work in - communications, campaigns or administration. The national office supports 5-12 volunteers a year, contributing a total of 300-950 volunteer hours.

In addition, a couple of dozen volunteers around the country use the charity's name to undertake work in furtherance of the charity's objects.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

STRATEGIES FOR ACHIEVING OUR OBJECTIVES

We use a number of different strategies to achieve our objectives and our vision. These include:

Research

Decision-makers cannot develop sensible policies unless they know the facts. Our research highlights the environmental and social impacts of transport. We frequently advise on transport issues, and we comment on a wide range of draft bills, policy documents and consultations.

Political work

We are a national organisation based in London. We lobby Ministers, MPs, regional government and local authorities, making sure green transport issues are kept high on the political agenda. Members of the public taking part in our campaigns help our work greatly. We have three main campaigns;

- Fair Fares Now
- Save our Buses
- Roads to Nowhere

We also work on other aspects of transport in England and Wales.

Local communities

We support local groups fight devastating road-building schemes and communities blighted by dangerous, noisy and polluting traffic.

Transport companies

We work with transport companies, to promote best practice, and to pressure for support of public transport. An example of our work with transport companies is the Freight on Rail partnership. It works to get freight off the road and onto the railways.

Pooling ideas

We bring together specialists from many fields to pool ideas for improving transport. For instance, we convene the Transport Taxation Group, which brings together environmental groups, transport operators, academics, consultants and think tanks to come up with better ways of taxing transport.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

Overview of the year

This year saw progress in our campaigning on a number of fronts. As noted last year, our Fair Fares Now campaign was successful in getting the Government to end above-inflation fares rises for the railways, though another Government commitment to introduce season tickets for part-time workers proved more difficult to get implemented in practice. Our Right Track North campaign supported local authorities in the North of England in getting significant improvements to rail services there, including the replacement of old substandard Pacer units, and increases in the frequency and reach of rail services. We also saw moves on reopening rail lines and having new or reopened stations, partly because of our campaigning or our support for local campaigners.

Our Save our Buses campaign also continued: we were with others successful in avoiding further cuts to central Government bus funding in the December spending review, but we found ourselves facing increasing calls for help from local campaigners facing cuts in their local bus services as many councils continued to cut funding for supported services. Against this, we were able to get increasing media and political attention at national level to these cuts and to the importance of buses, and the Government committed in principle to introduce a Buses Bill to give councils more powers to improve bus services. We played a central role in bringing together national organisations with an interest in buses to help shape the Bill.

Our Roads to Nowhere campaign met with less success over the year. The Government continued to promote major road building and seemed less interested in looking at alternatives. However, we did see some more damaging ideas, such as a road through the South Downs National Park at Chichester, withdrawn, and we were also active in following up commitments to improve the environment and reduce the impacts of existing major roads, through the 'designated funds' that we successfully promoted last year.

There has been an increasing focus on air quality in the UK, which is reflected in our work. It was a major issue in the London mayoral elections and we worked with other groups through the Healthy Air Campaign and the Green Alliance to promote solutions. Linked to this, the moves towards devolution to city-regions and sub-national transport bodies became an increasingly important part of our work, since transport is an important element in devolution deals, and we anticipate this growing in importance for us in the future.

In other areas, our Freight on Rail campaign continued to make the case for increasing railfreight and reducing the damage done by road freight, and was able to work with a number of local authorities in doing this. We also relaunched the Smarter Travel Forum, bringing together technology companies with transport policy-makers.

We also continued to underpin our campaigning with high quality research. We produced a report on planning around public transport, highlighting examples of good practice. During the year we also began to bring together the research and discussion activities that we have increasingly carried out into a thought leadership programme, which we christened Tracks. This programme started with themes on financing public transport and on transport and development.

Internally, this was a difficult year financially. We reshaped our fundraising and recruited new people to fill the new roles, but these inevitably took time to develop their programmes. With these fundraisers in place, we are better placed for the next financial year, especially with the new Tracks programme and the Smarter Travel Forum. The Board also reviewed and rolled forward the organisation's strategy and as a result we now have a clear strategy for the next three years.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

ACHIEVEMENTS AND PERFORMANCE

Our main strategic objectives remain unchanged from our strategic plan revised in 2015:

1. Influence national government policy to achieve our vision
2. Influence local government policy and delivery
3. Empower others to promote sustainable transport
4. Mobilise the public to support our campaigning
5. Diversify our funding base

This report will look at each objective in turn to outline progress made against the overall goals.

Objective 1: Influence national government policy to achieve our vision

General policy

During the year we continued to make the case for transport policy to give more weight to local and everyday transport and less to big strategic projects, especially road schemes. The Autumn Spending Review saw us make this case strongly, with some success in terms of saving bus funding. We also managed to make the case for a new version of the Local Sustainable Transport Fund, by christening it an 'access fund', though in the event it received very little funding compared to the LSTF. We supported others in developing the Cycling and Walking Investment Strategy, though this too received limited funding in the Spending Review. In general we saw rail funding and investment improve, but other alternatives to cars and lorries decline in funding, leaving people car dependent. Part of this focus on major projects saw the creation of the National Infrastructure Commission, chaired by Lord Adonis, and we started to engage with this to ensure that in considering its remit that it considered a full range of options and valued environmental quality and tackling climate change properly.

However, the Government's devolution agenda saw new organisations and players emerge, including new city region transport authorities and also sub-national transport groups, starting with Transport for the North. These may take different perspectives from central Government.

Rail strategy and spending

In June 2015, following the general election, a number of rail projects were 'paused' due to the underperformance of Network Rail. These projects were heavily concentrated in the north of England, where we had previously concentrated our Right Track North campaign to secure investment through the Northern and TransPennine franchises. At the same time, the Government was pushing major road schemes, so we launched a campaign in the run up to the budget to urge the Chancellor to divert this wasteful money into much needed rail investment. Over 750 people responded to this campaign and wrote to the Chancellor on this matter. Although road schemes were not halted, the rail schemes were 'un-paused' and are mostly proceeding.

The Government announced various reviews on the railways, in particular a review of future rail funding and finance by Nicola Shaw. We contributed to this and urged supporters to respond to the review opposing further fragmentation and privatisation of the railways. In the event, the review received 10,000 responses, of which over 600 came directly via our website and thousands more from other organisations who had taken up the issue. In the event, the report ruled out further major structural change and instead promoted more devolution within Network Rail and better contacts between the rail industry and the wider world.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

We continued to take an interest in the High Speed 2 proposal. We supported the case for more rail capacity but remained unconvinced that the HS2 scheme as currently planned would meet the objectives we had previously set out.

The reopening of the Borders Railway in Scotland provided inspiration for campaigns elsewhere and we also continued to support plans for new and reopened railway lines and stations. In particular we helped the local authorities and the local MP promoting the reopening of the railway line to Wisbech in Cambridgeshire, including linking them to the Railway Inspectorate in order to reduce costs attributed to safety from the reopening plans.

Fair Fares Now

With the Government committed at the May 2015 General Election to ending above inflation fares rises for this Parliament, our fares campaign changed its focus to securing a fairer deal for part-time workers this year. We received good media coverage promoting flexible ticketing and the rail minister, Claire Perry, responded to our calls. However, Ministerial commitments turned out to be difficult to get implemented, and the Government abandoned its South East Flexible Ticketing Scheme in December 2015, despite having spent £37m on it, and instead invited the rail industry to implement flexible ticketing and smart cards. We expressed concern that this seemed to be going backwards.

By contrast, Transport for the North started moves to implement smart ticketing for the North of England, and we worked closely with them in developing their plans. We linked them to a project on mobile e-ticketing by the University of Hertfordshire, which we assisted, and which offers tickets for bus services on mobile phones.

As background to our work in this area, in December 2015 we produced research on future rail finance from Credo consulting which showed that by 2020 the Government could be receiving £3.7bn from passengers through rail franchising; we suggested that some of this 'rail tax' should be reinvested in the railway through greater investment and through lower and simpler fares.

Passengers Guide to Franchising

Rail franchising is an extremely complex process and it is not always clear to passengers and communities how they might have a say in the running of their local services. We produced an online guide in July 2015 which was designed to clarify the process and help the general public input their ideas on the future of the rail network to the Government. This work was supported by the Department for Transport and launched at the Department's Rail Industry Day in London.

Save our Buses

This was a busy year for bus campaigning, with local authorities continuing to cut bus services around the country, but we have had some successes. Following our support for campaigners in Devon, the local authority scrapped its plans to make £1.7 million cuts to bus services.

The Queens Speech announced a Buses Bill to be brought forward in the coming year, and we began working with partners to develop proposals to be included in it. We consulted with supporters about what they would like to see, receiving over 60 responses, and have started discussions with Ministers and officials to put our

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

ideas forwards. We also convened meetings of national organisations with an interest in buses, including disability charities, countryside groups and organisations representing young people and pensioners. This work continues into 2016-17, where we hope to see the Bill presented.

The Bus Service Operators Grant provides £345 million of public funding for bus services; with the Government's autumn spending review looking for reductions in spending we joined with the bus industry group Greener Journeys and the Urban Transport Group of city transport authorities to demonstrate the value of buses to people to Ministers and MPs. In the event our campaigning was successful and despite the squeeze on spending the grant was left untouched.

Partly as a result of our work, the Government funded 34 'Total Transport' pilot projects, bringing together different publicly-funded transport services in the same area. We welcomed this and were involved in the largest pilot in Northamptonshire and in the meetings of the pilots to monitor progress.

Roads to Nowhere

We continued to fight the Government's road building plans across the country, supporting local campaigners and lobbying the Government directly. There has been a lot campaigning this year around motorway widening schemes, particularly the London-Reading section of the M4 where we encouraged people to register objections to the smart motorway scheme. This proposal involves the permanent removal of hard shoulders to increase capacity on the road, which has severe safety consequences as well as emissions problems. We tried to highlight these in conjunction with motoring organisations and the emergency services, by analysing safety projections and identifying flaws.

As noted below (objective 4) we supported a number of local campaigns against individual road schemes. We also engaged at a national level on the Road Investment Strategy and the new road planning institutions in England, including Highways England. We supported stakeholders on various feasibility studies, including those involved in the proposed Trans Pennine Tunnel, which would if built be the longest road tunnel in the world and would potentially have a very harmful impact on the Peak District National Park. We also sought to make progress with the various designated funds which (as a result of our previous work) formed part of the RIS. We saw these as important in making the case for 'retrofitting' existing roads to improve their position in the surrounding landscape and in improving biodiversity, reducing noise and pollution and also integration with other modes of transport.

There are a large number of road schemes being developed by local authorities and Local Enterprise Partnerships and we continued to monitor this during the year, including through a 'LEPwatch' programme which included data on spending and programmes on transport in England. We launched a new maps website with all the data on these transport schemes so that people can see what is happening in their area.

Air quality

The increasing medical evidence of the extent of damage to health caused by air pollution, most of it from road traffic, achieved much greater profile over the year. This was partly because of the ruling by the Supreme Court in April 2015, on a case brought by the legal group Client Earth, requiring the Government to produce a strategy to reduce air pollution. Revelations about Volkswagen, and potentially other manufacturers, avoiding EU emissions standards by fitting 'defeat devices', also drove the issue. This was pursued by the European Federation of Transport & Environment, of which we are a member. The London Mayoral election in May 2016

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

saw air pollution become one of the leading issues, which we assisted by teaming up with other groups through the Green Alliance in a green manifesto and hustings. Several of the proposals for tackling air pollution in that manifesto were subsequently taken forward in manifestos from the candidates. We also worked closely with the Healthy Air Campaign to bring together a wide range of groups to campaign on air pollution issues.

Freight on Rail

Freight on Rail continued to make the case for an increased role for railfreight. It commissioned research on two key issues – on the potential reductions in congestion on the strategic road network if railfreight were increased, and on the options for reducing pollution from road freight. It also continued to make the case against longer and heavier lorries, both in the UK and across the EU. An event with Transport for the North helped to bring together railfreight interests with those involved in the Transport for the North freight strategy, and the resulting work gave priority to improving railfreight.

Freight on Rail also continued to work with other European bodies to make the case for setting emissions standards for CO₂ from trucks, and for limiting the introduction of megatrucks across Europe.

Thought leadership

The organisation has over the years played a role in shaping and developing transport policy, through research and through workshops and seminars bringing people together. In this year, we produced a research report, 'Getting There', highlighting good practice examples in the UK where new commercial and housing developments have been built around public transport. All this work has been well received, especially since the conventional think tanks don't (with exceptions) cover transport issues well.

We therefore took the decision to bring together this strand of our work into a coherent thought leadership programme, 'Tracks', with the aim of researching and discussing longer term and bigger themes affecting transport. The first two themes were on financing public transport, and on transport and development. On the financing theme, a research report from consultants Steer Davies Gleave was commissioned and a roundtable was organised to discuss it – as a spin off, a workshop on workplace parking levies was organised, with a briefing prepared by Nottingham City Council on its levy scheme. Partly as a result of this workshop, Cambridgeshire and other authorities were able to include a levy on workplace parking in Cambridge into their City Deal proposals.

Alongside this, we revived the 'Smarter Travel Forum' that we had set up two years ago, and brought together technology companies to consider transport policies. The previous founder members decided to continue their support and agreed a programme of activities for 2016-7, which will bring together technology companies and policy makers at local and national level.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

Objective 2: Influence local transport policy and delivery

Devolution

As noted elsewhere, the Government developed its programme of devolution within England during the year, with transport a major element. We responded by deepening our engagement with the city region transport authorities: we have long had good links with the Passenger Transport Executive Group (pteg), and welcomed the group's relaunch in January 2016 as the Urban Transport Group, with Transport for London as a member. We liaised closely with this new group and with many of its members, offering advice and help for them in progressing their transport policies.

Alongside this, the Government's focus on the Northern Powerhouse saw the formal launch of two new bodies during the year: Rail North (see below) and Transport for the North. We sought to work closely with Transport for the North, and to support those involved in it in making the case for investment in better public transport across the North and in creating a coherent overarching strategy for transport and the economy in the North, rather than a collection of schemes. In particular, we offered help in creating a smart ticketing scheme for the North. We also talked to officers involved in other sub-national bodies, including Midlands Connect and the Heart of England Strategic Alliance.

Local transport spending and policy

We sought during the year to monitor trends in local transport spending, and carried out new research on the Local Enterprise Partnerships, branded as 'LEPwatch'. A map of LEP transport proposals was produced and information requests gathered in transport plans and programmes. A continuous bias towards spending on roads was evident, though some areas had ambitious plans for public transport. Walking and cycling were largely absent.

Against this, we sought to highlight opportunities to improve things, through Total Transport, and also the workplace parking levy as implemented by Nottingham City Council (see above). We worked with a number of non-metropolitan authorities, including Cambridge and Northamptonshire, and highlighted good projects by others. We also began to develop plans for a wider cities campaign, building on the air quality work and on the Greener London project with the Green Alliance.

As already noted, we succeeded to make the case for a successor to the Local Sustainable Transport fund, though the 'Access Fund' ended up with only a third of the funding previously given to the LSTF. Nonetheless, we worked with other groups to seek ways of developing it and ensuring that the capital funding would be used.

Right Track North

As noted in last year's report, we were concerned about the Government's initial proposals for future development of the North's rail services, and set up the 'Right Track North' campaign with the aim of making these more ambitious. The invitation to tender was in the event much more ambitious, and the resulting franchise awards, announced in December 2015, saw commitments to replace or refurbish all the trains in the North of England, and significantly increase service frequency and coverage, including more evening and Sunday services. We welcomed this as a step-change in the provision of alternatives to car travel across the North, and agreed to seek to work closely with the new Rail North body which will manage the franchises jointly with the Department for Transport.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

Buses

We continued to make the case for local authorities to avoid cutting bus services, and engaged with several council consultations on bus cuts. As noted elsewhere, we were successful in seeing some cuts reversed or reduced, but overall saw reductions in tendered services. We created a bus cuts map so as to highlight the losses nationally. We recognised that ultimately national policy change would be needed, through the promised Buses Bill and new forms of finance through Total Transport initiatives.

Objective 3: Empower others to promote sustainable transport

We continue to support local campaigners, particularly those fighting to save local bus services and those trying to stop damaging road schemes. Martin Abrams, our Public Transport Campaigner, went on a Bus Rescue Mission this summer after we raised £5,000 in crowd funding to go and help local campaigners in six parts of the UK with tailored support and advice to fight bus cuts in their areas. We have helped found bus campaigns in Fleet and Shepton Mallet this year and are continuing to work with bus campaigners in a number of other areas.

We have also supported local people fighting road schemes. We have provided support for the Stonehenge Alliance, which is campaigning against a short road tunnel under Stonehenge. We have assisted groups in the Cotswolds, where a dual carriageway through the Area of Outstanding Natural Beauty is proposed, in Hereford, where a planned bypass would damage Sites of Special Scientific Interest, and along the South Coast where there are several road schemes which would damage the environment. Here there was a success, where we helped groups in Chichester get a consultation on bypass options withdrawn, and options that would take a dual carriageway through the South Downs National Park were ruled out. We also co-ordinated the formation of a group of campaigners fighting the Mayor of London's plans for new roads across the Thames, particularly at Silvertown. In all these cases, the groups are not necessarily opposed to any road building, but believe that big schemes, often conceived many years ago, will not improve transport in their area and want alternative packages instead.

There are a large number of new schemes and strategies being developed, and part of our work has been to support those attending meetings about these plans, and in particular feasibility studies being carried out on various road corridors. We have also taken part in public inquiries, especially on the proposal to widen the London-Reading section of the M4, where we supported local communities and the Friends of the Earth groups in making the case that such widening will add to congestion and air pollution in the surrounding area.

Apart from specific work on buses and new roads, we continue to help a wide range of other groups and campaigners promoting sustainable transport in various ways, including promoting new or reopened railway lines and stations, and tackling local traffic and development issues.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

Objective 4: Mobilise the public to support our campaigning

This year we continued to grow our mailing list and increase social media interaction with the benefit of a dedicated communications officer throughout the year. We added over 1,000 people to our mailing lists and gained over 2,500 followers on Twitter taking our total audience across all mediums to nearly 30,000 people.

We continued to have a high level of interaction with our campaigning outputs, including:

- 1,100 people writing to George Osborne to tell him to protect buses in the Spending Review
- Nearly 200 people writing to their MEP to oppose mega trucks
- 750 people writing to George Osborne to tell him to stop the Northern Powerhouse collapsing

On average, we have an open rate of 32 per cent, and a click through rate of 8.2 per cent, both above average for the charity sector.

Objective 5: Diversify our funding base

The loss of our fundraiser in April 2015 set the organisation back in terms of fundraising, which contributed to us ending the year with a heavy financial loss. During the year, we recruited two specialist fundraisers: one for grant-trusts and one for corporate support, which enabled us to develop more robust plans for the future focussed around our Tracks programme and maximising corporate support.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

FINANCIAL REVIEW

The charity's income was **£570,501** in this 12-month period of activity ended on 31 March 2016 compared to £620,589 in the 12 months to 31 March 2015. The total expenditure was **£664,099** for the 12 months of activity to 31 March 2016 compared to £609,565 in the 12 months to 31 March 2015. This was due to a very challenging fundraising environment and the loss of a dedicated fundraiser at the start of the year, meaning the planned launch of the Tracks thought leadership programme was delayed. We have now recruited two good fundraisers and the future situation looks much better for 2016-17.

Total reserves carried forward at 31 March 2016 was **£100,513** consisting **£78,485** of unrestricted general funds and **£22,028** of restricted funds for on-going projects. Details of movements on restricted fund balances are set out in the notes to these accounts.

Reserves policy

Reserves are needed to bridge the gap between the spending and receiving of income and to cover unplanned emergency repairs and other expenditure. Trustees have adopted a policy regarding reserves which should ensure that:

- a) Excluding those funds represented by fixed assets, general reserves do not exceed 6 months' anticipated expenditure
- b) There are adequate funds to ensure that the charity is able to meet all current and known future liabilities

The level of reserves is considered and reviewed at regular intervals by the Trustees. The reserves are set at a minimum of 3 months non-restricted funding as a base with the following components:

- Salaries based on budget for 2016-17
- Overheads based on budget for 2016-17
- Portion of unexpected sick and maternity costs based on salary scale for 2016-17

Operational funds are deemed to be unrestricted funds, since restricted funds are ring-fenced for the expenditure on specific projects, and so will be available to be used to bring a project to a reasonable end within a given period of organisational wind up.

The trustees estimate that they currently require free reserves (excluding fixed assets and restricted funds) of approximately **£149,922** to meet these needs. At 31 March 2016, free reserves (excluding fixed assets of **£1,309** and restricted funds of **£22,028**) were **£77,176**. Trustees will be aiming to review the reserves policy and rebuild reserve levels over the coming three years.

Investment policy and performance

The Articles of Association authorise the trustees to make and hold investments as they see fit, in furtherance of the objects of the charity. At the present time the trustees' policy is to maintain any spare funds on short term deposits earning a market rate of interest.

Going Concern

Although this has been a difficult year for the organisation, clear plans are in place for future years and fundraising for 2016-17 has already been effective in the first part of the year so the Trustees consider that Campaign for Better Transport is a going concern.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

PLANS FOR THE FUTURE

Our strategy will have succeeded if by the end of the strategy in 2018 we have achieved the following:

Vision: Communities

- There is more public influence in local transport decisions; in particular, the LEP system is reformed and new devolved bodies are set up so that there is greater transparency, better scrutiny and effective public involvement in transport decisions

Vision: Affordable

- Public transport is more affordable to use for many people, for example through flexible bus and rail tickets that bring 'season ticket-type' savings to part-time workers; and introduction of a national railcard and young persons' bus concession.
- Rail and multi modal ticketing are being simplified so that people are better able to purchase the cheapest fare for their journey, including through the new rail franchise agreements and through access to fares data being provided openly and consistently to third parties

Vision: Transport

- Priority to low carbon and sustainable travel is increased within fiscal policy and in future plans for development of transport infrastructure and environmental damage reduced, including making the strategic road network and HS2 more sustainable and expanding rail freight
- Transport networks are protected and extended with public transport and rail freight services maximised, in particular, there is a strong and ongoing LSTF-style funding programme for sustainable transport
- Commitments to roll out smart ticketing have been made in major cities and through rail franchise agreements
- Smart technology strategies are consistently implemented within investment projects on all transport modes

Vision: Quality of life

- Transport planning and appraisal are being improved, or have been improved, to better avoid and mitigate community impact and more accurately value transport's economic, environmental and social contributions
- Strong and effective measures to cut air pollution from transport are being implemented by national and local government
- Support and funding for active travel options including cycling and walking are increasing nationally and locally
- Commitments have been made to reform the planning system so that new developments (housing and commercial) are designed around sustainable transport networks and reducing the need to travel, to minimise car dependence.

Vision: Protects the environment

- Government funding for active and sustainable transport programmes is secured and expanded in particular a strong and effective cycling and walking investment strategy has been produced with a clear strategy and high levels of funding to support a transformational increase in cycling and walking
- Programmes are in place in cities and towns to enable more people to reduce their use of cars, including through improved travel advice and the protection of road space priority for buses and bicycles
- Plans to build new roads have been substantially scaled back from those included within the 2014 Road Investment Strategy

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

Some key objectives for 2016-17

Save our Buses:

- Influence the Buses Bill to ensure the legislation maximises support for buses and effective devolution
- Continue to monitor bus cuts, and support local campaigners working to save their local services from cuts.

Rail:

- Plan a new rail campaign to build on the success of Fair Fares Now, focusing on promoting passenger interests in franchising and ticketing
- Promote rail re-openings, and part time season tickets to Government

Roads to Nowhere:

- Continue to influence the second Road Investment Strategy to advocate for sustainable transport schemes, and co-ordinate with other green NGOs to propose ways for Highways England to spend its designated environmental funds
- Continue to support local campaigners fighting individual schemes on the ground

Tracks

- Run four themes of thought leadership throughout the year, engaging with a wide range of new corporate partners to produce high quality research and roundtable events.

Supporting objectives:

Whilst our main focus this year must be around securing some financial stability for the organisation and starting to rebuild our reserves, we are still exploring ways of increasing our social media audiences and engaging with a wider range of people. We hope to increase both our mailing lists and the number of people taking campaign actions during the year. Fundraising is a key issue and securing a funding pipeline for the next three years will be a key piece of work.

PRINCIPLE RISKS AND UNCERTAINTIES

Campaign for Better Transport has a formal risk management process through which the major risks to which the organisation may be exposed and has ranked these by likelihood and impact, culminating in a risk control document which is updated on a regular basis. All significant risks, together with current mitigation actions, are reviewed regularly throughout the year by the Trustees. The Trustees are satisfied that systems have been developed and are in place to mitigate identified risks to an acceptable level.

The principal risks and uncertainties identified by the charity are as follows:

Risk identified	Action taken to mitigate the risk
Income risk: we fail to meet fundraising targets	Strict fundraising plan in place, with quarterly targets. Chair and Treasurer to meet CEO & Operations director monthly to discuss progress
Loss of key staff members results in lack of progress on key objectives	Staff morale reviewed as part of appraisal process and work on staff progression to senior grades completed as a priority
External political changes make it difficult to pursue our strategic aims	Work with wide coalitions in the charitable sector to protect our right to campaign and promote wider common interests

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2016

STATEMENT OF TRUSTEES RESPONSIBILITIES

The trustees (who are also directors of Campaign for Better Transport Charitable Trust for the purposes of company law) are responsible for preparing the Trustees' Report and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the charitable company for that period. In preparing these financial statements, the trustees are required to:

- Select suitable accounting policies and then apply them consistently;
- Observe the methods and principles in the Charities SORP;
- Make judgements and estimates that are reasonable and prudent;
- State whether applicable UK Accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- Prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable company will continue in business

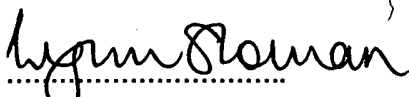
The trustees are responsible for keeping proper accounting records that disclose with reasonable accuracy at any time of the financial position of the charitable company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charitable company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

In so far as we are aware:

- There is no relevant audit information of which the charitable company's auditor is unaware; and
- The trustees have taken all steps that they ought to have taken to make themselves aware of any relevant audit information and to establish that the auditor is aware of that information.

The report of the Trustees has been prepared in accordance with the special provisions relating to companies subject to the small companies regime within Part 15 of the Companies Act 2006.

ON BEHALF OF THE BOARD:



Lynn Sloman – Chair

Date: 21 June 2016

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

We have audited the financial statements of Campaign for Better Transport Charitable Trust for the year ended 31 March 2016 which comprise the Statement of Financial Activities, the Balance Sheet, the Statement of Cash Flow and the related notes. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice), including FRS 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland.

This report is made solely to the charitable company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the charitable company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charitable company and the charitable company's members as a body, for our audit work, for this report, or for the opinions we have formed.

Respective responsibilities of trustees and auditor

As explained more fully in the Trustees' Responsibilities Statement set out on page 17, the trustees (who are also the directors of the charitable company for the purposes of company law) are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view.

We have been appointed auditor under the Companies Act 2006. Our responsibility is to audit and express an opinion on the financial statements in accordance with applicable law and International Standards on Auditing (UK and Ireland). Those standards require us to comply with the Auditing Practices Board's Ethical Standards for Auditors.

Scope of the audit of the financial statements

A description of the scope of an audit of financial statements is provided on the Financial Reporting Council's website at www.frc.org.uk/auditscopeukprivate.

Opinion on financial statements

In our opinion the financial statements:

- give a true and fair view of the state of the charitable company's affairs as at 31 March 2016 and of its charitable company's net movement in funds, including the income and expenditure, for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Opinion on other matter prescribed by the Companies Act 2006

In our opinion the information given in the Trustees' Annual Report for the financial year for which the financial statements are prepared is consistent with the financial statements.

Matters on which we are required to report by exception

We have nothing to report in respect of the following matters where the Companies Act 2006 requires us to report to you if, in our opinion:

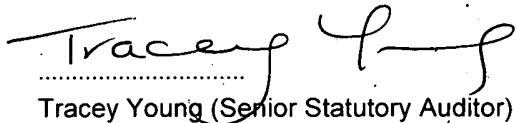
- the charitable company has not kept adequate and sufficient accounting records, or returns adequate for our audit have not been received from branches not visited by us; or
- the charitable company financial statements are not in agreement with the accounting records and

returns; or

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

- certain disclosures of trustees' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the trustees were not entitled to take advantage of the small companies exemption in preparing the Trustees' Annual Report or from the requirement to prepare a Strategic Report.



Tracey Young (Senior Statutory Auditor)
for and on behalf of haysmacintyre, Statutory Auditor

26 Red Lion Square
London
WC1R 4AG

Date: 25/7/16

haysmacintyre are eligible to act as auditors in terms of section 1212 of the Companies Act 2006.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

STATEMENT OF FINANCIAL ACTIVITIES
(incorporating an Income and Expenditure Account)

FOR THE YEAR ENDED 31 MARCH 2016

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2016 £	Total Funds 2015 £
INCOME FROM:					
Donations and legacies	2	331,208	-	331,208	415,106
Charitable activities	3	5,676	233,256	238,932	205,000
Investments	4	361	-	361	483
Total income		<u>337,245</u>	<u>233,256</u>	<u>570,501</u>	<u>620,589</u>
EXPENDITURE ON:					
Raising funds	5	64,568	-	64,568	72,005
Charitable activities	6	365,313	234,218	599,531	537,560
Total expenditure		<u>429,881</u>	<u>234,218</u>	<u>664,099</u>	<u>609,565</u>
Net (expenditure)/ income for the year	9	(92,636)	(962)	(93,598)	11,024
Transfers between funds		(878)	878	-	-
Net movement in funds		<u>(93,514)</u>	<u>(84)</u>	<u>(93,598)</u>	<u>11,024</u>
RECONCILIATION OF FUNDS					
Total funds brought forward		171,999	22,112	194,111	183,087
TOTAL FUNDS CARRIED FORWARD		<u>78,485</u>	<u>22,028</u>	<u>100,513</u>	<u>194,111</u>

All amounts derive from continuing activities. There are no other gains or losses other than those shown above. The comparative statement of financial activities is on page 31.

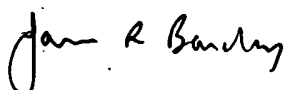
The notes on pages 23 - 31 form part of these financial statements

BALANCE SHEET

AS AT 31 MARCH 2016

	Notes	2016 £	2015 £
FIXED ASSETS			
Tangible fixed assets	11	1,309	2,007
CURRENT ASSETS			
Debtors	12	101,449	72,019
Cash in hand		63,070	171,900
		<u>164,519</u>	<u>243,919</u>
Creditors: amounts falling due within one year	13	(65,315)	(51,815)
NET CURRENT ASSETS		<u>99,204</u>	<u>192,104</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		<u>100,513</u>	<u>194,111</u>
NET ASSETS		<u>100,513</u>	<u>194,111</u>
FUNDS	14		
Unrestricted funds:			
General fund		78,485	171,999
Restricted funds		22,028	22,112
TOTAL FUNDS		<u>100,513</u>	<u>194,111</u>

The financial statements were approved and authorised for issue by the board and were signed on its behalf on 21 June 2016.



Jim Barclay – Treasurer

The notes on pages 23 - 31 form part of these financial statements

STATEMENT OF CASH FLOWS

FOR YEAR ENDING 31 MARCH 2016

Cash flows from operating activities

	Notes	2016 £	2015 £
Net cash provided (used in) operating activities		<u>(109,191)</u>	<u>(40,502)</u>
Cash flows from investing activities			
Interest income		361	483
Purchase of equipment		-	(1,186)
Net cash provided by (used in) investing activities		<u>361</u>	<u>(703)</u>
Changes in cash and cash equivalents in the period		(108,830)	(41,205)
Cash and cash equivalents at the beginning of the reporting period		171,900	213,105
Cash and cash equivalents at the end of the reporting period		<u>63,070</u>	<u>171,900</u>

Reconciliation of net (expenditure) /income to net cash flow from operating activities

	2016	2015
Net income (expenditure)	(93,598)	11,024
Add back depreciation charge	698	783
Loss on disposal of fixed asset		424
Interest income	(361)	(483)
Decrease/(increase) in debtors	(29,430)	(25,025)
Increase /(decrease) in creditors	13,500	(27,225)
Net cash used in operating activities	<u>(109,191)</u>	<u>(40,502)</u>

Analysis of cash and cash equivalents

	2016	2015
Cash in hand	<u>63,070</u>	<u>171,900</u>

The notes on pages 23 - 31 form part of these financial statements

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2016

1. ACCOUNTING POLICIES

The principal accounting policies adopted, judgements and key sources of estimation uncertainty in the preparation of the financial statements are as follows:

Basis of preparation

The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015) - (Charities SORP (FRS 102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

The organisation meets the definition of a public benefit entity under FRS 102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note(s).

Reconciliation with previous Generally Accepted Accounting Practice

In preparing the accounts, the trustees have considered whether in applying the accounting policies required by FRS 102 and the Charities SORP FRS 102. No restatement has been required in making the transition to FRS 102 and the Charities SORP FRS 102.

Preparation of accounts on a going concern basis

The trustees consider there are no material uncertainties about the Charity's ability to continue as a going concern. The review of our financial position, reserves levels and future plans gives Trustees confidence the charity remains a going concern for the foreseeable future.

Critical accounting judgements and estimates

In preparing these financial statements, management has made judgements, estimates and assumptions that affect the application of the charities accounting policies and the reported assets, liabilities, income and expenditure and the disclosures made in the financial statements. Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

Income recognition

All income is recognised once the charity has entitlement to income, it is probable that income will be received and the amount of income receivable can be measured reliably.

Donations and legacies

Donations and gifts are included in full in the Statement of Financial Activities when there is entitlement, probability of receipt and the amount of income receivable can be measured reliably.

Grants

Grants are recognised in full in the statement of financial activities in the year in which the charity has entitlement to the income, the amount of income receivable can be measured reliably and there is probability of receipt.

Income from charitable activities

Income from charitable activities is recognised as earned as the related services are provided. Income from other trading activities is recognised as earned as the related goods are provided.

Investment income

Investment income is recognised on a receivable basis once the amounts can be measured reliably.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

1. ACCOUNTING POLICIES (continued)

Expenditure

Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably. Expenditure is classified under the following activity headings:

- Costs of raising funds comprises cost of fundraising staff
- Expenditure on charitable activities comprises costs of research and campaigning activities
- Other expenditure represents those items not falling into any other heading

Irrecoverable VAT is charged as a cost against the activity for which the expenditure was incurred

Expenditure allocated to the particular activity where the cost relates directly to that activity. However, the cost of overall direction and administration of each activity, comprising back office costs, finance, HR, and governance is apportioned based on staff time attributable to each activity.

Allocation of costs

Staff costs are allocated between direct charitable expenditure and support costs based on the time spent on these activities. Other costs are allocated directly to the relevant heading.

Operating leases

Rental charges are charged on a straight line basis over the life of the lease.

Financial instruments

The charity only has financial assets and financial liabilities of a kind that qualify as basic financial instruments. Basic financial instruments, including trade and other debtors and creditors are initially recognised at transaction value and subsequently measured at their settlement value.

Fixed assets

Fixed assets are stated at cost or deemed cost (donated valuation at estimated fair value) less accumulated depreciation and impairment losses. Assets costing more than £500 are capitalised.

Depreciation is calculated to write off the costs of the fixed asset by equal instalments as follows, all straight line:

Furniture, fittings and equipment	4 years straight line
Leasehold improvements	life of lease

Debtors

Trade and other debtors are recognised at the settlement amount due after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.

Cash at bank and in hand

Cash at bank and cash in hand includes cash and short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.

Creditors and provisions

Creditors and provisions are recognised where the charity has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle the obligation can be measured or estimated reliably. Creditors and provisions are normally recognised at their settlement amount after allowing for any trade discounts due

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

1. ACCOUNTING POLICIES (continued)

Funds

Unrestricted funds are donations and other incoming resources receivable or generated for the objects of the charity. Designated funds are unrestricted funds earmarked by the trustees for particular purposes. Restricted funds are those funds which are to be used in accordance with specific instructions imposed by the donor or trust deed.

Employee benefits

Short term benefits

Short term benefits including holiday pay are recognised as an expense in the period in which the service is received.

Employee termination benefits

Any termination benefits are accounted for on an accrual basis and in line with FRS 102.

Pension scheme

The Campaign for Better Transport operates a defined contribution pension scheme for the benefit of its employees. The assets of the scheme are held independently from those of Campaign for Better Transport in an independently administered fund. The pensions costs charged in the financial statements represent the contributions payable during the year.

2. DONATIONS AND LEGACIES

2016
£

2015
£

Core grants and donations

331,208

415,106

3. INCOME FROM CHARITABLE ACTIVITIES

2016
£

2015
£

Research and education

Freight on Rail

62,264

60,221

Save our Buses

59,794

35,000

Roads to Nowhere

20,926

74,654

Local Group Support

5,000

5,000

Transit Oriented Development

-

11,000

Right Track North

-

8,250

ETS work

-

2,353

London River Crossings

10,667

-

Air Quality

7,855

-

Passengers Guide to Franchising

10,000

-

LEP Consultancy

3,250

-

Tracks

38,500

-

Smarter Travel Forum

15,000

-

Other income

5,676

8,522

238,932

205,000

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

4. INVESTMENT INCOME					2016	2015
					£	£
Deposit account interest					361	483
					<u> </u>	<u> </u>
5. COSTS OF RAISING FUNDS					2016	2015
					£	£
Direct staff costs					19,527	22,556
Direct other costs					6,367	7,500
Support costs					38,675	41,949
					<u>64,568</u>	<u>72,005</u>
6. COST OF CHARITABLE ACTIVITIES					2016	2015
					£	£
Research and education						
Direct staff costs					380,244	321,531
Direct other costs					57,111	69,615
Support costs					162,176	146,414
					<u>599,531</u>	<u>537,560</u>
7. SUPPORT COSTS	Staff	Premises	Office	Governance	2016	2015
	Costs	Costs	Costs	Costs	Total	Total
	£	£	£	£	£	£
Cost of raising funds	13,652	6,478	16,646	1,899	38,675	41,948
Charitable activities	57,246	27,165	69,803	7,962	162,176	146,414
	<u>70,898</u>	<u>33,643</u>	<u>86,449</u>	<u>9,861</u>	<u>200,851</u>	<u>188,362</u>

Support costs are the costs of central management. These costs are apportioned to activities based on staff costs and allocated overheads in proportion to allocated staff costs.

Governance costs includes audit fees of £8,968 (2015: £8,148) and Trustee related costs of £1,163 (2015: £1,556).

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

8. NET EXPENDITURE

	2016 £	2015 £
This is stated after charging:		
Depreciation – owned assets	698	783
Auditors' remuneration – audit services (excluding VAT)	7,490	6,790
Pension costs	27,096	21,062
	<u>27,096</u>	<u>21,062</u>

9. TRUSTEES' REMUNERATION AND BENEFITS

During the year, no Trustees received any remuneration (2015: £Nil).

During the year, no Trustees received any benefits in kind (2015: £Nil).

Expenses of £849 reimbursed to three Trustees in respect of fares and amounts paid to third parties during the year (2015: £508 to three Trustees).

10. STAFF COSTS

	2016 £	2015 £
Wages and salaries	405,792	364,060
Social security costs	37,780	34,256
Pension costs	27,096	21,062
	<u>470,668</u>	<u>419,378</u>

Key management personnel comprise the trustees and Chief Executive. The total employment benefits including employer pension contributions of the key management personnel were £69,212 (2015: £67,272). One employee has emoluments between £60,000 and £70,000 (2015: 1 employee). Pension contributions for the higher paid employee were £4,478 (2015: £3,808).

	2016 No.	2015 No.
Average head count	<u>15</u>	<u>13</u>

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

11. TANGIBLE FIXED ASSETS

	Plant & machinery £
Cost	
At 1 April 2015	35,564
Additions	-
Disposals	-
At 31 March 2016	<u>35,564</u>
Depreciation	
At 1 April 2015	33,557
Charge for year	698
Disposal	-
At 31 March 2016	<u>34,255</u>
Net Book Value	
At 31 March 2015	<u>2,007</u>
At 31 March 2016	<u>1,309</u>

12. DEBTORS: Amounts falling due within one year

	2016 £	2015 £
Trade debtors	74,660	53,246
Sundry debtors	11,096	6,821
Prepayments	15,693	11,952
	<u>101,449</u>	<u>72,019</u>

13. CREDITORS: amounts falling due within one year

	2016 £	2015 £
Other creditors	30,551	13,268
Accruals	8,988	8,148
Other tax and social security	10,776	9,473
Deferred income	15,000	20,926
	<u>65,315</u>	<u>51,815</u>

Deferred income relates to income received in the year specifically for the following year. In 2016, £20,926 was released to the Statement of Financial Activities and £15,000 was received during the year specifically for the following year and has been deferred to the year ended 31 March 2017.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

14. STATEMENT OF FUNDS	Brought Forward £	Incoming Resources £	Resources expended £	Transfers In/(out) £	Carried Forward £
GENERAL FUNDS					
General Funds	171,999	337,245	(429,881)	(878)	78,485
TOTAL	<u>171,999</u>	<u>337,245</u>	<u>(429,881)</u>	<u>(878)</u>	<u>78,485</u>

Unrestricted Funds – General Funds

Funds available are sufficient to permit the charity to continue in operation in the short term given the continued support of the funders. Should this support not continue in the longer term, further financial support would need to be sought to replace it.

	Brought Forward £	Incoming Resources £	Resources expended £	Transfers In/(out) £	Carried Forward £
RESTRICTED FUNDS					
Freight on Rail	9,758	62,264	(65,878)	-	6,144
Save our Buses	3,321	59,794	(52,182)	-	10,933
Roads to Nowhere	3,609	20,926	(24,286)	-	249
Local Group Support	645	5,000	(5,645)	-	-
Transit Oriented Development	4,426	-	(4,426)	-	-
ETS Work	353	-	(353)	-	-
LEP consultancy	-	3,250	(3,250)	-	-
Tracks	-	38,500	(39,004)	504	-
Smarter Travel Forum	-	15,000	(14,798)	-	202
London River Crossings	-	10,667	(11,041)	374	-
Air Quality	-	7,855	(3,355)	-	4,500
Passengers' Guide to Franchising	-	10,000	(10,000)	-	-
TOTAL	<u>22,112</u>	<u>233,256</u>	<u>(234,218)</u>	<u>878</u>	<u>22,028</u>

Restricted funds

The balances on restricted funds at 31 March 2016 arise from donations and grants received for projects on which some expenditure is still to be incurred in the coming financial year. All the funds detailed above arise from donations and grants given to the Trust for specific areas of the Trust's work in furthering its objects.

Areas of work

Freight on Rail is a campaign working to get goods off roads and onto rail as an important step in developing a more sustainable distribution system. It is a partnership between transport trade unions, freight operating companies, the Rail Freight Group and Campaign for Better Transport. It works to promote the economic, social and environmental benefits of rail freight both nationally and locally. It advocates policy changes that support the shift to rail and provides information and help on freight related issues to central, regional and local government.

Save Our Buses This is a national campaign to defend public bus services against government funding cuts.

Roads to Nowhere A project to support local people working to stop damaging proposed road schemes.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

14. STATEMENT OF FUNDS (continued)

Local group support We support many local campaign groups working on preventing bus cuts and stopping roads from being built. This is a specific budget for working with these groups providing advice and support.

Emissions Trading Scheme (ETS) work This work was to highlight to Ministers and the general public why transport should be included in the ETS, but also understand what the limits of the ETS are for controlling emissions.

Transit Oriented Development This is a summary report of how sustainable transport can support new development.

LEP Consultancy A project to provide advice and research to the South East Midlands Local Enterprise Partnership about surface access to Luton Airport.

Tracks Tracks is our new thought leadership programme, designed to bring together our existing research stream into a more coherent set of projects

Smarter Travel Forum A forum which is calling on Government to embed smart travel such as real time information, smartcards and data collection into its transport strategies.

London River Crossings A short campaign to support local people fighting against the Silvertown Tunnel scheme in London.

Air Quality Work conducted jointly with the Healthy Air Campaign fighting for better air quality in cities.

Passengers Guide to Franchising An easy to read guide for passengers about how the franchise process work for railways, and how the public can input into the process.

At 31 March 2016 there are no commitments (2015: £Nil).

15. SUMMARY OF FUNDS	Brought Forward £	Income £	Expenses £	Transfers In/(out) £	Carried Forward £
General Funds	171,999	337,245	(429,881)	(878)	78,485
Restricted funds	22,112	233,256	(234,218)	878	22,028
TOTAL OF FUNDS	194,111	570,501	(664,099)	-	100,513

16. ANALYSIS OF NET ASSETS BETWEEN FUNDS	Unrestricted Funds £	Restricted Funds £	Total Funds 2015 £	Total Funds 2014 £
Fixed assets	1,309	-	1,309	2,007
Current assets	142,492	22,028	164,519	243,919
Current liabilities	(65,315)	-	(65,315)	(51,815)
	78,485	22,028	100,513	194,111

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2016

17. COMMITMENTS

At 31 March 2016 there are no commitments (2015: £Nil).

18. OPERATING LEASE COMMITMENTS

At 31 March 2016 the charitable company had the total future minimum lease payments under non-cancellable operating leases as follows:

	2016		2015	
	Building £	Other £	Building £	Other £
Expiring within:				
Within 1 year	32,000	-	24,500	-
2 -5 years	128,000	-	128,000	-
More than 5 years	<u>16,000</u>	-	<u>48,000</u>	-
Total	<u>176,000</u>	<u>-</u>	<u>200,500</u>	<u>-</u>

19. COMPARATIVE STATEMENT OF FINANCIAL ACTIVITIES

	Unrestricted Funds £	Restricted Funds £	Total Funds 2015 £
INCOME FROM:			
Donations and legacies	415,106		415,106
Charitable activities	8,522	196,478	204,500
Investments	483		483
Total income	<u>424,111</u>	<u>196,478</u>	<u>620,589</u>
EXPENDITURE ON:			
Raising funds	72,005		71,005
Charitable activities	343,866	193,694	537,560
Total expenditure	<u>415,871</u>	<u>193,694</u>	<u>609,565</u>
Net income	8,240	2,784	11,024
Transfers between funds	(30)	30	
Net movement in funds	<u>8,210</u>	<u>2,814</u>	<u>11,024</u>
RECONCILIATION OF FUNDS			
Total funds brought forward	163,789	19,298	183,087
TOTAL FUNDS CARRIED FORWARD	<u>171,999</u>	<u>22,112</u>	<u>194,111</u>