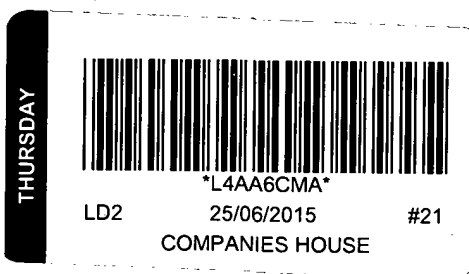


**CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**  
**REPORT AND FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 31 MARCH 2015**

**Registered Company number: 04943428**  
**Registered Charity number: 1101929**



**CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**  
**REPORT AND FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 31 MARCH 2015**

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| <b>CONTENTS</b>                   | <b>Page</b> |
|-----------------------------------|-------------|
| Trustees' Report                  | 1 - 17      |
| Independent Auditors' Report      | 18 - 19     |
| Statement of Financial Activities | 20          |
| Balance Sheet                     | 21          |
| Notes to the Financial Statements | 22 - 28     |

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **REFERENCE AND ADMINISTRATION**

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**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)  | Appointed 25 June 2014                  |
| Mark Walker     | Chair (until 15 September) | Resigned & re-elected 15 September 2014 |
| David Pemberton | Treasurer                  |   |
| Alastair Hanton |                            | Resigned & re-elected 15 September 2014 |
| Paul Salverson  |                            | Appointed 25 June 2014                  |
| John Stewart    |                            |   |
| Janet Birch     |                            |   |
| Eric Galvin     |                            | Resigned & re-elected 15 September 2014 |
| Ceri Margerison |                            | Resigned & re-elected 15 September 2014 |
| Sue Fletcher    |                            |   |
| Ruth Chambers   |                            |   |
| Richard Goldson |                            |   |

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**

Stephen Joseph OBE

**Company Secretary**

Ruth Chapple

**Auditors**

haysmacintyre, 26 Red Lion Square, London WC1R 4AG

**Solicitors**

Turners, 77 Main Street, Cross Hills, Keighley, West Yorkshire, BD20 8HP

**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 2015**

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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 2015. The trustees have adopted the provisions of the Statement of Recommended Practice (SORP) 'Accounting and Reporting by Charities' issued in March 2005.

#### **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.

#### **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.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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***"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.

#### **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

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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#### **Overview of the year**

This year we continued a number of our campaigns, as well as starting some new ones. Our long-running Fair Fares Now campaign succeeded in getting all the political parties to commit to a freeze on rail fares in the General Election, as well as commitments to increase smartcards, flexible tickets and zonal fares across the country.

The Government's commitment to infrastructure investment was a double-edged sword for us. On the one hand, it brought a very large investment programme for expanding trunk roads in England, including some schemes affecting National Parks and other important landscapes. We opposed this and helped local groups express opposition to specific schemes. However, our work with other groups enabled us to make the case for environmental improvement of existing roads, such as 'green bridges', and for increased provision for cycling and walking. This produced significant funding within the investment strategy, and also a 'design panel' to improve road design.

The Government's commitment to a 'northern powerhouse' informed a new strand of work for us – a campaign for a step change in the quality and quantity of rail services in the North of England. Our 'Right Track North' campaign challenged the Government to match its rhetoric with real funding and support in the new rail franchises for the region, and we were pleased to see that an initial consultation on those franchises, which implied service cuts, higher fares and reduced staffing, ended up with commitments to increased investment and devolved control over these services.

While much national debate on transport is about major projects, it is the policy and funding for local transport that often matters most to people. Our 'Save our Buses' campaign has charted continued reductions in local bus services, and has been supporting an increasing number of local campaigns aimed at keeping services that are lifelines for communities and for the many people without access to cars. These services get people to work, education, training, health care, shops and leisure, yet decision makers don't always see this. We were therefore pleased that the Government responded to our work on this and introduced pilots for 'Total Transport' schemes, aimed at bringing together the range of local transport provision. The Local Sustainable Transport Fund, which we helped bring about, has helped provide access to transport, and our research this year has shown the economic value it has brought, especially in getting unemployed people into work.

Much of our work is carried out in cooperation with other groups; an example of this was the Government's agreement to include statutory provision for a long term 'Cycling & Walking Investment Strategy', which was the result of joint campaigning with a number of groups and has the potential to transform active travel in this country.

On more internal issues, we reviewed and revised our strategy this year, and recruited a new chair for our Board. As ever we faced financial challenges, but succeeded in producing a surplus. This was helped by a legacy from a previous chair and Board member of the organisation, Harley Sherlock, who sadly died during the year. His interests in planning and transport will be continued in new research that we are due to publish in the next financial year.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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#### **Progress against strategic objectives**

Our main strategic objectives remain unchanged from our strategic plan developed during 2010-11:

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**

With the approach of the General Election in May 2015, we worked with other transport bodies to coordinate a set of roundtable meetings with each of the political parties to discuss what commitments they should make for the next Parliament. These included members of the parties' manifesto and transport teams and focused on local transport issues and policies, on the grounds that these tend to be neglected at elections in favour of national infrastructure projects.

We also hosted keynote speeches by the transport spokespeople of the three main parties - the Transport Secretary Rt Hon. Patrick McLoughlin MP, the Transport Minister Baroness Kramer and Shadow Transport Secretary Michael Dugher MP. These speeches, given to an invited audience of transport interests and professionals, included good question and answer sessions, and we published the speeches on our website.

The results of this work were shown in decisions made by the Government before the election – notably the 'Total Transport' pilots (see below) and in the manifestos. We were pleased that the parties made a range of good commitment on transport in the manifestos and also during the election campaign. This included a commitment by all parties to freeze rail fares in real terms, following our 'Fair Fares Now' campaign, as well as support for cycling. We now have good grounds on which to hold the Conservative Government to account over the next five years.

##### **Investment and support in public transport**

The main activity in this area over the year was our 'Right Track North' campaign. We established this campaign to make the case for significant investment in railways in the North of England, and to support the devolution of control over these services to local authorities. This was aimed at influencing the terms defining the re-letting of the Northern Trains and Trans-Pennine rail franchises.

We started this campaign by producing a 'Right Track North' charter with the support of a wide range of local business, NGO and transport groups. We submitted our response to the consultation seeking views on the franchises, and encouraged others to respond, too. The consultation proposed some fares rises and service reductions and did not envisage major investment, which we argued was needed if the Government's ambition for a 'northern powerhouse' was to be realised.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

#### **FOR THE YEAR ENDED 31 MARCH 2015**

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To make this case in more detail, in January we published new research, 'Stepping Stones to a rebalanced Britain', produced for us by research group Greengauge 21, which showed how investing in new trains, improved stations and better services would provide essential infrastructure for growing cities and maximise the benefits from billions of pounds of investment due as part of the 'northern powerhouse' scheme.

In November last year, we produced a preview of this research to coincide with an event at the National Railway Museum in York, at which representatives of train operators, passenger groups and the Department for Transport were invited to debate the future of rail in the north of England, and the development of the franchises. The capacity audience included journalists, trade union representatives and interested locals, and the Department for Transport representative took the opportunity to promise more investment in trains and services.

We were therefore delighted that, at the end of February, the Department for Transport published the Invitations to Tender (ITT) for Northern Rail and TransPennine Express franchises with a number of announcements which closely reflected the recommendations of our research, including:

#### *Rolling stock*

- The end of the outdated 'Pacer' trains, with all 220 being withdrawn by 2020.
- Building of at least 120 new-build carriages for Northern's non-electrified diesel routes.
- Modernisation of existing trains.

#### *Timetabling*

- Up to a third more seats, with higher capacity into major cities and improvements to Saturday and Sunday services.
- Upgraded regional inter-city and express services in both TransPennine and Northern franchises.

#### *Tickets and fares*

- Moves toward a zonal fares structure for the whole of the north of England (similar to London's), providing coherence, consistency and improved opportunities for promotion and marketing (this was a key recommendation of our research).

The Invitations to Tender also ruled out large fares increases to pay for improvements in the franchises, as we had suggested in the consultation.

#### **Reopenings and upgrades**

Other work under this heading included continued support for new and reopened rail lines. We supported the MP for NE Cambridgeshire in his efforts to get the line to Wisbech reopened, by participating in project meetings and commenting on study reports. We also discussed other prospects, including the 'National Forest' line in Leicestershire. Meanwhile, some reopenings we had previously championed were completed in the year, including the Todmorden curve in West Yorkshire, which will significantly cut journey times between Burnley and Manchester.



## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

#### **FOR THE YEAR ENDED 31 MARCH 2015**

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##### **Fair Fares Now**

We continued our campaign for simpler, fairer and cheaper rail fares, with media and policy work throughout the year, including:

- Handing in our 4,000 strong petition, in late October, calling on the Government to scrap evening peak fares on Northern Rail, and in September, we held public protests in Manchester.
- We updated our 'Fares V. Wages Calculator' which illustrates how fast people's train fares have increased when compared to their wages over the past decade, and produced a series of infographics for social media showing how long it would take a commuter on an average salary to pay off their season ticket.
- We performed extensive media work surrounding August announcement and January fare rise.

As a result of this work, the Government again announced that it would hold fares at the rate of inflation and scrap the 'flex' that previously allowed train operators to increase fares by as much as five per cent more than the rate of inflation. As noted above, the election manifestos of all the parties, including the Conservatives included commitments to limit fare rises.

We increased campaigning on flexible ticketing for part time workers; the Government had previously agreed to this but action has been slow in coming. Our work on this included discussions with officials and Ministers and public campaigning involving supporters and a coalition of 14 charities and unions. Some flexible ticketing is being progressed through franchise agreements, but we have suggested that this needs to be a nationwide strategy.

We have previously campaigned for a national rail card along the lines available and successful in other countries such as Germany and similar to the current Network Railcard for South-East England; we were therefore glad to be able to welcome the launch of the new '2together' National Rail Card, which gives discounts for people travelling together.

##### **Save Our Buses**

We followed previous annual surveys of bus cuts with a new report on 'Buses in Crisis' and updated online maps to illustrate the scale of cuts in subsidised bus services. This work had a big public and political impact, with all parties investigating ways to improve bus provision.

A key recommendation in 'Buses in Crisis' was to introduce pilots for 'Total Transport' schemes, bringing together all procurement of passenger services by different public services in particular areas. We held a round table on bus funding in September 2014 which brought together representatives from the bus industry, local authorities and the Government and which explored the case for this and other ring-fenced funding for buses. As a result of this work, the Government announced in January that it would fund a series of 'Total Transport' pilots to the tune of £4 million. 42 bids for the fund were made by local authorities and we were delighted when the Government announced that 37 were successful and that funding was being increased from £4 million to £7.6 million. We will be looking to build on these and seek long-term funding settlements based on clear strategic plans developed with full public involvement.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

#### **FOR THE YEAR ENDED 31 MARCH 2015**

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##### **Roads to Nowhere**

We began the year campaigning on the Government's consultation on its draft National Policy Statement on National Road and Rail Networks, which set the context for the Government's Road Investment Strategy. We asked people to send objections via an online action and 1,800 responded. In total, more than 5,000 objections were received by the Government, which makes this National Policy Statement the most controversial ever tabled. This activity and public narrative enabled us to influence the government in its development of the Road Investment Strategy (RIS).

We coordinated a series of meetings between Government officials and environmental and other NGOs in the run up to the RIS. From this we led a collaboration with environmental charities and other groups such as National Express to produce a report in September called 'Better not bigger – why strategic roads need a green retrofit', making the case for the RIS to include funding for improving the environmental quality and sustainable transport facilities on existing roads rather than building lots of new ones.

This work was successful in part. The Road Investment Strategy published in December involved significant funding for expanding capacity on trunk roads in England, including a tunnel under Stonehenge and new and upgraded roads along the South Coast and across the Pennines and the Norfolk Broads. We expressed concern about the environmental impacts of extra traffic and the new roads and the development they would bring.

However the Strategy also included more than £500 million in funding to improve existing roads in several new ring-fenced funds: a £300 million Environment Fund, a £150 million Innovation Fund containing at least some aspects of our smarter travel proposals, and an Air Quality Fund worth £100 million that will focus on working with local authorities to reduce pollution away from the Strategic Road Network. At least £100 million was also promised for cycling retrofit projects within a Cycling, Safety and Integration Fund. The DfT's proposals also promised that the new company being created to manage the English trunk road network would work closely with environmental groups to develop these proposals.

These elements were further developed by the Roads Minister Rt Hon. John Hayes MP, who indicated strong interest in improving road design. At his request, we and the Campaign to Protect Rural England hosted a speech by Mr Hayes, entitled 'Making Roads Beautiful'. In this he announced various measures including the creation of a Design Panel to advise the new roads company and we were subsequently invited to be represented on this panel.

This new company was created by an 'Infrastructure Bill' that reformed the administration of trunk roads in England, moving it away from the Government's Highways Agency. This company, to be regulated by a monitor and with user views collected by a passenger body, was launched as 'Highways England' at the end of this year. We held early discussions with the officials and chair of the new company and with the 'Office of Rail and Road' and the user watchdog Transport Focus.

The Bill also made the Road Investment Strategy a statutory process, creating a long term funding framework for trunk roads similar to railways. As the Bill went through Parliament, the Government added clauses to create a similar long-term funding commitment to walking and cycling. This followed a campaign in which we had participated with other NGOs. This commitment to a 'Cycling & Walking Investment Strategy' amounted to a big step forward for promoting these modes of transport, which have previously lacked any statutory support.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

#### **FOR THE YEAR ENDED 31 MARCH 2015**

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During the year, we continued to challenge the appraisal and modelling frameworks underpinning the plans for increased road building. We have consistently argued that the Government should use scenarios for future demand for transport, encompassing a range of factors and possible outcomes, rather than simple forecasts that project past trends into the future. The Government conceded this in its new Road Traffic Forecasts and supporting documents and included some scenarios allowing for significantly lower traffic growth than in the past. This issue is subject to continued and growing debate; for example, a former Chief Scientist at the Department for Transport published a book on 'Peak Car', and Stephen Joseph took part in a roundtable arranged for the New Zealand Government looking at future traffic trends, entitled 'Grow, Peak or Plateau'. We continued to post blogs and articles about this issue during the year.

#### **Freight on Rail**

Our Freight on Rail campaign continued to make the case for rail freight and against longer and heavier vehicles, both in the UK and in the EU. We worked with MEPs and Government officials to ensure that there are controls in place for cross-border operation of 'megatrucks', and to change vehicle design so as to make trucks safer for other road users. This was a long and complex programme, but resulted in a directive that included safer lorries and regulation of 'megatrucks'.

At the end of February 2015 we gained excellent media coverage when we published research showing that heavy goods vehicles (HGVs) cost the UK economy £6.5 billion each year in increased road crashes, dirty air, potholes and other impacts.

The Campaign also commissioned and published research showing the contribution that increased use of rail and water for freight could reduce road traffic and congestion, with significant reductions possible on some corridors. Linked to this, we supported work by pteg and city region groups on 'last mile' local delivery projects, including a conference highlighting the many initiatives already taking place in cities in the UK and other countries.

There was significant concern during the year about the number of deaths and injuries among cyclists caused by heavy lorries. We helped bring together road safety, cyclist and pedestrian groups with the Unite union representing lorry drivers to discuss a joint statement on this, and we hope to release this in the next financial year.

#### **Other**

We undertook work with other European bodies to oppose the inclusion of surface transport in the EU Emissions Trading Scheme, which we argued would allow countries to increase emissions from transport by 'buying' carbon savings elsewhere.

We continued the Smarter Travel Forum begun in the previous year, which aims to promote discussion between technology providers and transport professionals. We held two successful meetings in the year, on railways and on trunk roads; the latter meeting helped shape part of the Road Investment Strategy and the innovation fund included in it.

We continued to be members of the Healthy Air Campaign and to support Client Earth in its legal campaign for the UK to produce a strategy to cut air pollution to European and World Health Organisation limits. We have been increasingly raising air pollution issues, especially within our 'Roads to Nowhere' campaign.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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#### ***Objective 2: Influence local transport policy and delivery***

##### **Spreading good practice in improving local transport**

We published a report on the economic benefits from projects funded so far through the Local Sustainable Transport Fund: 'Improving local transport helps the economy – experience from the Local Sustainable Transport Fund'. This report highlighted best practice, the high value of spending on packages of small transport schemes, and ideas for local authorities and Local Enterprise Partnerships to consider in their future bids for funding. The report was warmly received and distributed by the Department for Transport to Local Enterprise Partnerships and local authorities to inform their future work.

We hoped that this work would influence the 'Strategic Economic Plans' produced by the Local Enterprise Partnerships (LEPs) and then used as the basis for 'Growth Deals' with the Government announced in July 2014. In June we published research into the Local Enterprise Partnerships Strategic Economic Plans with Sustrans, which found that the transparency of the SEP process was poor and that although there was more sustainable transport in the plans, too many were still emphasising major road building and downplaying sustainable transport options. This followed our work the previous year on Local Transport Bodies and their plans.

In the event, the Growth Deals did include a number of sustainable transport schemes, and these were linked with new revenue funding for the Local Sustainable Transport Fund. As noted below, we created a 'LEP Watch' programme to monitor LEP activity on transport and seek greater transparency and accountability. We also held a further meeting of the larger LSTF projects to allow those involved to share experiences and good practice. We intend to continue networking activities of LSTF and Total Transport projects in the coming year.

We began work during the year on a publication drawing together case studies of new developments built around public transport, rather than just roads and car parks. This research, sponsored by Oxfordshire County Council and pteg, found a good number of UK case studies, including both housing and commercial developments with good public transport provision. We intend to build on this work over the next year.

Our work on local transport partnerships in Hertfordshire led to a new project to develop mobile e-tickets for bus services. Stephen Joseph chaired the project group to implement this, with the University of Hertfordshire. Stephen also continued to chair the Public Transport Integration Board in Nottingham, which is helping to make a city already doing well in transport get even better.

We were concerned that pressure was being applied in a number of places to remove or to water down bus priority measures. In particular, we opposed the Liverpool Mayor's plans to remove all but four of the city's bus lanes, and worked with other groups to make the case for bus priority, including with a joint leaflet setting out the benefits of bus lanes.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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#### **Car dependency**

We produced and published a new 'Car Dependency Scorecard', which included for the first time census data, to give our most accurate picture yet of people's reliance on car use across English cities. The report achieved widespread media interest, and encouraged a number of local authorities to seek advice on how they might develop transport policy and delivery to improve their ranking. We are working with these authorities and others to ensure car dependency is minimised across the country.

We responded to consultations on parking standards in new developments, given the evidence that such standards can be instrumental in reducing traffic and congestion. We also joined in consultations and inquiries to support the retention of maximum parking standards in London, in face of Government pressure to abandon these.

#### **Devolution and railways**

As noted above, we continued to pursue proposals for devolving control over local rail services to local authorities, following our 2013 'Going Local' research, which showed the progress that had been made with the London Overground and Merseyrail franchises since their transfer to local authority management. The 'Right Track North' campaign above made the case for transferring control of the Northern and Trans-Pennine franchises to the 'Rail North' grouping of local authorities, and in February the DfT announced an agreement with Rail North whereby the two franchises will be managed in Leeds by a joint team from both bodies.

We supported further devolution of local rail services in London to Transport for London. Some services from Liverpool Street are being devolved, but south London services remain largely outside TfL control. We reacted to problems at London Bridge by suggesting that a transfer to TfL control might improve services there. We supported other devolution proposals in the West Midlands and the Bristol area.

More generally, we promoted new ideas for spreading devolution in a paper published in October on 'Making Transport Local – the devolution of transport in England outside London'. This drew on a number of ideas for devolved transport arrangements in other countries to make proposals for spreading devolution outside the English cities, developing the Government's continued interest in localism.

## CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

### TRUSTEES' REPORT (continued)

FOR THE YEAR ENDED 31 MARCH 2015

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#### ***Objective 3: Empower others to promote sustainable transport***

During the year, we continued to provide support to local campaigners on transport issues. Our new roads campaigner supported and promoted a number of local road campaign groups, and helped groups to form alliances locally and regionally. On the A27, a 'South Coast Alliance against Roadbuilding' (SCAR) succeeded in persuading some local politicians to be much more cautious about a proposed bypass of Arundel. In Stonehenge, local campaigners set up a 'Stonehenge Alliance' with our help, and recruited famous faces such as TV historians Dan Snow and Tom Holland to support their call for no damage to be done to the World Heritage Site by proposed road projects. By the end of the year they had more than 17,000 signatures on their e-petitions.

In London there are a growing number of local campaigners concerned about the effects on traffic and air pollution of proposals for new road crossings of the Thames. We secured funding for a new London Campaigner, Steve Chambers, who is due to work part-time for six months to help these campaigners strengthen the case against new roads in south and east London – he will also aim to strengthen the alliances between different local campaigns.

In August, the first edition of our comprehensive new road campaigner guide was published and in October we held the biggest conference yet for road campaigners, providing specific training on topics such as new planning processes and Local Enterprise Partnerships (LEPs), and also helping campaigners gain skills in social media, video and dealing with the press and TV news.

Following a suggestion raised at this roads campaigners' conference, we launched a 'LEP Watch' project to investigate what has happened since our previous report on LEPs and Local Transport Bodies, and to find out whether transparency and public involvement on LEP plans have improved.

Our 'Save our Buses' campaign also supported and participated in various local campaigns, with some successes including:

- Following our work with local campaigners the previous year, Lancashire County Council withdrew proposed cuts to all bus funding before they even got to consultation stage.
- 'Save Our Swaledale Buses', a local campaign group formed to oppose the cuts to bus services in North Yorkshire, won a reprieve for their local bus service with our support.
- We successfully helped local campaigners in Shepton Mallet in Somerset to save their Saturday bus service after a lengthy local campaign.
- We helped local campaigners in Derbyshire to save their bus services after the county council proposed major cuts to bus funding, but then reversed their decision.
- In Hertfordshire, we helped establish a new Save our Buses local group which has been very active in opposing proposed council cutbacks in support for buses.

We made many other contacts with local bus campaigners, and we also produced a new Campaigners Guide to help local campaigners generally.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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#### ***Objective 4: Mobilise the public to support our campaigning***

During the first part of this financial year we completed the redevelopment of our website, to give us a more stable platform that was designed to integrate with social media. The new site has been very well received, although there are some areas which still need improvement such as the local groups map which aims to help people find campaign groups in their local area.

We've grown our eBulletin lists from 8,000 supporters at the start of the year to over 10,000 across all our campaigns. We have continued to engage out 1,000 individual donors with our *Impact* magazine but have been less successful in gaining new financial supporters during the year.

We succeeded in getting:

- Over 4,000 to sign a petition to Patrick McLoughlin about evening peak fares on Northern Rail
- Over 3,300 people to sign a petition against bus cuts in Hertfordshire, working with local campaigners
- 1,500 people to sign a petition against the Hastings-Bexhill link road
- Over 4,000 people to take part in various actions to email Ministers about rail fares and bus cuts

We're looking at ways of meaningfully measuring how the public are engaged with our campaigning as 'number of people taking our actions' doesn't seem to be completely representative where a lot of activity takes places on social media.

On social media we've continued to experiment with using Facebook and Twitter for campaigning and building our audiences on both mediums. Towards the end of the year we employed a communications officer to take on the tasks on building our audience, particularly on our mailing lists, and also increasing individual donations.

#### ***Objective 5: Diversify our funding base***

This year we had hoped to focus on raising money from individuals; both in terms of increasing the number of regular donors on our lists, but also starting work on a major donor programme. We did succeed in getting two major donors on board, but progress on increasing overall donations from individuals has been very slow. We are optimistic that a dedicated member of staff focussed on this will turn this round in 2015.

A large legacy has significantly helped our financial position this year, and corporate donations remained steady so we end the year in a good place.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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#### **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 2015**

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#### **FINANCIAL REVIEW**

The charity's income was **£620,589** in this 12-month period of activity ended on 31 March 2015 compared to **£595,467** in the 12 months to 31 March 2014. The total expenditure was **£609,565** for the 12 months of activity to 31 March 2015 compared to **£581,830** in the 12 months to 31 March 2014. The fund balance carried forward at 31 March 2015 was **£194,111** consisting **£171,999** of unrestricted general funds and **£22,112** of restricted funds for on-going projects. Details of movements on restricted fund balances are set out in the notes to these accounts.

#### ***Fundraising***

The new fundraiser performed extremely well in securing grant trust funding for the organisation in a very challenging environment. Additional staff working part of the time on fundraising from individuals will hopefully provide similar success in that area.

#### ***Reserves policy***

In accordance with guidelines issued by the Charity Commissioners, the 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 audit year
- Overheads based on budget for audit year
- Portion of unexpected sick and maternity costs based on salary scale for audit year

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 of approximately **£152,136** to meet these needs. At 31 March 2015, free reserves (excluding fixed assets of **£2,007** and restricted funds of **£22,112**) were **£169,992**.

#### ***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.

## CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

### TRUSTEES' REPORT (continued)

#### FOR THE YEAR ENDED 31 MARCH 2015

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##### Plans for the future

The review of our strategy has left our main objectives unchanged, but with a new vision for the next few years. The five main objectives are:

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

Our main work over the next year to realise this vision will include:

- Research and campaigning on the Government's Spending Review, making the case for 'Smarter Spending' in transport
- Continued campaigning to protect and expand bus service networks, including participation in debate on the Government's planned 'Buses Bill' and support for the pilots of 'Total transport'
- Research on development around public transport rather than roads, drawing on UK case studies
- Linked to this, support for new and reopened rail lines, following up previous work and current reopening plans
- Continued campaigning to help local campaigners to avert threats of damaging road building and associated development
- Development of funding programmes and design guidance to redress past environmental damage from roads and to improve sustainable transport provision on and around the trunk road network
- Continued campaigning for smart ticketing and simpler public transport fares
- Support for development and long term funding for the Local Sustainable Transport Fund and active travel, including a well-based Cycling and Walking Investment Strategy
- Continued contribution to the debate on future transport trends, including road traffic forecasts, scenarios, appraisal and modelling.

We also plan two new programmes:

- A **thought leadership** programme, bringing together strands of work that we have previously carried out including research, round tables and events into a coherent programme
- A **cities for people** programme that will bring together work on air pollution, public transport networks, public realm, safe walking routes and high quality cycling networks

We see these as natural developments of previous work and as ways of increasing our effectiveness and engagement with decision-makers and campaigners.

We also have a new programme to increase our support from individual donors and our engagement with people through social media, as part of our objectives to mobilise people to support our campaigning and to diversify our funding base.

## **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

### **TRUSTEES' REPORT (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

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#### **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.

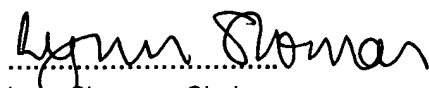
#### **AUDITORS**

The auditors, haysmacintyre, will be proposed for re-appointment in accordance with Section 485 of the Companies Act 2006.

The report of the Trustee 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.

In preparing this report, the directors have taken advantage of the small companies exemptions provided by section 415A of the Companies Act 2006.

#### **ON BEHALF OF THE BOARD:**



Lynn Sloman – Chair

Date: 9 June 2015

## **INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

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We have audited the financial statements of Campaign for Better Transport Charitable Trust for the year ended 31 March 2015 which comprise the Statement of Financial Activities, the Balance Sheet, and the related notes. The financial reporting framework that has been applied in their preparation is applicable law and the Financial Reporting Standard for Smaller Entities (effective April 2008) (United Kingdom Generally Accepted Accounting Practice applicable to Smaller Entities).

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](http://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 2015 and of its incoming resources and application of resources, 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:

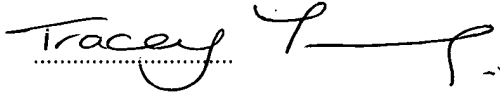
- the charitable company has not kept adequate and sufficient accounting records, or returns adequate for our audit have not been received from branches not visited by us; or
- the charitable company financial statements are not in agreement with the accounting records and returns; or

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF**

**CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST (continued)**

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- 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 prepare the financial statements in accordance with the small companies regime and 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: 9 June 2015

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 2015**

|  | Note | Unrestricted<br>Funds<br>£ | Restricted<br>Funds<br>£ | Total<br>Funds<br>2015<br>£ | Total<br>Funds<br>2014<br>£ |
|--|------|----------------------------|--------------------------|-----------------------------|-----------------------------|
| <b>INCOMING RESOURCES</b>                            |      |                            |                          |                             |                             |
| <b>Incoming resources from generated funds</b>       |      |                            |                          |                             |                             |
| Voluntary income                                     | 2    | 415,106                    | -                        | 415,106                     | 386,795                     |
| Investment income                                    | 3    | 483                        | -                        | 483                         | 440                         |
| <b>Incoming resources from charitable activities</b> |      |                            |                          |                             |                             |
| Research and education                               | 4    | 8,522                      | 196,478                  | 205,000                     | 208,232                     |
| <b>Total incoming resources</b>                      |      | <u>424,111</u>             | <u>196,478</u>           | <u>620,589</u>              | <u>595,467</u>              |
| <b>RESOURCES EXPENDED</b>                            |      |                            |                          |                             |                             |
| <b>Costs of generating funds</b>                     |      |                            |                          |                             |                             |
| Costs of generating voluntary income                 | 5    | 60,719                     | -                        | 60,719                      | 67,979                      |
| <b>Charitable activities</b>                         |      |                            |                          |                             |                             |
| Research and education                               | 6    | 333,404                    | 193,694                  | 527,098                     | 492,215                     |
| Governance costs                                     | 7    | 21,748                     |                          | 21,748                      | 21,636                      |
| <b>Total resources expended</b>                      |      | <u>415,871</u>             | <u>193,694</u>           | <u>609,565</u>              | <u>581,830</u>              |
| <b>Net incoming resources for the year</b>           | 9    | 8,240                      | 2,784                    | 11,024                      | 13,637                      |
| Transfers between funds                              |      | (30)                       | 30                       | -                           | -                           |
| <b>Net movement in funds</b>                         |      | <u>8,210</u>               | <u>2,814</u>             | <u>11,024</u>               | <u>13,637</u>               |
| <b>RECONCILIATION OF FUNDS</b>                       |      |                            |                          |                             |                             |
| Total funds brought forward                          |      | <u>163,789</u>             | <u>19,298</u>            | <u>183,087</u>              | <u>169,450</u>              |
| <b>TOTAL FUNDS CARRIED FORWARD</b>                   |      | <u><u>171,999</u></u>      | <u><u>22,112</u></u>     | <u><u>194,111</u></u>       | <u><u>183,087</u></u>       |

All amounts derive from continuing activities. There are no other gains or losses other than those shown above.

The notes on pages 22 – 28 form part of these financial statements

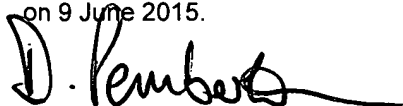
## BALANCE SHEET

AS AT 31 MARCH 2015

|   | Notes | 2015<br>£             | 2014<br>£             |
|---|-------|-----------------------|-----------------------|
| <b>FIXED ASSETS</b>                                   |       |                       |                       |
| Tangible fixed assets                                 | 12    | 2,007                 | 2,028                 |
| <b>CURRENT ASSETS</b>                                 |       |                       |                       |
| Debtors   | 13    | 72,019                | 46,994                |
| Cash in hand  |       | 171,900               | 213,105               |
|   |       | <u>243,919</u>        | <u>260,099</u>        |
| <b>Creditors: amounts falling due within one year</b> | 14    | (51,815)              | (79,040)              |
| <b>NET CURRENT ASSETS</b>                             |       | <u>192,104</u>        | <u>181,059</u>        |
| <b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>          |       | <u>194,111</u>        | <u>183,087</u>        |
| <b>NET ASSETS</b>                                     |       | <u><u>194,111</u></u> | <u><u>183,087</u></u> |
| <b>FUNDS</b>  | 15    |                       |                       |
| Unrestricted funds:                                   |       |                       |                       |
| General fund  |       | 171,999               | 163,789               |
| Restricted funds                                      |       | <u>22,112</u>         | <u>19,298</u>         |
| <b>TOTAL FUNDS</b>                                    |       | <u><u>194,111</u></u> | <u><u>183,087</u></u> |

The financial statements have 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 and in accordance with the Financial Reporting Standard for Smaller Entities (effective April 2008).

The financial statements were approved and authorised for issue by the board and were signed on its behalf on 9 June 2015.



David Pemberton – Treasurer

The notes on pages 22 - 28 form part of these financial statements

# **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

## **NOTES TO THE FINANCIAL STATEMENTS**

**FOR THE YEAR ENDED 31 MARCH 2015**

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### **1. ACCOUNTING POLICIES**

#### **Accounting convention**

The financial statements have been prepared under the historical cost convention and in accordance with the Financial Reporting Standards for Smaller Entities (effective April 2008), the Companies Act 2006 and the requirements of the Statement of Recommended Practice, Accounting and Reporting by Charities.

#### **Incoming resources**

All incoming resources are included on the Statement of Financial Activities when the charity is legally entitled to the income and the amount can be quantified with reasonable accuracy.

#### **Resources expended**

All expenditure is accounted for on an accruals basis and has been included under expense categories that aggregate all costs for allocation to activities. Where costs cannot be directly attributed to particular activities they have been allocated on a basis consistent with the use of the resources. Resources expended include an element of attributable VAT which cannot be recovered.

Fundraising costs are those incurred in seeking voluntary contributions and do not include the costs of disseminating information in support of the charitable activities.

Support costs are those costs incurred directly in support of expenditure on the objects of the company.

Governance costs are those costs incurred in connection with enabling the company to comply with external regulation, constitution and statutory requirements and in providing support to the trustees in the discharge of their statutory duties.

#### **Allocation and apportionment of costs**

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.

#### **Tangible fixed assets**

Depreciation is provided at the following annual rates in order to write off each asset over its estimated useful life.

Plant and machinery - 25% on cost

All assets costing more than £500 are capitalised.

#### **Taxation**

The charity is exempt from corporation tax on its charitable activities.

#### **Fund accounting**

General funds are unrestricted funds which are available for use at the discretion of the Trustees in furtherance of the general objectives of the company and which have not been designated for other purposes.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by donors which have been raised by the Trust for particular purposes. The aim and use of each restricted fund is set out in the notes to the financial statements.

#### **Pensions**

The charity has arranged a defined contribution pension scheme. Pension costs charged in the Statement of Financial Activities represent the contributions payable by the charity in the period.



**CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

**NOTES TO THE FINANCIAL STATEMENTS (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

|   |             |             |
|---|-------------|-------------|
| <b>2. VOLUNTARY INCOME</b>                              | <b>2015</b> | <b>2014</b> |
|   |             | <b>£</b>    |
| Core grants and donations                               | 415,106     | 386,795     |
|   |             |             |
| <b>3. INVESTMENT INCOME</b>                             | <b>2015</b> | <b>2014</b> |
|   | <b>£</b>    | <b>£</b>    |
| Deposit account interest                                | 483         | 440         |
|   |             |             |
| <b>4. INCOMING RESOURCES FROM CHARITABLE ACTIVITIES</b> | <b>2015</b> | <b>2014</b> |
| <b>- Research and Education</b>                         | <b>£</b>    | <b>£</b>    |
| Freight on Rail   | 60,221      | 53,500      |
| Save our Buses Project                                  | 35,000      | 24,000      |
| Roads to Nowhere  | 74,654      | 59,223      |
| Local Group Support                                     | 5,000       | -           |
| Transit Oriented Development report                     | 11,000      | -           |
| Right Track North                                       | 8,250       | -           |
| ETS work  | 2,353       | -           |
| Smarter Travel Forum                                    | -           | 15,000      |
| Fixing the Link Report                                  | -           | 11,087      |
| Labour Party Conference Fringe                          | -           | 3,000       |
| Local Sustainable Transport Fund report                 | -           | 15,000      |
| Friends of the Earth Transport Hub                      | -           | 1,000       |
| Sources of Funding for Public Transport report          | -           | 3,000       |
| Surface Access to Heathrow report                       | -           | 2,500       |
| Other Income  | 8,522       | 20,922      |
|   |             |             |
|   | 205,000     | 208,232     |
|   |             |             |
| <b>5. COSTS OF GENERATING VOLUNTARY INCOME</b>          | <b>2015</b> | <b>2014</b> |
|   | <b>£</b>    | <b>£</b>    |
| Direct staff costs                                      | 22,556      | 20,950      |
| Direct other costs                                      | 7,500       | 11,700      |
| Support costs   | 30,663      | 35,329      |
|   |             |             |
|   | 60,719      | 67,979      |
|   |             |             |
| <b>6. CHARITABLE ACTIVITIES COST</b>                    | <b>2015</b> | <b>2014</b> |
|   | <b>£</b>    | <b>£</b>    |
| Direct staff costs                                      | 320,366     | 285,509     |
| Direct other costs                                      | 70,780      | 100,997     |
| Support costs   | 135,952     | 105,709     |
|   |             |             |
|   | 527,098     | 492,215     |
|   |             |             |

**CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

**NOTES TO THE FINANCIAL STATEMENTS (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

| <b>7. GOVERNANCE COSTS</b> | <b>2015<br/>£</b> | <b>2014<br/>£</b> |
|----------------------------|-------------------|-------------------|
| Direct costs               | 9,705             | 8,908             |
| Support costs              | 12,043            | 12,728            |
|                            | <u>21,748</u>     | <u>21,636</u>     |

| <b>8. SUPPORT COSTS</b>             | <b>Staff<br/>Costs<br/>£</b> | <b>Premises<br/>Costs<br/>£</b> | <b>Office<br/>Costs<br/>£</b> | <b>2015<br/>Total<br/>£</b> | <b>2014<br/>Total<br/>£</b> |
|-------------------------------------|------------------------------|---------------------------------|-------------------------------|-----------------------------|-----------------------------|
| Cost of generating voluntary income | 13,122                       | 4,756                           | 12,785                        | 30,663                      | 35,329                      |
| Governance costs                    | 5,154                        | 1,868                           | 5,021                         | 12,043                      | 12,728                      |
| Charitable activities               | 58,180                       | 21,086                          | 56,686                        | 135,952                     | 105,709                     |
|                                     | <u>76,456</u>                | <u>27,710</u>                   | <u>74,492</u>                 | <u>178,658</u>              | <u>153,766</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.

| <b>9. NET INCOME</b>                                    | <b>2015<br/>£</b> | <b>2014<br/>£</b> |
|---|-------------------|-------------------|
| This is stated after charging:                          |                   |                   |
| Depreciation – owned assets                             | 783               | 601               |
| Auditors' remuneration – audit services (excluding VAT) | 6,790             | 6,560             |
| Pension costs   | 21,062            | 16,593            |
|   | <u></u>           | <u></u>           |

**10. TRUSTEES' REMUNERATION AND BENEFITS**

During the year, no Trustees received any remuneration (2014: £Nil).

During the year, no Trustees received any benefits in kind (2014: £Nil).

Expenses of £508 reimbursed to three Trustees in respect of fares during the year (2014: £876 to three Trustees).

| <b>11. STAFF COSTS</b> | <b>2015<br/>£</b> | <b>2014<br/>£</b> |
|------------------------|-------------------|-------------------|
| Wages and salaries     | 364,060           | 330,259           |
| Social security costs  | 34,256            | 31,501            |
| Pension costs          | 21,062            | 16,593            |
|                        | <u>419,378</u>    | <u>378,353</u>    |

**CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

**NOTES TO THE FINANCIAL STATEMENTS (continued)**

**FOR THE YEAR ENDED 31 MARCH 2015**

**11. STAFF COSTS – continued**

|  | <b>2015<br/>No.</b> | <b>2014<br/>No.</b> |
|--|---------------------|---------------------|
| The average number of full-time equivalent employees during the year was as follows: |                     |                     |
| Research and education   | 7                   | 6                   |
| Support  | 3                   | 3                   |
|  | <u>10</u>           | <u>9</u>            |

One employee received remuneration of over £60,000 during the year (2014: 1). Pension contributions for the employee totalled £3,808 (2014: £3,111).

**12. TANGIBLE FIXED ASSETS**

|                       | <b>Plant &amp;<br/>machinery<br/>£</b> |
|-----------------------|--|
| <b>Cost</b>           |  |
| At 1 April 2014       | 34,943                                 |
| Additions             | 1,186                                  |
| Disposals             | (565)                                  |
| At 31 March 2015      | <u>35,564</u>                          |
| <b>Depreciation</b>   |  |
| At 1 April 2014       | 32,915                                 |
| Charge for year       | 783                                    |
| Disposal              | (141)                                  |
| At 31 March 2015      | <u>33,557</u>                          |
| <b>Net Book Value</b> |  |
| At 31 March 2015      | <u>2,007</u>                           |
| At 31 March 2014      | <u>2,028</u>                           |

**13. DEBTORS: Amounts falling due within one year**

|                | <b>2015<br/>£</b> | <b>2014<br/>£</b> |
|----------------|-------------------|-------------------|
| Trade debtors  | 53,246            | 22,882            |
| Sundry debtors | 6,821             | 8,462             |
| Prepayments    | 11,952            | 15,650            |
|                | <u>72,019</u>     | <u>46,994</u>     |

**14. CREDITORS: amounts falling due within one year**

|                               | <b>2015<br/>£</b> | <b>2014<br/>£</b> |
|-------------------------------|-------------------|-------------------|
| Other creditors               | 13,268            | 8,252             |
| Accruals                      | 8,148             | 7,872             |
| Other tax and social security | 9,473             | 9,916             |
| Deferred income               | 20,926            | 53,000            |
|                               | <u>51,815</u>     | <u>79,040</u>     |

Deferred income relates to income received in the year specifically for the following year. In 2015, £53,000 was released to the Statement of Financial Activities and £20,926 was received during the year specifically for the following year and has been deferred to the year ended 31 March 2016.

# CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

## NOTES TO THE FINANCIAL STATEMENTS (continued)

FOR THE YEAR ENDED 31 MARCH 2015

| 15. STATEMENT OF FUNDS | Brought Forward<br>£ | Incoming Resources<br>£ | Resources expended<br>£ | Transfers In/(out)<br>£ | Carried Forward<br>£ |
|------------------------|----------------------|-------------------------|-------------------------|-------------------------|----------------------|
| <b>GENERAL FUNDS</b>   |                      |                         |                         |                         |                      |
| General Funds          | 163,789              | 424,111                 | (415,871)               | (30)                    | 171,999              |
| <b>TOTAL</b>           | <u>163,789</u>       | <u>424,111</u>          | <u>(415,871)</u>        | <u>(30)</u>             | <u>171,999</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<br>£ | Incoming Resources<br>£ | Resources expended<br>£ | Transfers In/(out)<br>£ | Carried Forward<br>£ |
|------------------------------|----------------------|-------------------------|-------------------------|-------------------------|----------------------|
| <b>RESTRICTED FUNDS</b>      |                      |                         |                         |                         |                      |
| Freight on Rail              | 8,693                | 60,221                  | (59,156)                | -                       | 9,758                |
| Save our Buses               | 2,304                | 35,000                  | (33,983)                | -                       | 3,321                |
| Roads to Nowhere             | 5,301                | 74,654                  | (76,346)                | -                       | 3,609                |
| Right Track North            | 3,000                | 8,250                   | (11,280)                | 30                      | -                    |
| Local Group Support          | -                    | 5,000                   | (4,355)                 | -                       | 645                  |
| Transit Oriented Development | -                    | 11,000                  | (6,574)                 | -                       | 4,426                |
| ETS Work                     | -                    | 2,353                   | (2,000)                 | -                       | 353                  |
| <b>TOTAL</b>                 | <u>19,298</u>        | <u>196,478</u>          | <u>(193,694)</u>        | <u>30</u>               | <u>22,112</u>        |

### Restricted funds

The balances on restricted funds at 31 March 2015 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 2015

### 15. STATEMENT OF FUNDS (continued)

**Right Track North** The tender for the Northern Rail franchise provided a good opportunity to raise awareness of the issues with rail travel in Northern England, and how it might be improved. This support funded a report by Greengauge21 on rail devolution in Northern Rail and the Trans-pennine Express.

**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.

At 31 March 2015 there are no commitments (2013: £Nil).

| 16. SUMMARY OF FUNDS  | Brought Forward<br>£ | Incoming Resources<br>£ | Resources expended<br>£ | Transfers In/(out)<br>£ | Carried Forward<br>£ |
|-----------------------|----------------------|-------------------------|-------------------------|-------------------------|----------------------|
| General Funds         | 163,789              | 424,111                 | (415,871)               | (30)                    | 171,999              |
| Restricted funds      | 19,298               | 196,478                 | (193,694)               | 30                      | 22,112               |
| <b>TOTAL OF FUNDS</b> | <b>183,087</b>       | <b>620,589</b>          | <b>(609,565)</b>        | <b>-</b>                | <b>194,111</b>       |

| 17. ANALYSIS OF NET ASSETS BETWEEN FUNDS | Unrestricted Funds<br>£ | Restricted Funds<br>£ | Total Funds 2015<br>£ | Total Funds 2014<br>£ |
|--|-------------------------|-----------------------|-----------------------|-----------------------|
| Fixed assets                             | 2,007                   | -                     | 2,007                 | 2,028                 |
| Current assets                           | 221,807                 | 22,112                | 243,919               | 260,099               |
| Current liabilities                      | (51,815)                | -                     | (51,815)              | (79,040)              |
|  | <b>171,999</b>          | <b>22,122</b>         | <b>194,111</b>        | <b>183,087</b>        |

### 18. COMMITMENTS

At 31 March 2015 there are no commitments (2014: £Nil).

### 19. OPERATING LEASE COMMITMENTS

At 31 March 2015 the company had annual commitments under non-cancellable operating leases as follows:

|                         | 2015          |            | 2014          |            |
|-------------------------|---------------|------------|---------------|------------|
|                         | Building<br>£ | Other<br>£ | Building<br>£ | Other<br>£ |
| <b>Expiring within:</b> |               |            |               |            |
| 2 -5 years              | -             | -          | 17,000        | -          |
| More than 5 years       | -             | -          | -             | -          |