CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

England & Wales · Charity number 1101929

Details

Other names	TRANSPORT 2000 TRUST
Status	Registered
Legal form	Charitable company
Company number	04943428
Registered	2004-02-05
Register	View on the Charity Commission register

Contact

Address	Unit 407 164-180 Union Street London SE1 0LH
Phone	02030967715
Email	finance@bettertransport.org.uk
Website	www.bettertransport.org.uk

Activities

Objects: 1. TO ADVANCE THE EDUCATION OF THE PUBLIC ON TRANSPORT AND RELATED TOPICS AND THEIR IMPACT UPON ENVIRONMENT AND SOCIETY, INCLUDING BIODIVERSITY, HEALTH AND POVERTY2. 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

Activities: In promoting research and education on transport and the environment, the Trust places great store on dissemination. Its programmes aim to ensure that results of its research are spread both to decision-makers in Government and people who are affected by transport and its environmental impacts. We want to help those people use the research the Trust does to make a difference to their surroundings.

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Classification

- **How:** Sponsors Or Undertakes Research, Other Charitable Activities
- **What:** General Charitable Purposes, Environment/conservation/heritage
- **Who:** Children/young People, Elderly/old People, People With Disabilities, The General Public/mankind

Geography

- **Area of benefit:** UNITED KINGDOM AND ELSEWHERE
- Throughout England And Wales

Finances

Period end	Income	Expenditure	Assets	Employees
2025-03-31	£818,882	£842,144	£384,374	13
2024-03-31	£684,728	£902,144	£407,636	15
2023-03-31	£979,345	£623,509	£625,052	10
2022-03-31	£452,059	£369,606	-	-
2021-03-31	£517,143	£311,397	£186,763	5

Trustees

Name	Role	Appointed
Adrian Berendt		2019-09-10
Charles Hamilton		2019-09-10
David Buchan		2019-09-10
JOHN STEWART		
MARK STANLEY WALKER		
Richard Goldson		2014-01-27
Shamit Gaiger		2019-09-10

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CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

England & Wales - Charity number 1101929

Accounts

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

Charity No. 1101929
Registered number: 04943428

FINANCIAL STATEMENTS

FOR THE YEAR ENDED

31ST MARCH 2025

TRUSTEES REPORT – for the year ending 31 March 2025

Trustees	Shamit Gaiger OBE, Chair David Buchan, Treasurer Adrian Berendt Richard Goldson Charlie Hamilton John Stewart Mark Walker
Company registered	4943428
Charity registered	1101929
Registered office	Unit 303, 164/180 Union Street, London, SE1 0LH
Chief Executive Officer	From March 2025: Ben Plowden To March 2025: Paul Tuohy
Independent examiners	Hawsons Chartered Accountants, Jubilee House, 32 Duncan Close, Northampton, NN3 6WL
Bankers	Unity Trust Bank, Four Brindley Place, Birmingham, B1 2JB
Solicitors	Bates Wells, First Floor, 10 Queen Street Place, London EC4R 1BE

CHAIR'S INTRODUCTION

Having served on Campaign for Better Transport's board of trustees since 2019, I was delighted this year to be appointed Chair. I took over from John Stewart, who retired as Chair after taking the charity from strength to strength over the previous six years.

It was an eventful year in which to take on the role, with a new Government promising sweeping reforms to public transport, changes to the planning system and further devolution. This report outlines how – in a shifting landscape – Campaign for Better Transport worked to ensure that the plethora of reforms would benefit passengers, communities and the environment. It details the real progress we made: our influence is helping to make train ticketing fairer, change the way buses are funded, improve bus stops and set the stage for new tram networks.

There was major change within our charity too, with Paul Tuohy retiring as Chief Executive and Ben Plowden taking over the reins. I would like to thank Paul for his hard work, dedication, and for transforming our charity - and to welcome Ben, with his wealth of experience, strategic vision, and passion for the benefits that sustainable transport can bring.

Finally, I would also like to thank our trustees for their unwavering support and commitment, the team at Campaign for Better Transport, and our wide range of supporters. Together we are making transport better, greener and fairer for all.

Shamit Gaiger

Shamit Gaiger OBE
Chair, Campaign for Better Transport

02/12/2025

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 time - and no maximum number. Trustees are elected through an open recruitment process. Trustee candidates shall normally be invited to an interview comprising three Trustees and the Chief Executive, and, if found suitable, be presented to the next general meeting for appointment.

Trustees periodically undertake a skills audit to review the skills the trustees have against the skills needed for effective 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 ensuring appropriate governance over people, finances, resources, legal obligations, accountability and independence of the charity. The day-to-day management and running of the charity is the responsibility of the senior leadership team, headed by Ben Plowden, Chief Executive.

KEY MANAGEMENT REMUNERATION

The remuneration 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 benchmark against pay levels in other charities on a regular basis.

OBJECTIVES AND ACTIVITIES

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 for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

Our mission is to make sustainable transport available to all and encourage its use.

STRATEGY

Three strategic objectives underpin Campaign for Better Transport's programme of work to accelerate the shift to sustainable transport:

> **Strategic Objective A:** ***Increase the proportion of journeys made using sustainable transport.*** Increase provision and create the right political and fiscal environment to make sustainable transport the affordable and desirable option.

Strategic Objective B: ***Expand and transform the bus and tram network.*** Secure a reliable, affordable, safe and frequent bus and/or tram service for more communities.

Strategic Objective C: ***Improve the rail network for passengers and the country.*** Make rail tickets more affordable, with more services and more choice. Connect more communities, with a greener railway that provides better value on investment.

We are an organisation that sets the agenda, influences national and local transport policy and delivery, and finds solutions to the future challenges that affect communities and people's lives. We are an expert voice with a strong track record of making transport more accessible, integrated, seamless, connected and affordable so that it meets the needs of communities and is sustainable.

Our campaigning to achieve change is evidence based. We are pragmatic and solutions focused. We believe we can deliver greater impact through stronger partnerships with common goals that improve the transport system to make it more sustainable and deliver improved access to jobs, education, services and facilities and all-round improvements in quality of life. We shape the future of mobility by collaborating with national and local government, developers, employers, operators, NGOs, and communities to make transport better, greener, healthier and more affordable. We will provide advice, support and guidance for local transport authorities, as well as recommendations for national government.

Alongside our objectives, there are four strategic enablers that are the focus of internal changes to ensure we are successful in the future:

- Develop campaigns that capture the support of government and public
- Develop a reliable, secure funding base
- Strengthen relationships with priority stakeholders
- Build the team to deliver against our aims

ACHIEVEMENTS AND PERFORMANCE

Here are some of the things we achieved, with the help of our supporters, in 2024-5.

Winning battles for bus users

We have been fighting for bus services to be given the attention and investment they deserve as the most-used form of public transport. This year we won some key battles. The Government introduced the Bus Services Bill, aimed at improving services and growing passenger numbers. Another thing we have long campaigned for – the Government promised that when awarding bus funding to local authorities, it will now be allocated according to *need*, rather than making local authorities compete by putting together glossy bids, a practice that often led to the neediest areas missing out.

The number of people using buses continued to rise, as a result of the fare cap that was our proud achievement.

Better bus stops

When bus stops are comfortable, with clear information on display, it makes catching the bus a pleasure and encourages more people on board. However, our December 2024 report *Better Bus Stops: Creating a national bus stop standard* revealed that many bus stops do not have shelters, seating, up-to-date timetables or information screens. The report calls for

a National Bus Stop Standard, which would require all stops to provide a minimum level of facilities and information, based on their size.

The report was widely covered in the press, and local authorities including Greater Manchester and Blackpool have already used it in their reviews of bus stop infrastructure. Best of all, the Government heeded our campaign. It announced that the Bus Services Bill will provide powers for the Transport Secretary to issue statutory guidance on the design of bus stops, and to require local authorities to improve bus stops. We will be helping to develop the guidance.

Rail reform that works for passengers

The Government launched a major programme of rail reform, nationalising passenger services and bringing track and trains together under the control of a new public body, Great British Railways. We have long supported the establishment of such a body.

Some of the key things we asked for were written into the reforms from the start. For instance, there will be a legal duty on Great British Railways to promote the use of rail freight. Train tickets will come with a 'best-price guarantee', so that you can be sure you are getting the best deal wherever and however you buy your ticket.

We have long campaigned to reverse the worst effects of the Beeching cuts, and this year, regular passenger services returned to the Northumberland Line for the first time in more than 60 years. Final funds were also agreed to bring back the Portishead to Bristol line, as we have called for, and work began on an additional, brand-new station on the reopened Dartmoor Line.

We are calling for fundamental reform of rail fares and ticketing, but we are already seeing progress in line with our campaigning. Pay-as-you-go ticketing will soon be introduced in more places; and, after our 'Let Me Book' campaign called for people to be able to book train tickets longer in advance, we learnt that the rail industry is working towards extending the booking window to six months across the board.

Runways to railways

International rail travel could soon become more affordable, after charges were cut for train operating companies to use the line which runs from London to the Channel Tunnel, in line with our campaigning.

The Chancellor listened to our calls to raise Air Passenger Duty on domestic flights – we will work to make sure the revenue raised will be used to make train travel an even better alternative. We had another win – taxes were increased on private jet travel, which is up to 14 times more polluting than commercial flights.

Time for trams

Popular, accessible and zero-emission, trams have the potential to transform local and regional transport networks and clean up our air. We launched Tram Network in partnership with think tank Create Streets, to raise the public and political profile of trams. We published 'Time for Trams', which looks at how to speed up the delivery of more networks across the country. We met with interested council officials in Hull, Bournemouth, Oxford and Westminster, with more activities planned for 2025.

Transport that works together

The Government is preparing an Integrated National Transport Strategy, painting a vision of a "seamlessly integrated transport network" - something we have long called for.

We fed into the new strategy, highlighting the need for much better integration between modes, but also between Government departments, and between central, regional and local government. We also motivated hundreds of our supporters to respond to the Government's 'call for ideas'. Our supporters put forward ideas for affordable, multi-modal tickets, safe cycling routes, and more car clubs so we can use cars when we need to without them being the default.

Better Transport Week

In June, we ran the second Better Transport Week – a celebration of sustainable transport in all its forms.

More than 150 partners got involved, including transport operators, local councils and charities. Twenty-one events took place around the country, starting with a launch at Wolverhampton Station, ending with the first ever Better Transport Conference, which was free to attend and attracted hundreds of passionate professionals, academics, local campaigners and travellers.

The positive message spread across social media, with initiatives including a ‘scenic rail view’ photo competition and a call for people to nominate Better Transport Heroes in their communities.

Communications

We continued to promote sustainable transport – and call for it to be improved – across national and local media. This year we were quoted in more than 4,000 news articles and our spokespeople or name appeared more than 800 times on radio and TV, reaching millions of people.

We were equally active across our social media channels, gaining more than 2,000 new followers. This year, as well as X, Facebook, Instagram and LinkedIn, we began posting on Bluesky. Social media is a key way in which we share our messages and generate support for our campaigns.

Policy and external engagement

As the General Election approached, we published our manifesto for better transport, and distributed it to all political parties and candidates. We encouraged our thousands of supporters to write to their own local MP candidates, saying that transport is an important issue for them as voters.

As the new Government took office, with its high-profile promises around rail and bus reform, devolution, and the planning system, we pressed for those reforms to put passengers and the planet front and centre.

We were heartened by the new Government's positive focus on public transport.

At times, though, the Government did things that were unhelpful to sustainable transport, like closing the Restoring Your Railway fund and increasing rail fares. When this happened, we spoke out and held it to account.

We continued to engage with key government departments such as the Department for Transport and HM Treasury, meeting and corresponding with Ministers, MPs, Peers and officials. We supported many local authorities too; for instance, we worked with Greater Manchester and Blackpool on improving the standard of bus stops, and with Hull, Bournemouth, Oxford and Westminster to make the case for new and expanded tram networks.

The new Government launched a large number of consultations, and we responded to no fewer than 20, on subjects including rail reform, town planning, and integrated transport. We were summoned to speak in front of the House of Commons Transport Committee on the vital issue of rural buses. And we published reports on areas in need of change – like how rail fares should be reformed, how bus funding can be made fairer, and how bus stops should be improved. Our recommendations are already influencing Government policies.

We continued to engage external stakeholders regularly, and amplified our messaging by working collaboratively with like-minded organisations: we campaigned as part of the Healthy Air Coalition; convened a group including CPRE and Sustrans to improve the way housing is planned; and worked with Create Streets to call for more tram networks.

TRANSFORMING OUR CHARITY

2024 was the final year of a transformational three-year grant from the Foundation for Integrated Transport. The grant has enabled our charity to change beyond recognition. Our team has grown, our ability to fundraise has increased, and most importantly, our influence and impact has rocketed. The end of the grant period sees us running larger campaigns, with significant influence at the heart of government and real impact on the ground.

The grant has underpinned all the achievements outlined in this and earlier reports, leading to tangible improvements in the transport system we all use every day and improving quality of life and people's life chances across the country. For instance, the grant enabled our successful campaign for a cap on bus fares, helping to make bus travel more affordable for millions, which in turn saved many at-risk bus services from being cut.

The changes to our charity took place under the leadership of our former Chief Executive, Paul Tuohy. As Paul approached retirement, we entered a new period of change. We were profoundly grateful that the Foundation for Integrated Transport – recognising our need for financial continuity through the transition to a new Chief Executive – made a further bridging grant to ensure that our momentum could continue.

Our new Chief Executive, Ben Plowden, took the reins in March 2025. Ben came with a wealth of experience, having worked in the transport and charity sector for over 30 years. He was the first Director of active travel charity Living Streets, and worked at a senior level at Transport for London for almost 20 years, as well as being Chair of the Transport Planning Society.

This year we also appointed a new Chair of Trustees, Shamit Gaiger OBE. Shamit has an extensive career in rail, with over 20 years' experience in developing national and sectoral policies and strategies. She has held leadership roles at the RSSB, the National Skills Academy for Rail and AECOM, and led the Rail Sector Deal on behalf of the Government at the Department for Transport. Shamit was appointed Managing Director of the West Coast Partnership Development in 2022.

FUTURE PLANS

With rail and bus reforms gathering momentum, devolution progressing apace, and the Integrated National Transport Strategy promising to set a course for transport for the next decade, 2025-6 will be a crucial year.

We will continue to campaign for all communities to have access to high-quality, sustainable transport that meets their needs, improves quality of life, reduces inequality, and supports a vibrant, productive and decarbonised economy. We will work to advance the following objectives:

- Sustainable transport is prioritised at the heart of government policy, funding, planning and practice.
- Government at all levels has the necessary capacity and capability to plan, fund, deliver and operate better transport.
- All communities have access to an improved transport system, with safe, accessible, affordable, reliable and integrated public transport at its heart.
- An increased proportion of journeys are made using sustainable transport.

We will work to ensure that the Government's programme of rail reform benefits passengers and the environment as well as boosting the rail sector. We will promote the benefits of light rail, and work to improve the provision of bus services and bus infrastructure.

We will identify capacity and capability constraints which are holding back transport improvements; we will determine solutions and engage with Government at all levels to implement them. We will help realise the potential of devolution through supportive research and policy recommendations and by working directly with local authorities.

We will continue promoting the benefits of sustainable transport, including through running our third annual Better Transport Week.

ROLE OF VOLUNTEERS

The charity occasionally makes use of volunteers. 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.

FINANCIAL REVIEW AND FUNDRAISING

Income for the year shows a 20% uplift from 2024 primarily due to legacies and increased support from our Corporate donors. We also attracted various donations for Better Transport Week, which was hugely successful. During the next year we plan to build on the support that has been given for events and projects.

We are indebted to those who remember us in their wills and the impact that this can have on the activities of the charity.

We also managed to reduce our expenditure by £60K, resulting in a small deficit of £23,262.

Staff costs were in line with 2024.

With a new strategy in place for 2025-26 we will be looking to have a surplus for the year in

order to increase our reserves.

Reserves Policy

The reserves policy set in April 2021 stated that the charity should aim to hold unrestricted reserves equivalent to a minimum of six months' expenditure with a maximum of 12 months. This was reviewed during the year and remains unchanged.

As at 31 March 2025, the unrestricted reserves of £360,374 represent approximately 5 months of forecast expenditure for 2025-26, which is below the threshold that the charity aims for, being 6 months of forecasted expenditure. The trustees review the level of reserves held at regular intervals. With this in mind, the level of expenditure will be reduced during 2025-26 so that the charity can achieve the target set by the trustees by 31 March 2026.

The restricted reserves of £24,000 relate to income received for a project that is ongoing and expected to be completed during 2025-26.

Principal Risks and Uncertainties

The trustees consider there are no material uncertainties about the Charity's ability to continue as a going concern.

Continued applications for long-term grants will enable the charity to grow in line with the strategy, and the re-alignment of staff posts will help to strengthen and diversify the income streams. Cashflow forecasts and current risks are reviewed by trustees on a quarterly basis and updated as necessary.

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. 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 who are socially excluded or isolated, and those whose access to education and employment is hindered, as it seeks to address transport poverty and improve connectivity. It benefits all by seeking to address the causes of pollution from transport that impact on health. There are no private benefits of our work, beyond the reasonable compensation of our staff for their work.

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 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.

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:

Shamit Gaiger

…….. Shamit Gaiger OBE – Chair

02/12/2025

Independent examiner's report to the Trustees of Campaign For Better Transport Charitable Trust

I report to the charity trustees on my examination of the accounts of the Charitable Company for the year ended 31 March 2025, which are set out on pages 12 to 20.

Respective responsibilities of trustees and examiner
As trustees of the Charitable Company (and also its directors for the purposes of company law) you are responsible for the preparation of the accounts in accordance with the requirements of the Companies Act 2006 ('the 2006 Act'). The trustees are satisfied that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and have chosen instead to have an independent examination.

Having satisfied myself that the accounts of the Charitable Company are not required to be audited under Part 16 of the 2006 Act and are eligible for independent examination, I report in respect of my examination of the Charitable Company's accounts as carried out under section 145 of the Charities Act 2011 (the '2011 Act'). In carrying out my examination I have followed the Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act.

Independent examiner's report
Since the Charitable Company's gross income exceeded £250,000 your examiner must be a member of a body listed in section 145 of the 2011 Act. I confirm that I am qualified to undertake the examination because I am a member of the ICAEW, which is one of the listed bodies.

I have completed my examination. I confirm that no matters have come to my attention in connection with the examination giving me cause to believe that in any material respect:

(1) accounting records were not kept in respect of the Charitable Company as required by section 386 of the 2006 Act; or

(2) the accounts do not accord with those accounting records; or

(3) the accounts do not comply with the accounting requirements of section 396 of the 2006 Act other than any requirement that the accounts give a 'true and fair' view which is not a matter considered as part of an independent examination; or

(4) the accounts have not been prepared in accordance with the methods and principles of the Statement of Recommended practice for accounting and reporting by charities [applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102).

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Hawsons

David Owens FCA
Hawsons Chartered Accountants
Jubilee House
32 Duncan Close
Moulton Park
Northampton
NN3 6WL

Campaign for Better Transport Charitable Trust
Statement of Financial Activities (including the Income Expenditure Account)
For the year ended 31st March 2025

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2025 £	Total Funds 2024 £
Income from					
Donations and legacies	2	706,522	26,739	733,261	623,421
Charitable activities	3	-	77,872	77,872	50,010
Investments	4	7,749	-	7,749	11,297
Total Income		**714,271**	**104,611**	**818,882**	**684,728**
Expenditure on					
Raising funds	5	278,683	1,400	280,083	233,109
Charitable Activities	6	472,400	89,661	562,061	669,035
Total Expenditure		**751,083**	**91,061**	**842,144**	**902,144**
Net Movement in Funds for the year		**(36,812)**	**13,550**	**(23,262)**	**(217,416)**
Reconciliation of Funds					
Total funds brought forward		397,186	10,450	407,636	625,052
Total funds carried forward	13	**360,374**	**24,000**	**384,374**	**407,636**

The statement of financial activities includes all gains and losses in the year.
All incoming resources and resources expended derive from continuing activities.

The notes on pages 15 to 20 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Balance Sheet at 31st March 2025

	Note	2025 £	2025 £	2024 £	2024 £
Fixed Assets	10		4,949		-
			4,949		-
Current Assets					
Debtors	11	101,150		65,584	
Cash at bank and in hand	16	331,602		395,574	
		432,752		461,158	
Creditors: Amounts falling due within one year	12	(53,327)		(53,522)	
Net Current Assets			379,425		407,636
Total Assets less Current Liabilities			384,374		407,636
Creditors: Amounts falling due after more than one year			-		-
			384,374		**407,636**
The Funds of the Charity					
Unrestricted Funds			360,374		397,186
Restricted Funds	13		24,000		10,450
Total Charity Funds			**384,374**		**407,636**

For the financial year ending 31 Mar 2025 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

No members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 of the Companies Act 2006.

The directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and for the preparation of the accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies' regime.

The financial statements were approved by the Board of Trustees on 02/12/2025 and signed on its behalf by:

Shamit Gaiger — David Buchan

Shamit Gaiger OBE, Chairman — David Buchan, Treasurer

The notes on pages 15 to 20 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Statement of Cash Flows for the year ended 31 March 2025

	Note	2025	2024
		£	£
Cash Flows from Operating Activities			
Net Cash from Operating Activities	15	(71,721)	(227,538)
Cash Flows from Investing Activities			
Interest received	4	7,749	11,297
Net Cash provided by Investing Activities		7,749	11,297
Change in cash and cash equivalents in the year		(63,972)	(216,241)
Cash and Cash Equivalents at the Beginning of the Year		395,574	611,815
Cash and Cash Equivalents at the End of the Year	16	**331,602**	**395,574**

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2025

1 Accounting Policies

The charity is a company limited by guarantee and has no share capital. In the event of the charity being wound up the liability in respect of the guarantee is limited to £1 per member of the charity.

a) 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 (FRS102) (effective 1 January 2019) - Charities SORP (SORP 2019), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

The Campaign for Better Transport Charitable Trust meets the definition of a public benefit entity under FRS102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant policy note(s).

Reconciliation with previously General Accepted Accounting Practice: in preparing the accounts, the Trustees have considered whether in applying the accounting policies required by FRS102 and the Charities SORP FRS 102 the restatement of comparative items was required.

b) Going Concern

After due consideration of all relevant factors, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. Accordingly, they continue to adopt the going concern basis in preparing the annual report and accounts.

c) Incoming resources

Income is recognised when the charity has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Where income has related expenditure, the income and related expenditure are reported gross in the Statement of Financial Activities.

Income from legacies is taken on a case by case basis at the earlier of the date on which: the charity is aware that probate has been granted, the estate has been finliased and notification has been made by the executor(s) to the charity that a distribution will be made, or when a distributin is received from the estate. Receipt of a legacy, in whole or in part, is only considered probable when the amount can be measured reliably and the charity has been notified of the executor's intention to make a distribution.

Donations, grants and gifts are recognised when receivable. In the event that a donation is subject to fulfilling performance conditions before the charity is entitled to the funds, the income is deferred and not recognised until it is probable that those conditions will be fulfilled in the reporting period. Income from Gift Aid tax reclaims is recognised for any donations with relevant Gift Aid certificates recognised in income for the year. Any amounts of Gift Aid not received by the year-end are accounted for in income and accrued income in debtors.

Interest on deposit funds held is included when receivable and the amount can be measured reliably by the charity which is normally upon notification of the interest paid or payable by the bank.

d) Resources expended

All expenses are accounted for on an accruals basis. Wherever possible costs are allocated directly to the appropriate activity; other costs common to all activities are apportioned between those activities on the basis of the proportion of staff time spent during each year in connection with each activity (see Note 6).

Fundraising expenditure comprises costs incurred in asking people and organisations to donate to the charity's work. This includes the cost of advertising for donations and the staging of special fundraising events.

Expenditure incurred in connection with the specific objects of the charity is included under the heading Charitable Activities.

e) Donated Services

Donated services are recognised as income when the receipt of economic benefit from the use by the charity of the item is probable and that economic benefit can be measured reliably.

f) Interest Receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably.

g) Judgements and key sources of estimation uncertainty

In preparing the financial statements, the Trustees have considered how best to apply the Charity's accounting policies and make estimates in the preparation of the financial statements, where relevant. The Trustees have not made any significant estimates in these financial statements.

h) Pension costs

The charity operates a defined contribution scheme with a charity contribution of 8% of salary costs. The cost of providing pensions for employees is charged to the Statement of Financial Activities in the year in which the contributions are paid.

i) Value Added Tax (VAT)

VAT is subject to partial exemption and VAT not recovered by the charity is included in relevant costs in the Statement of Financial Activities.

j) Operating Leases

The charity has no current operating leases.

k) Funds

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

Designated funds comprise funds which have been set aside by the trustees for particular purposes.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by donors or which have been raised by the charity for particular purposes. The costs of raising and administering such funds are charged against the specific fund.

l) Taxation

The charity is exempt from tax on income and gains falling within part 10 of the Income Tax Act 2007 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable activities.

m) Depreciation

Depreciation is provided in tangible fixed assets so as to write off the cost or valuation, less any estimated residual value, over their useful economic life as follows:

Asset Class	Depreciation method and rate
Fixtures and Fittings	25% straight line

2 Income from donations and legacies

	Unrestricted Funds £	Restricted Funds £	Total 2025 £
Core grants and donations	706,522	26,739	733,261

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2024 £
Core grants and donations	623,421	-	623,421

3 Income from charitable activities

	Unrestricted Funds £	Restricted Funds £	Total 2025 £
Research and Education	-	77,872	77,872

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2024 £
Research and Education	30,680	19,330	50,010

4 Investment Income

	Unrestricted Funds 2025 £	Unrestricted Funds 2024 £
Deposit account interest	7,749	11,297

5 Costs of raising funds

	Unrestricted Funds £	Restricted Funds £	Total 2025 £	Unrestricted Total 2024 £
Direct staff costs	222,025		222,025	180,122
Other direct costs	15,323	1,400	16,723	17,750
Support costs	41,335	-	41,335	35,237
	278,683	1,400	280,083	233,109

Analysis of support costs

	2025 £	2024 £
Staff costs	6,147	5,161
Premises costs	15,820	12,097
Office costs	19,368	17,979
Governance costs	-	-
	41,335	35,237

6 Cost of Charitable Activities

	Unrestricted Funds £	Restricted Funds £	Total 2025 £	Total 2024 £
Direct staff costs	335,594	70,107	405,701	456,845
Other direct costs	25,577	19,554	45,131	80,114
Support costs	111,229	-	111,229	132,076
	472,400	89,661	562,061	669,035

Prior Year	Unrestricted Funds £	Restricted Funds £	Total 2024 £
Direct staff costs	450,814	6,031	456,845
Other direct costs	70,521	9,593	80,114
Support costs	130,600	1,476	132,076
	651,935	17,100	669,035

Analysis of support costs

	2025 £	2024 £
Staff costs	44,235	47,616
Premises costs	28,125	29,617
Office costs	34,431	44,018
Governance costs	4,438	10,825
	111,229	132,076

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

Governance costs include independant examination fees of £3,270. In 2024 we had an audit which was £8,625. Company Secretarial costs of £0 (2024: £490) and Trustee related costs of £1,134 (2024: £1,710).

7 Net income is stated after charging

	2025 £	2024 £
Pension costs	111,156	100,194
Fees payable to the Charity's auditor in respect of:		
Audit	-	8,625
Independent Examination	3,270	-

8 Staff Costs

	2025 £	2024 £
Wages and Salaries	504,501	522,133
Social Security Costs	46,603	47,148
Pension Costs	111,156	100,194
	662,260	669,475

Pension Costs include £59,718(2024:£45,231) salary sacrifice.

The average number of persons employed by the Charity during the year was as follows:

	2025 No.	2024 No.
Research and Education	8	10
Income Generation	4	4
Support	1	1
	13	15

The number of employees whose employee benefits (excluding employer pension costs) exceeded £60,000 was:

	2025 No.	2024 No.
in the band £60,001 - £70,000	1	
in the band £90,001 - £100,000		1
in the band £100,001 - £110,000	1	

Key management personnel comprise the Trustees and the Chief Executive. The total employee benefits including employer pension contributions of key management personnel for the year were £107,111(2024: £103,940).

9 Trustees' remuneration and expenses

The Trustees do not receive any renumeration or other beenfits for their duties (2024: none).

Expenses of £nil (2024: £nil) were reimbursed to 0 (2024: 0)Trustees in respect of travel, accommodation and governance costs.

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2025

10 Tangible Fixed Assets

	2025	2024
Cost	£	£
Additions	6,599	-
At 31 March 2025	6,599	-
Depreciation		
Charge for the year	1,650	-
At 31 March 2025	1,650	-
Net book value		
At 31 March 2025	4,949	-
At 31 March 2024	-	-

11 Debtors

	2025	2024
	£	£
Due within one year		
Trade debtors	76,632	27,154
Other debtors	14,118	10,897
Prepayments & Accrued Income	10,400	27,533
	101,150	65,584

12 Creditors: Amounts falling due within one year

	2025	2024
	£	£
Trade creditors	12,540	12,470
Other taxation and social security	21,180	13,358
Other creditors	8,212	8,711
Accruals	11,395	18,983
	53,327	53,522

13 Statement of Funds

Statement of funds - current year	**Balance as at 01-Apr-24**	**Income**	**Expenditure**	**Balance as at 31-Mar-25**
	£	£	£	£
Unrestricted Funds				
General funds	397,186	714,271	(751,083)	360,374
Restricted Funds				
Parliamentary Reception	-	8,700	(8,700)	-
Better Transport Week	-	47,414	(47,414)	-
Carbon Comparison Project	-	1,345	(1,345)	-
Party Conferences	-	3,817	(3,817)	-
Runways to Railways	-	10,000	(10,000)	-
Rail Growth & Integration	-	24,000	-	24,000
Social Care project	10,450	9,335	(19,785)	-
	10,450	104,611	(91,061)	24,000
Total of Funds	407,636	818,882	(842,144)	384,374

Where a restricted project has been overspent, the balance is taken from unrestricted income.
We received funding for Better Transport Week which is a week long celebration of how better transport can help connect communities and bring people together.
We are also campaigning to move people from airlines to rail and undertaking research in to unlocking barriers of international rail.
We also received funding for our work with Government for a reception at the House of Commons and a visible presence at party conferences.
The work for two thought leadership pieces to promote growth and integration opportunities in rail will commence in April 2025.
The Social Care project included research into ways to support social care workers with the transition to greener transport options.
We were also commissioned to produce a report comparing carbon savings from switching from car to train.

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2025

Statement of funds - prior year	Balance as at 01-Apr-23 £	Income £	Expenditure £	Balance as at 31-Mar-24 £
Unrestricted Funds				
General funds	616,832	665,398	(885,044)	397,186
Restricted Funds				
Parliamentary Reception	8,220	0	(8,220)	-
Better Transport Week	-	5,000	(5,000)	-
Carbon Comparison Project	-	1,545	(1,545)	-
Social Care project	-	12,785	(2,335)	10,450
	8,220	19,330	(17,100)	10,450
Total of Funds	**625,052**	**684,728**	**(902,144)**	407,636

Where a restricted project has been overspent, the balance is taken from unrestricted income.
We received funding for Better Transport Week and the Parliamentary Reception.
We were also commissioned for specific projects.

14 Analysis of Net Assets between Funds

Analysis of net assets between funds - current period

	Unrestricted Funds 2025 £	Restricted Funds 2025 £	Total Funds 2025 £
Current assets	408,752	24,000	432,752
Creditors due within one year	(53,327)	-	(53,327)
	355,425	24,000	379,425

Analysis of net assets between funds - prior period

	Unrestricted Funds 2024 £	Restricted Funds 2024 £	Total Funds 2024 £
Current assets	450,708	10,450	461,158
Creditors due within one year	(53,522)	-	-53,522
	397,186	10,450	407,636

15 Reconciliation of Net Movement in Funds to Net Cash Flow from Operating Activities

	2025 £	2024 £
Net (deficit)/income for the period (as per Statement of Financial Activities)	(23,262)	(217,416)
Adjustments for:		
Purchase of tangible fixed assets	(6,599)	-
Depreciation charges	1,650	-
Dividends, interests and rents from investments	(7,749)	(11,297)
Decrease/(Increase) in debtors	(35,566)	3,631
Increase/(Decrease) in creditors due within One Year	(195)	(2,456)
Net Cash from Operating Activities	**(71,721)**	**(227,538)**

16 Analysis of cash and cash equivalents

	2025 £	2024 £
Cash at bank and in hand	331,602	395,574
Total cash and cash equivalents	**331,602**	**395,574**

17 Analysis of Net Debt

Analysis of Net Debt - current year

	At 01-Apr-24 £	Cashflows £	At 31-Mar-25 £
Cash at bank and in hand	395,574	(63,972)	331,602
	395,574	(63,972)	331,602

Analysis of Net Debt - prior year

	At 01-Apr-23 £	Cashflows £	At 31-Mar-24 £
Cash at bank and in hand	611,815	(216,241)	395,574
	611,815	-216,241	395,574

18 Operating lease commitments

At 31 March 2025 the Charity had no commitments (2024: Nil) under non cancellable operating leases.

19 Capital commitments

At 31 March 2025 there are no capital commitments (2023: Nil)

20 Related party transactions

There were no related party transactions (2024:Nil)

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

England & Wales - Charity number 1101929

Accounts

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

Charity No. 1101929
Registered number: 04943428

FINANCIAL STATEMENTS

FOR THE YEAR ENDED

31ST MARCH 2024

TRUSTEES REPORT – for the year ending 31 March 2024

Trustees	**John Stewart**, Chair (to 25 July 24) **Shamit Gaiger OBE** Chair (from 25 July 24) **David Buchan**, Treasurer **Adrian Berendt** **Richard Goldson** **Charlie Hamilton** **Ian Howes (resigned 12 April 2024)** **Mark Walker**
Company registered	04943428
Charity registered	1101929
Registered office	Unit 303, 164/180 Union Street, London, SE1 0LH
Chief Executive Officer	Paul Tuohy
Auditors	Hawsons Chartered Accountants, Statutory Auditor, 32 Duncan Close, Northampton, NN3 6WL
Bankers	Unity Trust Bank, Four Brindley Place, Birmingham, B1 2JB.
Solicitors	Bates Wells, First Floor, 10 Queen Street Place, London EC4R 1BE

CHAIR'S INTRODUCTION

This year has been one of significant progress. Our research has been well-received, our campaigning impactful, our political lobbying influential and our profile very visible. It has been backed up by excellent work from our finance and administrative team and by the establishment, for the first time, of an income generation team. We are in a good position to influence the transport thinking and policies of the new Government at a national, regional and local level.

This will be my last introduction as Chair as I will shortly be stepping down after six years in the role. I am confident that the organisation is in a position to go from strength to strength.

I would like to thank our Chief Executive, Paul Tuohy, and all the team for their hard work and commitment which has made for another successful year.

I commend this report to you.

John Stewart

Chair (to 25 July 24)

Campaign for Better Transport

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 time - and no maximum number. Trustees are elected through an open recruitment process. Trustee candidates shall normally be invited to an interview comprising three Trustees and the Chief Executive, and, if found suitable, be presented to the next general meeting for appointment.

Trustees periodically undertake a skills audit to review the skills the trustees have against the skills needed for effective 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 ensuring appropriate governance over people, finances, resources, legal obligations, accountability and independence of the charity. The day-to-day management and running of the charity is the responsibility of the senior leadership team, headed by Paul Tuohy, Chief Executive.

KEY MANAGEMENT REMUNERATION

The remuneration 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 benchmark against pay levels in other charities on a regular basis.

OBJECTIVES AND ACTIVITIES

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 for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

Our mission is to make sustainable transport available to all and encourage its use.

STRATEGY

An awayday was held during the year to review the strategy and facilitated by a Trustee of the charity with expert skills in this area.

Three strategic objectives underpin the programme of work over the next five years to accelerate the shift to sustainable transport:

> **Strategic Objective A:** ***Increase the proportion of journeys made using sustainable transport.*** Increase provision and create the right political and fiscal environment to make sustainable transport the affordable and desirable option.
>
> **Strategic Objective B:** ***Expand and transform the bus and tram network.*** Secure a reliable, affordable, safe and frequent bus and/or tram service for more communities.
>
> **Strategic Objective C:** ***Improve the rail network for passengers and the country.*** Make rail tickets more affordable, with more services and more choice. Connect more communities, with a greener railway that provides better value on investment.

We are an organisation that sets the agenda, influences national and local transport policy and delivery, and finds solutions to the future challenges that affect communities and people's lives. We are an expert voice with a strong track record of making transport more accessible, integrated, seamless, connected and affordable so that it meets the needs of communities and is sustainable.

Our campaigning to achieve change is evidence based. We are pragmatic and solutions focused. We believe we can deliver greater impact through stronger partnerships with common goals that improve the transport system to make it more sustainable and deliver improved access to jobs, education, services and facilities and all-round improvements in quality of life. We shape the future of mobility by collaborating with national and local government, developers, employers, operators, NGOs, and communities to make transport better, greener, healthier and affordable. We will provide advice, support and guidance for local transport authorities, as well as recommendations for national government.

Alongside our objectives, there are four strategic enablers that are the focus of internal changes to ensure we are successful in the future:

- Develop campaigns that capture the support of government and public
- Develop a reliable, secure funding base
- Strengthen relationships with priority stakeholders
- Build the team to deliver against our aims

ACHIEVEMENTS AND PERFORMANCE

Here are some of the things we achieved, with the help of our supporters, in 2023-4.

Boosting buses

We successfully campaigned for more Government investment in buses, with an additional £300 million announced in May 2023. And – helped by our supporters writing to their MPs – we succeeded in getting the popular £2 cap on bus fares extended again. What was originally a three-month scheme will now run for at least two years, and we are calling for it to be made permanent.

We also worked to raise awareness of the £2 fare cap. Fifty-four per cent of people are aware of the cap, and 40% of them say they use the bus more because of it. This had a positive effect on the viability of bus services – for instance we learnt that a third of North

Yorkshire bus routes are no longer at risk of being cut thanks to the £2 bus fare cap and additional funding that we campaigned for.

There was further hopeful news when the annual bus statistics for the year ending March 2023 were published, showing a 19 per cent increase in passenger journeys.

Our work to boost buses was shortlisted for Campaign of the Year at the National Transport Awards and the Charity Awards.

Reforming rail for a fare future

This year we published a major report on reforming rail fares and ticketing. Whilst the root-and-branch reform that is needed is still at the early stages, we saw good progress on some of our individual asks. 'Pay as you go' pilot schemes, allowing passengers to pay for rail travel by 'tapping in and out', will run in the West Midlands and Greater Manchester.

Transport for London is trialling running off-peak fares all day on Fridays. The Government and rail companies ran a second Great British Rail Sale, following the success of the first which we called for. We learnt that 1 million flexible/part-time season tickets, which we also campaigned for, have been sold.

The Office of Rail and Road consulted on whether to reduce the train ticket booking window from 12 to eight weeks, but dropped the idea after we objected. We are now calling for the booking window to be expanded further.

We were pleased in February when a draft Rail Reform Bill was at last published – a step towards the major reform that we have been calling for.

Growing the railway

We want to see many more communities connected to the rail network. So, years ago, we successfully campaigned for the Government to set up a New Stations Fund. This year, more new stations opened – in Reading, Kent and Bristol – supported by this New Stations Fund, and another got the go-ahead in Devon.

Funding has also been awarded to look into options for reopening the Leamside Line, which we have identified as a top-priority reopening, connecting communities which have had no train services since the 1960s.

London’s Day Travelcard: saved!

London’s Day Travelcard is a paper ticket which makes it simple and affordable for people to travel around the capital by train, tube and bus. So, when the Travelcard was threatened, we started a campaign to save it.

We asked our supporters to write to their local councils and MPs, and to tell us why the Travelcard matters to them. We met with the Rail Delivery Group, train operators, Transport for London and Ministers in the Department for Transport. We got businesses and tourism operators involved in our campaign, and we spread our message in the media, including the BBC, ITV and The Standard.

Our multi-faceted approach was successful, and the decision to reverse the withdrawal of the Day Travelcard was announced in October, bringing relief to the millions that rely on the card every year.

Local progress

Other local areas saw progress too, such as Cambridgeshire and Peterborough, where we hosted a Rural Bus Summit, bringing key organisations together to understand how the transport needs of the area can be met. The area will soon have more bus routes, more frequent services, and cheap travel for under-25s, all of which we supported.

The Government's Bus Centre of Excellence, which we called for and helped to shape, began the work of supporting and upskilling bus professionals in local authorities. We helped by running a workshop for local councillors.

Celebrating green transport

As a charity, we don't just work to improve sustainable transport, but to encourage more people on board. So we were glad to assist the rail industry in researching and promoting just how much carbon can be saved by switching from car to train. For instance, switching just one, average car journey to the train saves the same carbon as boiling a kettle up to 455 times!

We also ran the first ever Better Transport Week, a national celebration of everything that is brilliant about sustainable transport. With events encouraging people to try public and shared transport, walking and cycling, the week was such a success that we have decided to make it an annual event – look out for Better Transport Week 2024!

Communications

We continued to promote sustainable transport – and call for it to be improved – across national and local media. We were featured in all of the main national media outlets, including 24 times on the BBC's news website (double last year's figure), and we had hundreds of pieces of coverage on both TV and radio. Altogether we achieved more than 4,700 pieces of media coverage, creating 12 billion opportunities to see our messages.

We were equally active across our social media channels, gaining more than 2,500 new followers, and increasing the number of times people saw our posts by 56 per cent.

Policy and external engagement

Throughout the year, we have continued engaging with key government departments such as the Department for Transport and HM Treasury and responding to relevant consultations and inquiries. These included submissions on ticket office closures, rail reform, bus franchising, rural mobility and roads investment. We also organised an event on increasing the uptake of electric vehicles at the Labour Party conference.

We published research on the impact of sustainable transport on health, businesses and the economy, as well as major reports on rail fares and ticketing reform, and the impact of domestic aviation. Our research had real reach and impact; for instance, last year's research on how a pay-as-you-drive model of motoring taxation could be implemented was quoted by the TUC and the Centre for Policy Studies, and we went on to establish the Pay-As-You-Drive Forum, bringing together 35 organisations to advance influencing on this subject.

We promoted our research and policy recommendations through speaking at and participating in external events and roundtables, organised by, for instance, the London Transport Museum, Transport Planning Society, Green Alliance and New Statesman.

We continued to engage external stakeholders regularly and amplified our messaging by working collaboratively with like-minded organisations through the Sustainable Transport Alliance, the Healthy Air Campaign and the newly established Low Traffic Future Alliance.

FUTURE PLANS

In 2024-5, we will continue to campaign for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

As the General Election approaches, we will publish our own manifesto for transport, and encourage our supporters to write to their MP candidates about the importance of sustainable transport. After the election we will meet with the team in the Department for Transport, as well as with MPs new and old, to discuss specific measures to improve transport. We will also increase our engagement with local authorities.

As well as continuing our core campaigns for good, affordable public transport, we will ramp up our work on freight, international rail, and trams. We will publish papers on the future of HS2, how rail should be reformed, and how bus services should be funded. We will campaign – along with allies – for greener travel to football matches, both for players and fans.

We know that public transport is not suitable for some journeys; we will carry out research on how social care workers (who travel between clients' homes) can best be supported – via grants and other means – to use greener vehicles.

Following the success of Better Transport Week 2023, we will run another Better Transport Week in June 2024, to celebrate sustainable transport and encourage more people on board.

TRANSFORMING OUR CHARITY

This has been an exceptional period in terms of continued impact and influence as the national transport charity, during a year of transformation and growth.

Now at the end of the second year of a transformational £1 million grant from the Foundation for Integrated Transport, the charity is in a much stronger position against all its key indicators. This has helped towards establishing a firmer foundation of operational resilience from which to move forward.

In an unprecedented year of political turmoil, our enlarged team has been able to strategically position the charity with those in power nationally and regionally. We have gained the respect of key ministers, including Huw Merriman and Mark Harper, who have regularly sought advice from the charity on key policy issues; and significant headway has been made with the Labour Party who have responded well to our recommendations and continue to actively engage with us.

As projected in our transformation plan, this year has focused on building our fundraising capacity. The recruitment of an all-new fundraising team has been a step-change for the charity, placing strategic impetus on income generation in recognition of the fact that all work starts in generating income for the cause.

For the first time the charity now has the capacity to convene the sector, stakeholders and supporters through events. This year saw the inaugural Better Transport Week which engaged hundreds of sector stakeholders in celebrating the best of sustainable transport across the country and attracted the attention and participation of senior politicians.

Supporter and donor engagement has also been a priority through the year. We are fortunate to have a loyal base of nearly 20,000 supporters and donors and this year we were able to revitalise our relationships with many of them through in-person and online events. Hearing examples of local sustainable transport, good and bad, serves to inspire and remind us of how important our work is now and into the future.

The appointment of a fundraising team has meant we have been able to broaden the charity's reach into areas of funding it has not previously explored. It is strategically important for the charity to have a mixed portfolio of income, and this year we have been able to expand our fundraising activity to include trusts and foundations, legacy marketing and corporate in addition to individual giving from our supporters. In this respect we have shared our mission and the importance of better transport with more prospective funders and donors than ever before.

We know transport is a 'Cinderella' issue; it has the greatest impact on climate change but receives a disproportionately small amount of funding compared to other environmental causes. There are few grant-makers who include transport within their giving strategy, and the cost of living crisis means we are competing for the generosity of our donors. We are working hard at raising the profile of our work and its importance across the sector and this is already having a positive impact with gifts being made in response to radio interviews, appeals and other interactions. There is more work to be done in the coming year to amplify our charitable voice.

The key priority for the Transformation Grant 2022-25 was to build capacity across the team including external affairs, campaigning, research, local authority engagement, communication and marketing, and to establish an income generation team. The planned expansion of the charitable team was completed in September 2023.

Amongst the things we said we would do was:

- Deliver more funded research projects, roundtables and events, and take up more opportunities when they arise
- Deliver more unfunded policy campaigns targeted at specific policy influencing objectives
- Respond to more consultations, enquiries and inquiries
- Build on our existing, strong media and social media presence by creating new and impactful content, including video content, and disseminating it much more widely, including on platforms that we have not used before such as Instagram

Some of what we've done includes:

- We created the first ever Better Transport Week in 2023, repeated and expanded in 2024.
- Created and delivered the Better Transport Conference in 2024, an outstanding success despite being during pre-election period, and exceptional in the transport sector on equality, diversity and inclusion metrics.

- We have provided the framework and research for many Westminster Hall debates, including most recently on Rural Bus Services
- We have championed sustainable transport in the media, appearing in thousands of news articles, multiple times in each of the national newspapers and on all of the main flagship news programmes.
- Our media and social media presence has been instrumental in some of our campaign wins including saving London's Day Travelcard.

ROLE OF VOLUNTEERS

The charity occasionally makes use of volunteers. 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.

FINANCIAL REVIEW AND FUNDRAISING

2023-24 was a year of transition when we entered into the second year of the transformational grant from the Foundation for Integrated Transport (FIT).

Income during the year was stable but without the legacies or major donor donation that we saw during 2022-23.

During the year we completed the recruitment of a full staff team for Income Generation, and we expect to see the results of that investment during 24-25 onwards. This was originally planned for the previous year, and the surplus shown for 2022-23 offsets the deficit for 2023-24.

With staff numbers now at 15 (2023: 8), the total expenditure has increased by 45% with various activities being undertaken that were previously not possible.

Reserves Policy

The reserves policy set in April 2021 stated that the charity should aim to hold unrestricted reserves equivalent to a minimum of six months' expenditure with a maximum of 12 months. This was reviewed during the year and remains unchanged. However, the trustees note that this would only be achievable with increased surplus each year, and whilst the charity is growing it remains an aim.

However, trustees recognise that fluctuations in the level of fundraised income, in particular, mean that the level of reserves will inevitably vary. The trustees are seeking ways of ensuring greater stability over income and meanwhile accept that, while they aim to hold six months' expenditure as reserves in order to cover this risk, in practice three months' expenditure is sufficient to cover the charity's liabilities.'

The minimum amount of unrestricted reserves should not fall below 3 month's forecast expenditure in order to cover any liabilities that the charity may have*,* and as at 31 Mar 2024, the unrestricted reserves of £397,186 represent approximately 5 months of forecast expenditure for 2024-25.

The restricted reserves of £10,450 relate to income received for a project that is ongoing and expected to be completed by early 2024.

Principal Risks and Uncertainties

The trustees consider there are no material uncertainties about the Charity's ability to continue as a going concern.

Continued applications for long-term grants will enable the charity to grow in line with the strategy, and the appointment of a fundraising team during the year will also help to strengthen and diversify the income streams.

Cashflow forecasts and current risks are reviewed by trustees on a quarterly basis and reviewed and updated as necessary.

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. 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 who are socially excluded or isolated, and those whose access to education and employment is hindered, as it seeks to address transport poverty and improve connectivity. It benefits all by seeking to address the causes of pollution from transport that impact on health. There are no private benefits of our work, beyond the reasonable compensation of our staff for their work.

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 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.

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:

S W Gaiger

…….. Shamit Gaiger OBE – Chair

06/11/2024

Independent Auditor's Report to the Members and Trustees of Campaign for Better Transport Charitable Trust

Opinion

We have audited the financial statements of Campaign for Better Transport Charitable Trust for the year ended 31 March 2024, which comprise the Statement of Financial Activities, Balance Sheets, Statement of Cash Flows and notes to the financial statements, including significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 The Financial Reporting Standard applicable in the UK and Republic of Ireland (United Kingdom Generally Accepted Accounting Practice).

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 2024, and of its incoming resources and application of resources, including its 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.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the charitable company in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the charitable company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the trustees with respect to going concern are described in the relevant sections of this report.

Other information

The other information comprises the information included in the trustees' annual report, other than the financial statements and our auditor's report thereon. The trustees are responsible for the other information contained within the annual report. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon. Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained

in the course of the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Opinions on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the trustees' report for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the trustee's report has been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception

In the light of the knowledge and understanding of the charitable company and its environment obtained in the course of the audit, we have not identified material misstatements in the trustee's report.

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

- adequate and sufficient accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit.

Responsibilities of trustees

As explained more fully in the trustees' responsibilities statement set out on pages 9 and 10, 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, and for such internal control as the trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the trustees are responsible for assessing the charitable company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the trustees either intend to liquidate the charitable company or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

We have been appointed auditor under the Companies Act 2006 and section 144 of the Charities Act 2011 and report in accordance with those Acts.

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

The charity is subject to laws and regulations that directly and indirectly affect the financial statements. Based on our understanding of the charity and the environment it operates within, we determined that the laws and regulations that were most significant included FRS 102, Charities Act 2011, Health and Safety regulations and employment law. We considered the extent to which non-compliance with these laws and regulations might have a material effect on the financial statements, including how fraud might occur. We evaluated management's incentives and opportunities for fraudulent manipulation of the financial statements (including the risk of override on controls), and determined that the principal risks were related to the posting of inappropriate accounting entries to improve the charity's results for the period, and management bias in key accounting estimates. In addition to this, we have also identified the following principal risk areas:

- Income recognition – there is the risk that all income has not been recognised in the accounts;
- Expenditure- there is a risk that expenditure is not for legitimate business purposes.

Audit procedures performed by the engagement team included:

- Supporting document has been reviewed to ensure the completeness of income;
- Discussions with management and those responsible for legal compliance procedures within the charity to obtain an understanding of the legal and regulatory framework applicable to the charity and how the charity complies with that framework, including consideration of known or suspected instances of non-compliance with laws and regulations and fraud;
- Reviewing minutes of Trustee's meetings;
- Performing a review of manual journals entries made throughout the year, enquiring with management about anything unusual/significant;
- Identifying and assessing the design effectiveness of controls that management has in place to prevent and detect fraud and non-compliance with laws and regulations;
- Reviewing a sample of expenditure to determine whether expenses incurred relate wholly to business purposes.

Because of the inherent limitations of an audit, there is a risk that we will not detect irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

A further description of our responsibilities is available on the Financial Reporting Council's website at: https://www.frc.org.uk. This description forms part of our auditor's report.

Use of our report

This report is made solely to the charity's trustees, as a body, in accordance with Part 4 of the Charities (Accounts and Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charitable company's members and its trustees 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 charity and the charity's trustees as a body, for our audit work, for this report, or for the opinions we have formed.

Hawsons

David Owens
Senior Statutory Auditor
For and on behalf of Hawsons Chartered Accountants
Statutory Auditor
Jubilee House
32 Duncan Close
Moulton Park
Northampton
NN3 6WL

12/11/2024

Campaign for Better Transport Charitable Trust
Statement of Financial Activities (including the Income Expenditure Account)
For the year ended 31st March 2024

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2024 £	Total Funds 2023 £
Income from					
Donations and legacies	2	623,421	-	623,421	874,725
Charitable activities	3	30,680	19,330	50,010	99,936
Investments	4	11,297	-	11,297	4,684
Total Income		**665,398**	**19,330**	**684,728**	**979,345**
Expenditure on					
Raising funds	5	233,109	-	233,109	45,148
Charitable Activities	6	651,935	17,100	669,035	578,361
Total Expenditure		**885,044**	**17,100**	**902,144**	**623,509**
Net Movement in Funds for the year		**(219,646)**	**2,230**	**(217,416)**	**355,836**
Reconciliation of Funds					
Total funds brought forward		616,832	8,220	625,052	269,216
Total funds carried forward	13	**397,186**	**10,450**	**407,636**	**625,052**

The statement of financial activities includes all gains and losses in the year.
All incoming resources and resources expended derive from continuing activities.

The notes on pages 19 to 24 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Balance Sheet at 31st March 2024

	Note	2024 £	2024 £	2023 £	2023 £
Fixed Assets	10		-		-
			-		-
Current Assets					
Debtors	11	65,584		69,215	
Cash at bank and in hand	16	395,574		611,815	
		461,158		681,030	
Creditors: Amounts falling due within one year	12	(53,522)		(55,978)	
Net Current Assets			407,636		625,052
Total Assets less Current Liabilities			407,636		625,052
Creditors: Amounts falling due after more than one year			-		-
			407,636		**625,052**
The Funds of the Charity					
Unrestricted Funds			397,186		616,832
Restricted Funds	13		10,450		8,220
Total Charity Funds			**407,636**		**625,052**

The financial statements were approved by the Board of Trustees on and signed on its behalf by:

S W Gaiger

Shamit Gaiger OBE
Chair

06/11/2024

David Buchan
Treasurer

06/11/2024

The notes on pages 19 to 24 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Statement of Cash Flows for the year ended 31 March 2024

	Note	2024	2023
		£	£
Cash Flows from Operating Activities			
Net Cash from Operating Activities	15	(227,538)	361,350
Cash Flows from Investing Activities			
Interest received	4	11,297	4,684
Net Cash provided by Investing Activities		11,297	4,684
Change in cash and cash equivalents in the year		(216,241)	366,034
Cash and Cash Equivalents at the Beginning of the Year		611,815	245,781
Cash and Cash Equivalents at the End of the Year	16	**395,574**	**611,815**

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2024

1 Accounting Policies

The charity is a company limited by guarantee and has no share capital. In the event of the charity being wound up the liability in respect of the guarantee is limited to £1 per member of the charity.

a) 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 (FRS102) (effective 1 January 2019) - Charities SORP (SORP 2019), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

The Campaign for Better Transport Charitable Trust meets the definition of a public benefit entity under FRS102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant policy note(s).

Reconciliation with previously General Accepted Accounting Practice: in preparing the accounts, the Trustees have considered whether in applying the accounting policies required by FRS102 and the Charities SORP FRS 102 the restatement of comparative items was required.

b) Going Concern

After due consideration of all relevant factors, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. Accordingly, they continue to adopt the going concern basis in preparing the annual report and accounts.

c) Incoming resources

Income is recognised when the charity has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Where income has related expenditure, the income and related expenditure are reported gross in the Statement of Financial Activities.

Income from legacies is taken on a case by case basis at the earlier of the date on which: the charity is aware that probate has been granted, the estate has been finliased and notification has been made by the executor(s) to the charity that a distribution will be made, or when a distributin is received from the estate. Receipt of a legacy, in whole or in part, is only considered probable when the amount can be measured reliably and the charity has been notified of the executor's intention to make a distribution.

Donations, grants and gifts are recognised when receivable. In the event that a donation is subject to fulfilling performance conditions before the charity is entitled to the funds, the income is deferred and not recognised until it is probable that those conditions will be fulfilled in the reporting period. Income from Gift Aid tax reclaims is recognised for any donations with relevant Gift Aid certificates recognised in income for the year. Any amounts of Gift Aid not received by the year-end are accounted for in income and accrued income in debtors.

Interest on deposit funds held is included when receivable and the amount can be measured reliably by the charity which is normally upon notification of the interest paid or payable by the bank.

d) Resources expended

All expenses are accounted for on an accruals basis. Wherever possible costs are allocated directly to the appropriate activity; other costs common to all activities are apportioned between those activities on the basis of the proportion of staff time spent during each year in connection with each activity (see Note 6).

Fundraising expenditure comprises costs incurred in asking people and organisations to donate to the charity's work. This includes the cost of advertising for donations and the staging of special fundraising events.

Expenditure incurred in connection with the specific objects of the charity is included under the heading Charitable Activities.

e) Donated Services

Donated services are recognised as income when the receipt of economic benefit from the use by the charity of the item is probable and that economic benefit can be measured reliably.

f) Interest Receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably.

g) Judgements and key sources of estimation uncertainty

In preparing the financial statements, the Trustees have considered how best to apply the Charity's accounting policies and make estimates in the preparation of the financial statements, where relevant. The Trustees have not made any significant estimates in these financial statements.

h) Pension costs

The charity operates a defined contribution scheme with a charity contribution of 8% of salary costs. The cost of providing pensions for employees is charged to the Statement of Financial Activities in the year in which the contributions are paid.

i) Value Added Tax (VAT)

VAT is subject to partial exemption and VAT not recovered by the charity is included in relevant costs in the Statement of Financial Activities.

j) Operating Leases
The charity has no current operating leases.

k) Funds
General funds are unrestricted funds which are available for use at the discretion of the Trustees in furtherance of the general objects of the charity and have not been designated for other purposes.

Designated funds comprise funds which have been set aside by the trustees for particular purposes.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by donors or which have been raised by the charity for particular purposes. The costs of raising and administering such funds are charged against the specific fund.

l) Taxation
The charity is exempt from tax on income and gains falling within part 10 of the Income Tax Act 2007 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable activities.

2 Income from donations and legacies

	Unrestricted Funds £	Restricted Funds £	Total 2024 £
Core grants and donations	623,421	-	623,421

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2023 £
Core grants and donations	874,725	-	874,725

3 Income from charitable activities

	Unrestricted Funds £	Restricted Funds £	Total 2024 £
Research and Education	30,680	19,330	50,010

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2023 £
Research and Education	50,266	49,670	99,936

4 Investment Income

	Unrestricted Funds 2024 £	Unrestricted Funds 2023 £
Deposit account interest	11,297	4,684

5 Costs of raising funds

	Unrestricted Funds £	Restricted Funds £	Total 2024 £	Unrestricted Total 2023 £
Direct staff costs	180,122	-	180,122	30,607
Direct other costs	17,750	-	17,750	5,941
Support costs	35,237	-	35,237	8,600
	233,109	-	233,109	45,148

Analysis of support costs

	2024 £	2023 £
Staff costs	5,161	1,668
Premises costs	12,097	1,349
Office costs	17,979	5,583
	35,237	8,600

6 Cost of Charitable Activities

	Activities undertaken directly 2024 £	Support Costs 2024 £	Total Funds 2024 £
Research and Education	536,959	132,076	669,035

	Activities undertaken directly 2023 £	Support Costs 2023 £	Total Funds 2023 £
Research and Education	449,105	129,256	578,361

Cost of charitable activities of £669,035 (2023:£578,361) is represented by £651,935 (2023: £489,160) of unrestricted funds and £17,100 (2023: £89,201) of restricted funds.

Analysis of support costs

	2024 £	2023 £
Staff costs	47,616	53,417
Premises costs	29,617	17,922
Office costs	44,018	50,342
Governance costs	10,825	7,575
	132,076	129,256

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

Governance costs include audit fees of £8,625 (2023:£7,575),
Company Secretarial costs of £490 (2023 £Nil) and Trustee related costs of £1,710 (2023: £Nil).

7 Net income is stated after charging

	2024 £	2023 £
Pension costs	100,194	65,586
Fees payable to the Charity's auditor in respect of:		
Audit	8,625	7,575

8 Staff Costs

	2024 £	2023 £
Wages and Salaries	522,133	337,260
Social Security Costs	47,148	29,032
Pension Costs	100,194	65,586
	669,475	431,878

Pension Costs include £45,231(2023:£31,656) salary sacrifice.

The average number of persons employed by the Charity during the year was as follows:

	2024 No.	2023 No.
Research and Education	10	9
Income Genreation	4	-
Support	1	1
	15	10

The number of employees whose employee benefits (excluding employer pension costs) exceeded £60,000 was:

	2024 No.	2023 No.
in the band £80,001 - £90,000	-	1
in the band £90,001 - £100,000	1	-

Key management personnel comprise the Trustees and the Chief Executive. The total employee benefits including employer pension contributions of key management personnel for the year were £103,940 (2023: £94,707).

9 Trustees' remuneration and expenses

The Trustees do not receive any renumeration or other beenfits for their duties (2023: none).

Expenses of £nil (2023: £nil) were reimbursed to 0 (2023: 0)Trustees in respect of travel, accommodation and governance costs.

10 Tangible Fixed Assets

At 31 March 2024 the charity held no tangible fixed assets (2023: none).

11 Debtors

	2024 £	2023 £
Due within one year		
Trade debtors	27,154	47,000
Other debtors	10,897	9,520
Prepayments & Accrued Income	27,533	12,695
	65,584	69,215

12 Creditors: Amounts falling due within one year

	2024 £	2023 £
Trade creditors	12,470	12,755
Other taxation and social security	13,358	17,456
Other creditors	8,711	6,954
Accruals	18,983	18,813
	53,522	55,978

13 Statement of Funds

Statement of funds - current year	**Balance as at 01-Apr-23 £**	**Income £**	**Expenditure £**	**Balance as at 31-Mar-24 £**
Unrestricted Funds				
General funds	616,832	665,398	(885,044)	397,186
Restricted Funds				
Parliamentary Reception (2023)	8,220	0	(8,220)	-
Better Transport Week	-	5,000	(5,000)	-
Carbon Comparison Project	-	1,545	(1,545)	-
Social Care projecy	-	12,785	(2,335)	10,450
	8,220	19,330	(17,100)	10,450
Total of Funds	625,052	684,728	(902,144)	407,636

Where a restricted project has been overspent, the balance is taken from unrestricted income.
We received funding for Better Transport Week and the Parliamentary Reception (2023).
We were also commissioned for specific projects.

Statement of funds - prior year	**Balance as at 01-Apr-22 £**	**Income £**	**Expenditure £**	**Balance as at 31-Mar-23 £**
Unrestricted Funds				
General funds	221,465	929,675	(534,308)	616,832

Restricted Funds

Parliamentary Reception (2023)	-	8,220	-	8,220
House of Commons Event	-	7,450	(7,450)	-
Increasing Rail Travel	-	7,000	(7,000)	-
System Upgrades	-	5,000	(5,000)	-
Road Pricing	47,751	22,000	(69,751)	-
	47,751	49,670	(89,201)	8,220
Total of Funds	**269,216**	**979,345**	**(623,509)**	625,052

During the year restricted donations were received towards an event in the House of Commons and a Parliamentary Reception due to be held in 2023.
We also received funding towards updating our IT systems and this is due to complete in 2023.
Road Pricing was a piece of work examining motoring taxation reform which is now complete.
We were also commissioned to conduct a media campaign and policy briefing and engage with business organisations to promote the benefit of increasing rail travel and reducing flying.

14 Analysis of Net Assets between Funds

Analysis of net assets between funds - current period

	Unrestricted Funds 2024 £	Restricted Funds 2024 £	Total Funds 2024 £
Current assets	450,708	10,450	461,158
Creditors due within one year	(53,522)	-	(53,522)
	397,186	10,450	407,636

Analysis of net assets between funds - prior period

	Unrestricted Funds 2023 £	Restricted Funds 2023 £	Total Funds 2023 £
Current assets	712,341	(31,311)	681,030
Creditors due within one year	(55,978)	-	-55,978
	656,363	(31,311)	625,052

15 Reconciliation of Net Movement in Funds to Net Cash Flow from Operating Activities

	2024 £	2023 £
Net (defecit) / income for the period (as per Statement of Financial Activities)	(217,416)	355,836
Adjustments for:		
Dividends, interests and rents from investments	(11,297)	(4,684)
Decrease in debtors	3,631	407
(Decrease) / Increase in creditors due within One Year	(2,456)	9,791
Net Cash (Used in) / from Operating Activities	**(227,538)**	**361,350**

16 Analysis of cash and cash equivalents

	2024 £	2023 £
Cash at bank and in hand	395,574	611,815
Total cash and cash equivalents	**395,574**	**611,815**

17 Analysis of Net Debt

Analysis of Net Debt - current year

	At 01-Apr-23 £	Cashflows £	At 31-Mar-24 £
Cash at bank and in hand	611,815	(216,241)	395,574
	611,815	(216,241)	395,574

Analysis of Net Debt - prior year

	At 01-Apr-22 £	Cashflows £	At 31-Mar-23 £
Cash at bank and in hand	245,781	366,034	611,815
	245,781	366,034	611,815

18 Operating lease commitments

At 31 March 2024 the Charity had no commitments (2023: Nil) under non cancellable operating leases.

19 Capital commitments

At 31 March 2024 there are no capital commitments (2023: Nil)

20 Related party transactions

There were no related party transactions (2023:Nil)

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

England & Wales - Charity number 1101929

Accounts

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

Charity No. 1101929
Registered number: 04943428

FINANCIAL STATEMENTS

FOR THE YEAR ENDED

31ST MARCH 2023

Campaign for Better Transport

TRUSTEES REPORT – for the year ending 31 March 2023

Trustees	**John Stewart, Chair**
	David Buchan, Treasurer
	Helen Michaels (resigned 26 Jan 23)
	Mark Walker
	Shamit Gaiger
	Charlie Hamilton
	Nina Bell (resigned 26 Jan 23)
	Ian Howes
	Matthew White (resigned 18 April 23)
	Adrian Berendt
	Muniya Barua (resigned 26 Oct 22)
	Richard Goldson
Company registered	04943428
Charity registered	1101929
Registered office	7-14 Great Dover Street, Borough, London SE1 4YR
Chief executive officer	Paul Tuohy
Auditors	Hawsons Chartered Accountants, Statutory Auditor, 32 Duncan Close, Northampton, NN3 6WL
Bankers	Unity Trust Bank, Four Brindley Place, Birmingham, B1 2JB.
Solicitors	Bates Wells, First Floor, 10 Queen Street Place, London EC4R 1BE

CHAIR'S INTRODUCTION

This year, our 50th anniversary, has been one of significant success, as outlined in this report. We have regular access to Government ministers and other key decision makers who see us as 'a critical friend'. It has been a year where we have produced groundbreaking research, such as our report on road user charging, which has helped shape the debate. Our public profile has increased as a result of our campaigning activities and through the work of our increasingly effective communications team. This year we have begun to expand our fundraising team with the intention of increasing and diversifying our funding base. Transport needs a healthy and well-funded not for profit organisation to hold government to account if we are ever to meet the zero emissions target of 2050.

With transport responsible for more greenhouse gas emissions than any other sector, I urge supporters to continue to help us grow and increase our impact still further.

I would like to thank our chief executive, Paul Tuohy, and all the team for their hard work and commitment which has made this year such a success.

I commend this report to you.

John Stewart

Chair, Campaign for Better Transport Charitable Trust

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 time - and no maximum number. Trustees are elected through an open recruitment process. Trustee candidates shall normally be invited to an interview comprising three Trustees and the Chief Executive, and, if found suitable, be presented to the next general meeting for appointment.

Trustees periodically undertake a skills audit to review the skills the trustees have against the skills needed for effective 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 ensuring appropriate governance over people, finances, resources, legal obligations, accountability and independence of the charity. The day-to-day management and running of the charity is the responsibility of the senior leadership team, headed by Paul Tuohy, Chief Executive.

KEY MANAGEMENT REMUNERATION

The remuneration 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 benchmark against pay levels in other charities on a regular basis.

OBJECTIVES AND ACTIVITIES

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 for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

Our mission is to make sustainable transport available to all and encourage its use.

STRATEGY

An awayday was held during the year to review the strategy and facilitated by a Trustee of the charity with expertise in this area.

Three new strategic objectives underpin the programme of work over the next five years to accelerate the shift to sustainable transport:

> **Strategic Objective A:** ***Improve the rail network for passengers and the country.*** To make rail tickets more affordable, with more services and more choice. To connect more communities, with a greener railway that provides better value on investment.
>
> **Strategic Objective B:** ***Expand and transform the bus and tram network.*** To secure a reliable, affordable, safe and frequent bus and/or tram service for more communities.
>
> **Strategic Objective C:** ***Increase the proportion of journeys made using sustainable transport.*** To increase provision and create the right political and fiscal environment to make sustainable transport the affordable and desirable option.

We are an organisation that sets the agenda, influences national and local transport policy and delivery, and finds solutions to the future challenges that affect communities and people's lives. We are an expert voice with a strong track record of making transport more accessible, integrated, seamless, connected and affordable so that it meets the needs of communities and is sustainable.

Our campaigning to achieve change is evidence based. We are pragmatic and solutions focused. We believe we can deliver greater impact through stronger partnerships with common goals that improve the transport system to make it more sustainable and deliver improved access to jobs, education, services and facilities and all-round improvements in quality of life. We shape the future of mobility by collaborating with national and local government, developers, employers, operators, NGOs, and communities to make transport better, greener, healthier and affordable. We will provide advice, support and guidance for local transport authorities, as well as recommendations for national government.

Alongside our objectives, there are seven strategic enablers that are the focus of internal changes to ensure we are successful in the future. Whilst we have achieved the majority of these since 2019, we will continue to focus on building our capability, maintaining a strong financial base and investing in our team.

- Build the team to deliver against our aims
- Make us operationally fit to succeed
- Transform our communications function
- Improve our campaign development
- Strengthen relationships with priority stakeholders
- Develop a secure funding base
- Be more financially resilient

ACHIEVEMENTS AND PERFORMANCE

This year marks our 50th anniversary. We celebrated the extraordinary things we have helped to achieve over five decades, which would not have been possible without our many thousands of supporters and our funding partners. We also recognise that there is much still to do. The threats to sustainable transport have not gone away, whilst carbon emissions and air pollution from transport remain much too high. Therefore, as well as celebrating our 50th anniversary, we redoubled our efforts to bring better, greener, fairer transport to more communities.

Easing the cost of living

With the cost-of-living crisis affecting households up and down the country, much of our focus this year was on making transport more affordable. We campaigned for soaring bus fares to be capped, and were delighted that we were able to persuade the Government to cap single bus fares in England at £2, representing a substantial cut to many fares. We also helped to raise awareness of the cap. As a result, bus operators reported increases in passenger numbers, and 30% of respondents to a survey said the cap had had a positive impact on their disposable income. In our travels around the country we spoke to one Norfolk bus user who said the cap saved him £100 a month. Later, with the help of our supporters who lobbied their MPs, we successfully campaigned for the cap to be extended far beyond its original three-month term.

We also successfully campaigned for a national sale on rail tickets, dubbed the Great British Rail Sale - the first of its kind. Though regrettably short-lived, the sale nonetheless helped ease the cost of living and entice people back onto the railways after Covid, with 1.3 million tickets sold.

Buses fit for the future

The Government agreed to extend Covid recovery funding for buses, after our unparalleled research into the impact of bus cuts helped to shape the debate.

Progress was also made on bringing super-modern zero emission buses to more areas, including Leicester, Yorkshire, Norfolk, Portsmouth and Hampshire - something we have long called for.

The Government launched a Bus Centre of Excellence to upskill, recruit and retain bus professionals. We called for this, and our research helped to shape it.

Growing the railway

We saw progress towards growing the rail network and reversing some of the disastrous Beeching cuts, with the Government announcing more schemes to benefit from the Restoring Your Railway fund which we campaigned for. The Portishead to Bristol line got final approval, and regular train services will return to the Northumberland Line in 2024 - both lines we identified as top-priority reopenings. Thrillingly, we learnt that more than 250,000 journeys were made on the reopened Dartmoor Line in a year - more than double the demand originally forecast!

Transport Secretary Mark Harper made a welcome speech, the George Bradshaw address, which reflected some of our asks, signalling a drive for more passengers and more freight on the rails, and reform to fares and ticketing including single-leg pricing. We continue pushing for the legislation needed to establish Great British Railways to be progressed.

Rethinking motoring taxation

We published a groundbreaking report, *Pay-as-you-drive: The British public's attitudes to vehicle taxation reform*. As more people shift to electric vehicles, the way motoring is taxed will need to change. Our research found that 60 per cent of people believe vehicle taxation needs reforming, with only six per cent disagreeing. Half of people supported replacing fuel duty and vehicle excise duty with a pay-as-you-drive scheme, while only 18 per cent opposed it. Our report shifted the debate on this time-bomb of an issue and was widely quoted in a House of Commons debate.

The Chancellor's Autumn Statement introduced Vehicle Excise Duty on electric vehicles, a sensible first step towards reforming motoring taxation.

Climate change: bringing transport to the fore

Transport is the UK's largest emitting sector of greenhouse gases but has often been overlooked in debates about climate change. We are changing that. This year, reports by the Climate Change Committee and several parliamentary select committees and NGOs all highlighted the need for more journeys to be shifted away from cars and planes and onto greener modes.

We have been working with a range of partners, such as Green Alliance, and joined the Low Traffic Future Alliance to push for a traffic reduction target and for policies to enable people to travel more sustainably. We also worked with Transport & Environment and a coalition of 13 partners to launch the Travel Smart Campaign, pressing businesses to reduce business flights for the sake of the environment.

Liveable cities

The Mayor of London consulted on the expansion of the Ultra Low Emission Zone into Outer London and the possibility of distance-based road user charging in the future. Air pollution contributes to the premature death of thousands of Londoners every year, so we wrote to London Assembly members and encouraged our supporters to respond to the consultation. We also supported plans for a Sustainable Travel Zone in Cambridge which aims to raise funds for significant bus service improvements for the region.

In other liveable city news, we were glad to learn how Nottingham's Workplace Parking Levy, which we campaigned for, is having a positive impact ten years on. The levy has reduced congestion growth by 47 per cent and helped fund the city's excellent buses and trams.

Communications

We continued to promote our key messages and campaign asks in national and local media generating 3,271 media articles, a 44 per cent increase on the previous year. We featured multiple times throughout the year in each of the national daily and Sunday newspapers and across the BBC's online platform. Altogether we generated 1.12 billion opportunities to see our messages across print and online media with an equivalent advertising value of £36.8 million.

Our spokespeople were interviewed 23 times on national and local TV, including for each of the main flagship news programmes, and 36 times on local and national radio.

We were equally active across our social media channels gaining more than 1,000 new followers and 478 new subscribers to our emailing list.

Our communications-led fundraising appeals led to more than 100 new individual donors coming on board this year.

Policy and external engagement

Throughout the year, we have continued engaging with key government departments such as the Department for Transport and HM Treasury whilst responding to relevant consultations and inquiries. These included submissions to HM Treasury ahead of the

Budget and to consultations on the next road investment strategy, net zero aviation, bus and rail services in Wales and rail reform. We also gave evidence to a number of committee inquiries in the London Assembly, House of Commons and the Welsh Senedd.

We promoted our research and policy recommendations through speaking at and participating in external events and roundtables, organised by, for instance, Smart Transport, Urban Transport Group, Foundation for Integrated Transport, and the London Transport Museum.

We continued to engage external stakeholders regularly and amplified our messaging by working collaboratively with like-minded organisations through the Sustainable Transport Alliance, Green Alliance Traffic Reduction working group, Travel Smart working group and the Healthy Air Campaign.

FUTURE PLANS

Building on our successful *The Way Forward* Campaign, we are planning our biggest public-facing campaign yet – Better Transport Week. It will be a week-long celebration of sustainable transport, focusing on a different mode or benefit of greener transport every day of the week. We will invite partners showcasing our extensive range of stakeholders, and engage the wider public in a range of competitions and actions.

We will publish a large piece of research examining the potential to move more journeys from domestic flights to intercity rail. It will compare cost, journey time and emissions for travelling by plane and train to bust myths that flying is always faster and usually cheaper. We will also publish reports on rail fares and ticketing reform and on long-term reform of bus funding.

Through all our work, we will campaign for transport that works for everyone in society, that has minimal impact on the climate, and that does not harm our health. After 50 years of campaigning, we are at a turning point in our history which has been marked by securing a transformational grant, from a committed funder, to help us kick start work to increase our income levels to achieve our objectives outlined in our strategy. An issue as big as transport and its devastating impact on the environment and people's health and lives, needs a more powerful voice for better transport.

TRANSFORMING OUR CHARITY

We are now at the end of Year One of a £1 million grant over three years to assist in transforming the charity into a more powerful public voice on its charitable objectives. Our mission has never been so important as it is now, with the world in a climate crisis of its own making.

One of the world's leading news stories is climate change. Its devastating effects are being felt through rising temperatures, wildfires and extreme weather events, and worldwide countries are failing to meet their own climate emergency targets. With more UK carbon emissions coming from transport than from any other sector, it's remarkable that with over 160,000 registered charities, very few are working in this area. It is for this reason that we are now focused on growing our income base and capacity to generate much needed additional revenue, so that we can have a louder voice in the UK to influence government to make transport greener, fairer and more reliable for everyone as soon as possible.

To this end, we are now increasing our capacity in fundraising alongside our key outputs of campaigning, communications and research. We have a strong record of influencing

government policy on transport, but in comparison to other 'good causes', the issue of 'better transport' needs to be on the same income scale as charities like Cancer Research (£450m) and the National Trust (£650m). Such causes have an emotional gravitas we cannot match which is why we need the clear income generation focus we now have to ensure we raise the increased budgets needed to match the seriousness of a cause that cannot be remedied by government alone.

Climate change is in large part caused by transport, and people's behaviours must change if we are to move around in a more carbon-free way. That's why, along with a new fundraising team, we have recruited a Local Engagement Manager, to help us promote modal shift at the local level. All of these new team members are helping us to work more deeply, broadly and effectively.

We also improved our digital approach and built and launched a new website, www.bettertransport.org.uk, which has strengthened our voice and is helping us to reach more people and engage them in our campaigns. We also used grant funding to improve our internal processes with a new donor database which is assisting us in recruiting new donors and engaging with them in a meaningful way.

ROLE OF VOLUNTEERS

The charity occasionally makes use of volunteers. 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.

FINANCIAL REVIEW AND FUNDRAISING

We were fortunate to receive the first year of funding from a three-year transformational grant value £1 million from the Foundation for Integrated Transport (FIT)

One of the commitments was to recruit a fundraising team, but delays in recruiting resulted in expected expenditure during the year being deferred to 2023-24. As a result of this, the charity shows a surplus of £355,836 (2021: £82,453) for the year.

Donations rose by £569K, of which £400K was from FIT. We received £105K (2022: £5,970) from two legacies, including a very generous bequest from a former trustee.

Staff costs to support the new activities rose by £198,523 as seven new staff were recruited during the year (FTE for the year = two).

The cost of fundraising for the year remained low, amounting to seven per cent of our overall expenditure, but this is expected to rise in line with our strategy.

Net Assets rose to £625,052 (2022: £269,216), of which £616,832 (2021: 221,465) is unrestricted.

Reserves Policy

The reserves policy set in April 2021 stated that the charity should aim to hold unrestricted reserves equivalent to a minimum of six months' expenditure with a maximum of 12 months. This was reviewed during the year and remains unchanged.

As of 31 March 2023, the unrestricted reserves of £616,832 represent approximately 6.5 months of forecast expenditure for 2023-24.

The restricted reserves of £8,220 relate to income received for a project that is ongoing and expected to be completed by early 2023.

Principal Risks and Uncertainties

The trustees consider there are no material uncertainties about the Charity's ability to continue as a going concern.

The successful application for a long-term grant will enable the charity to grow in line with the strategy, and the appointment of a fundraising team during 2022-23 will also help to strengthen and diversify the income streams.

Cashflow forecasts and current risks are reviewed by trustees on a quarterly basis and reviewed and updated as necessary.

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. 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 who are socially excluded or isolated, and those whose access to education and employment is hindered, as it seeks to address transport poverty and improve connectivity. It benefits all by seeking to address the causes of pollution from transport that impact on health. There are no private benefits of our work, beyond the reasonable compensation of our staff for their work.

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
- 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.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website.

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:

John Stewart
..... John Stewart – Chair

12th December 2023.

Independent Auditor's Report to the Members and Trustees of Campaign for Better Transport Charitable Trust

Opinion

We have audited the financial statements of Campaign for Better Transport Charitable Trust for the year ended 31 March 2023, which comprise the Statement of Financial Activities, Balance Sheets, Statement of Cash Flows and notes to the financial statements, including significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 The Financial Reporting Standard applicable in the UK and Republic of Ireland (United Kingdom Generally Accepted Accounting Practice).

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 2023, and of its incoming resources and application of resources, including its 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.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the charitable company in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other matters

The prior year comparatives of the charity were unaudited.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the charitable company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the trustees with respect to going concern are described in the relevant sections of this report.

Other information

The other information comprises the information included in the trustees' annual report, other than the financial statements and our auditor's report thereon. The trustees are responsible for the other information contained within the annual report. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly

stated in our report, we do not express any form of assurance conclusion thereon. Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the course of the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Opinions on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the trustees' report for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the trustee's report has been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception

In the light of the knowledge and understanding of the charitable company and its environment obtained in the course of the audit, we have not identified material misstatements in the trustee's report.

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

- adequate and sufficient accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit.

Responsibilities of trustees

As explained more fully in the trustees' responsibilities statement set out on pages 9 and 10, 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, and for such internal control as the trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the trustees are responsible for assessing the charitable company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the trustees either intend to liquidate the charitable company or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

We have been appointed auditor under the Companies Act 2006 and section 144 of the Charities Act 2011 and report in accordance with those Acts.

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

The charity is subject to laws and regulations that directly and indirectly affect the financial statements. Based on our understanding of the charity and the environment it operates within, we determined that the laws and regulations that were most significant included FRS 102, Charities Act 2011, Health and Safety regulations and employment law. We considered the extent to which non-compliance with these laws and regulations might have a material effect on the financial statements, including how fraud might occur. We evaluated management's incentives and opportunities for fraudulent manipulation of the financial statements (including the risk of override on controls), and determined that the principal risks were related to the posting of inappropriate accounting entries to improve the charity's results for the period, and management bias in key accounting estimates. In addition to this, we have also identified the following principal risk areas:

- Revenue recognition – there is the risk that all revenue has not been recognised in the accounts;
- Expenditure- there is a risk that expenditure is not for legitimate business purposes.

Audit procedures performed by the engagement team included:

- Supporting document has been reviewed to ensure the completeness of revenue;
- Discussions with management and those responsible for legal compliance procedures within the charity to obtain an understanding of the legal and regulatory framework applicable to the charity and how the charity complies with that framework, including consideration of known or suspected instances of non-compliance with laws and regulations and fraud;
- Reviewing minutes of Trustee's meetings;
- Performing a review of manual journals entries made throughout the year, enquiring with management about anything unusual/significant;
- Identifying and assessing the design effectiveness of controls that management has in place to prevent and detect fraud and non-compliance with laws and regulations;
- Reviewing a sample of expenditure to determine whether expenses incurred relate wholly to business purposes.

Because of the inherent limitations of an audit, there is a risk that we will not detect irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

A further description of our responsibilities is available on the Financial Reporting Council's website at: https://www.frc.org.uk. This description forms part of our auditor's report.

Use of our report

This report is made solely to the charity's trustees, as a body, in accordance with Part 4 of the Charities (Accounts and Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charitable company's members and its trustees 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 charity and the charity's trustees as a body, for our audit work, for this report, or for the opinions we have formed.

Hawsons

David Owens
Senior Statutory Auditor
For and on behalf of Hawsons Chartered Accountants
Statutory Auditor
Jubilee House
32 Duncan Close
Moulton Park
Northampton
NN3 6WL

18 December 2023

Campaign for Better Transport Charitable Trust
Statement of Financial Activities (including the Income Expenditure Account)
For the year ended 31st March 2023

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2023 £	Total Funds 2022 £
Income from					
Donations and legacies	2	874,725	-	874,725	305,404
Charitable activities	3	50,266	49,670	99,936	146,654
Investments	4	4,684	-	4,684	1
Total Income		**929,675**	**49,670**	**979,345**	**452,059**
Expenditure on					
Raising funds	5	45,148	-	45,148	36,940
Charitable Activities	6	489,160	89,201	578,361	332,666
Total Expenditure		**534,308**	**89,201**	**623,509**	**369,606**
Net Movement in Funds for the year		**395,367**	**(39,531)**	**355,836**	**82,453**
Reconciliation of Funds					
Total funds brought forward		221,465	47,751	269,216	186,763
Total funds carried forward	12	**616,832**	**8,220**	**625,052**	**269,216**

The statement of financial activities includes all gains and losses in the year.
All incoming resources and resources expended derive from continuing activities.

The notes on pages 18 to 22 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Balance Sheet at 31st March 2023

	Note	2023 £	2023 £	2022 £	2022 £
Current Assets					
Debtors	10	69,215		69,622	
Cash at bank and in hand		611,815		245,781	
		681,030		315,403	
Creditors: Amounts falling due within one year	11	(55,978)		(46,187)	
Net Current Assets			625,052		269,216
Total Assets less Current Liabilities			625,052		269,216
			625,052		**269,216**
The Funds of the Charity					
Unrestricted Funds	12		616,832		221,465
Restricted Funds	12		8,220		47,751
Total Charity Funds			**625,052**		**269,216**

The financial statements were approved by the Board of Trustees on and signed on its behalf by: 12th December 2023

John Stewart

Chairman

Treasurer

The notes on pages 18 to 22 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Statement of Cash Flows for the year ended 31 March 2023

	Note	2023	2022
		£	£
Cash Flows from Operating Activities			
Net Cash from Operating Activities	14	361,350	33,556
Cash Flows from Investing Activities			
Interest received	4	4,684	1
Net Cash provided by Investing Activities		4,684	1
Change in cash and cash equivalents in the year		366,034	33,557
Cash and Cash Equivalents at the Beginning of the Year		245,781	212,224
Cash and Cash Equivalents at the End of the Year	15	**611,815**	**245,781**

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2022

1 **Accounting Policies**

The charity is a company limited by guarantee and has no share capital. In the event of the charity being wound up the liability in respect of the guarantee is limited to £1 per member of the charity.

a) **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 (FRS102) (effective 1 January 2019) - Charities SORP (SORP 2019), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

The Campaign for Better Transport Charitable Trust meets the definition of a public benefit entity under FRS102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant policy note(s).

Reconciliation with previously General Accepted Accounting Practice: in preparing the accounts, the Trustees have considered whether in applying the accounting policies required by FRS102 and the Charities SORP FRS 102 the restatement of comparative items was required.

b) **Going Concern**

After due consideration of all relevant factors, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. Accordingly, they continue to adopt the going concern basis in preparing the annual report and accounts.

c) **Incoming resources**

Voluntary income and donations are taken into the accounts when received. The income from fundraising ventures is shown gross, with the associated costs included in fundraising costs. Legacy income is recognised at the point at which the charity becomes entitled to the income and the amount to be received can be measured reliably, in accordance with the accounting standards.

d) **Resources expended**

All expenses are accounted for on an accruals basis. Wherever possible costs are allocated directly to the appropriate activity; other costs common to all activities are apportioned between those activities on the basis of the proportion of staff time spent during each year in connection with each activity (see Note 6).

Fundraising expenditure comprises costs incurred in asking people and organisations to donate to the charity's work. This includes the cost of advertising for donations and the staging of special fundraising events.

Expenditure incurred in connection with the specific objects of the charity is included under the heading Charitable Activities.

e) **Donated Services**

Donated services are recognised as income when the receipt of economic benefit from the use by the charity of the item is probable and that economic benefit can be measured reliably.

f) **Interest Receivable**

Interest on funds held on deposit is included when receivable and the amount can be measured reliably.

g) **Judgements and key sources of estimation uncertainty**

In preparing the financial statements, the Trustees have considered how best to apply the Charity's accounting policies and make estimates in the preparation of the financial statements, where relevant. The Trustees have not made any significant estimates in these financial statements.

h) **Pension costs**

The charity operates a defined contribution scheme with a charity contribution of 8% of salary costs. The cost of providing pensions for employees is charged to the Statement of Financial Activities in the year in which the contributions are paid.

i) **Value Added Tax (VAT)**

VAT is subject to partial exemption and VAT not recovered by the charity is included in relevant costs in the Statement of Financial Activities.

j) **Operating Leases**

The charity has no current operating leases.

k) **Funds**

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

Designated funds comprise funds which have been set aside by the trustees for particular purposes.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by donors or which have been raised by the charity for particular purposes. The costs of raising and administering such funds are charged against the specific fund.

l) **Taxation**

The charity is exempt from tax on income and gains falling within part 10 of the Income Tax Act 2007 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable activities.

2 Income from donations and legacies

	Unrestricted Funds £	Restricted Funds £	Total 2023 £
Core grants and donations	874,725	-	874,725

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2022 £
Core grants and donations	305,404	-	305,404

3 Income from charitable activities

	Unrestricted Funds £	Restricted Funds £	Total 2023 £
Research and Education	50,266	49,670	99,936

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2022 £
Research and Education	-	146,654	146,654

4 Investment Income

	Unrestricted Funds 2023 £	Unrestricted Funds 2022 £
Deposit account interest	4,684	1

5 Costs of raising funds

	Unrestricted Funds £	Restricted Funds £	Total 2023 £	Unrestricted Total 2022 £
Direct staff costs	30,607	-	30,607	16,690
Direct other costs	5,941	-	5,941	18,000
Support costs	8,600	-	8,600	2,250
	45,148	-	45,148	36,940

Analysis of support costs

	2023 £	2022 £
Staff costs	1,668	-
Premises costs	1,349	233
Office costs	5,583	2,017
	8,600	2,250

6 Cost of Charitable Activities

	Activities undertaken directly 2023 £	Support Costs 2023 £	Total Funds 2023 £
Research and Education	449,105	129,256	578,361

	Activities undertaken directly 2022 £	Support Costs 2022 £	Total Funds 2022 £
Research and Education	258,591	74,075	332,666

Cost of charitable activities of £578,361 (2022:£332,666) is represented by £489,160 (2022: £211,077) of unrestricted funds and £89,201 (2022: £121,589) of restricted funds.

Analysis of support costs

	2023 £	2022 £
Staff costs	53,417	30,164
Premises costs	17,922	3,030
Office costs	50,342	37,578
Governance costs	7,575	3,303
	129,256	74,075

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

Governance costs include audit fees of £7,575 (2022:£1,850 independent examination), Company Secretarial costs of £0 (2022: £799) and Trustee related costs of £0 (2022: £654).

7 Net income is stated after charging

	2023 £	2022 £
Pension costs	65,586	56,244
Fees payable to the Charity's auditor in respect of:		
Audit	7,575	-
Independent examination	-	1,850

8 Staff Costs

	2023 £	2022 £
Wages and Salaries	337,260	164,512
Social Security Costs	29,032	12,599
Pension Costs	65,586	56,244
	431,878	233,355

Pension Costs include £31,656 (2022:£39,291) salary sacrifice.

The average number of persons employed by the Charity during the year was as follows:

	2023 No.	2022 No.
Research and Education	9	5
Support	1	1
	10	6

The number of employees whose employee benefits (excluding employer pension costs) exceeded £60,000 was:

	2023 No.	2022 No.
in the band £80,001 - £90,000	1	1

Key management personnel comprise the Trustees and the Chief Executive. The total employee benefits including employer pension contributions of key management personnel for the year were £94,707(2022: £84,070).

9 Trustees' remuneration and expenses

The Trustees do not receive any remuneration or other beenfits for their duties (2022: none).

Expenses of £nil (2022: £nil) were reimbursed to 0 (2022: 0)Trustees in respect of travel, accommodation and governance costs.

10 Debtors

	2023 £	2022 £
Due within one year		
Trade debtors	47,000	52,580
Other debtors	9,520	3,740
Prepayments & Accrued Income	12,695	13,302
	69,215	69,622

11 Creditors: Amounts falling due within one year

	2023 £	2022 £
Trade creditors	12,755	29,626
Other taxation and social security	17,456	8,824
Other creditors	6,954	5,887
Accruals	18,813	1,850
	55,978	46,187

12 **Statement of Funds**

Statement of funds - current year	Balance as at 01-Apr-22 £	Income £	Expenditure £	Balance as at 31-Mar-23 £
Unrestricted Funds				
General funds	221,465	929,675	(534,308)	616,832
Restricted Funds				
Parliamentary Reception (2023)	-	8,220	-	8,220
House of Commons Event	-	7,450	(7,450)	-
Increasing Rail Travel	-	7,000	(7,000)	-
System Upgrades	-	5,000	(5,000)	-
Road Pricing	47,751	22,000	(69,751)	-
	47,751	49,670	(89,201)	8,220
Total of Funds	269,216	979,345	(623,509)	625,052

During the year restricted donations were received towards an event in the House of Commons and a Parliamentary Reception due to be held in 2023.
We also received funding towards updating our IT systems and this is due to complete in 2023.
Road Pricing was a piece of work examining motoring taxation reform which is now complete.
We were also commissioned to conduct a media campaign and policy briefing and engage with business organisations to promote the benefit of increasing rail travel and reducing flying.

Statement of funds - prior year	Balance as at 01-Apr-21 £	Income £	Expenditure £	Balance as at 31-Mar-22 £
Unrestricted Funds				
General funds	164,077	305,405	(248,017)	221,465
Restricted Funds				
National Bus Strategy	-	16,690	(16,690)	-
Zero Emissions Bus Event	-	32,800	(32,800)	-
Way Forward Campaign	22,686	10,084	(32,770)	-
Road Pricing	-	86,080	(38,329)	47,751
Bespoke Support	-	1,000	(1,000)	-
	22,686	146,654	(121,589)	47,751
Total of Funds	**186,763**	**452,059**	**(369,606)**	269,216

The National Bus Strategy was a campaign to protect bus services and extend Government funding.
The Zero Emissions Bus Event included research and an event leading to Government announcing new funding towards xero emission buses.
The Way Forward Campaign was a large campaign with the objective to ensure that public transport was able to recover from the severe affects of the Covid pandemic.
Road Pricing is an ongoing piece of work examining motoring taxation reform.
We also received income for bespoke support for one of our corporate supporters.

13 **Analysis of Net Assets between Funds**

Analysis of net assets between funds - current period

	Unrestricted Funds 2023 £	Restricted Funds 2023 £	Total Funds 2023 £
Current assets	672,810	8,220	681,030
Creditors due within one year	(55,978)	-	(55,978)
	616,832	8,220	625,052

Analysis of net assets between funds - prior period

	Unrestricted Funds 2022 £	Restricted Funds 2022 £	Total Funds 2022 £
Current assets	267,652	47,751	315,403
Creditors due within one year	(46,187)	-	-46,187
	221,465	47,751	269,216

14 Reconciliation of Net Movement in Funds to Net Cash Flow from Operating Activities

	2023 £	2022 £
Net income for the period (as per Statement of Financial Activities)	355,836	82,453
Adjustments for:		
Dividends, interests and rents from investments	(4,684)	(1)
Decrease/(Increase) in debtors	407	(33,653)
Increase in creditors due within One Year	9,791	4,757
Net Cash from Operating Activities	**361,350**	**33,556**

15 Analysis of cash and cash equivalents

	2023 £	2022 £
Cash at bank and in hand	611,815	245,781
Total cash and cash equivalents	**611,815**	**245,781**

16 Analysis of Net Debt

Analysis of Net Debt - current year

	At 01-Apr-22 £	Cashflows £	At 31-Mar-23 £
Cash at bank and in hand	245,781	366,034	611,815
	245,781	366,034	611,815

Analysis of Net Debt - prior year

	At 01-Apr-21 £	Cashflows £	At 31-Mar-22 £
Cash at bank and in hand	212,224	33,557	245,781
	212,224	33,557	245,781

17 Operating lease commitments

At 31 March 2023 the Charity had no commitments (2022: Nil) under non cancellable operating leases.

18 Capital commitments

At 31 March 2023 there are no capital commitments (2022: Nil)

19 Related party transactions

There were no related party transactions (2022:Nil)

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

England & Wales - Charity number 1101929

Accounts

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

Charity No. 1101929
Registered number: 04943428

FINANCIAL STATEMENTS

FOR THE YEAR ENDED

31ST MARCH 2022

Campaign for Better Transport

TRUSTEES REPORT – for the year ending 31 March 2022

Trustees	**John Stewart, Chair** **David Buchan**, Treasurer **Helen Michaels**, Vice Chair (resigned 26 Jan 2023) **Mark Walker** **Shamit Gaiger** **Charlie Hamilton** **Nina Bell** (resigned 26 Jan 2023) **Ian Howes** **Matthew White** **Adrian Berendt** **Muniya Barua** (resigned 26 Oct 2022) **Richard Goldson**
Company registered	04943428
Charity registered	1101929
Registered office	Canopi, 7-14 Great Dover Street, London SE1 4YR
Chief executive officer	Paul Tuohy
Accountants	Hawsons, 32 Duncan Close, Northampton, NN3 6WL
Bankers	Unity Trust Bank, Four Brindley Place, Birmingham, B1 2JB.
Solicitors	Bates Wells, First Floor, 10 Queen Street Place, London EC4R 1BE
Independent Examiners	Hawsons, 32 Duncan Close, Northampton, NN3 6WL

CHAIRMAN'S INTRODUCTION

This year laid the foundation for a significant increase in our output over the coming years. Thanks to the hard work of our chief executive, Paul Tuohy, and his team, we raised a considerable amount of money – the largest single amount in our history – that will enable us to engage additional staff which will strengthen all aspects of our work. It is an exciting time for the organisation!

It comes at a critical time for transport in the UK. There will be big decisions for Government and local authorities to take over the next year or so. I am pleased we will be in a position to influence these decisions.

I want to thank the team for all their hard work during the course of the year, and my fellow trustees whose expertise and knowledge is so important to the organisation.

I commend the report to you.

John Stewart

Chair Campaign for Better Transport

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. There are a minimum of three Trustees in office at any given time - and no maximum number. Trustees are elected through an open recruitment process. Trustee candidates are normally invited to an interview comprising Trustees and the Chief Executive, and, if found suitable, be presented to the next general meeting for appointment.

Trustees periodically undertake a skills audit to review the skills the Trustees have against the skills needed for effective 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 ensuring appropriate governance over people, finances, resources, legal obligations, accountability and independence of the charity. The day-to-day management and running of the charity is the responsibility of the senior leadership team, headed by Paul Tuohy, Chief Executive.

KEY MANAGEMENT REMUNERATION

The remuneration of the Chief Executive and all staff are reviewed annually and normally increased to reflect a cost of living adjustment if organisational income allows, and is benchmarked against pay levels within the charity sector on a regular basis.

OBJECTIVES AND ACTIVITIES

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.

A full strategic review addressed each part of the organisation and the focus of its work. The funding strategy was also reviewed and the funding model was adapted. The organisational strategy published in June 2019 (Our Strategy 2019-2024) outlines the focus and plans for the next five years to deliver against our charitable objects and is underpinned with internal processes to ensure the financial stability of the organisation, and to increase our impact.

Our vision is for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

Our mission is to make sustainable transport available to all and encourage its use.

Four strategic objectives underpin the programme of work over the next five years to accelerate the shift to sustainable transport:

- Make transport in urban areas more seamless, integrated, affordable and sustainable

- Ensure rural communities have access to sustainable transport
- Reform the financial structures and incentives to grow sustainable transport
- Harness the benefits of new technology to make transport more sustainable

We are an organisation that sets the agenda, influences national and local transport policy and delivery, and finds solutions to the future challenges that affect communities and people's lives. We are an expert voice with a strong track record of making transport more seamless, integrated, connected, accessible and affordable so that it meets the needs of communities and is sustainable.

Our campaigning to achieve change is evidence-based, and we are pragmatic and solutions-focused. We believe we can deliver greater impact through stronger partnerships with common goals that improve the transport system to make it more sustainable and deliver improved access to jobs, education, services and facilities and all-round improvements in quality of life. We shape the future of mobility by collaborating with national and local government, developers, employers, operators, NGOs, and communities to make transport better, greener, healthier and affordable. We will provide advice, support and guidance for local transport authorities, as well as recommendations for national government.

Alongside our objectives, there are seven strategic enablers that are the focus of internal changes to ensure we are successful in the future. We will maintain a focus on building our capability, a strong financial base, and investing in our team.

- Build the team to deliver against our aims
- Make us operationally fit to succeed
- Transform our communications function
- Improve our campaign development
- Strengthen relationships with priority stakeholders
- Develop a secure funding base
- Be more financially resilient

ACHIEVEMENTS AND PERFORMANCE

With the help of our supporters, many thousands of whom joined in our campaigns, we pressed the Government to make transport better, greener and fairer. We met with government ministers, civil servants and transport leaders. We carried out research and published recommendations that had an impact. We spread the word through the media and social media about the brilliant benefits of sustainable transport.

The way forward is public transport

As the year began, transport was still severely affected by the COVID-19 pandemic. Passenger numbers on public transport were low, bus and rail services were at risk, and car traffic was rising.

So we launched a major campaign, *the way forward is public transport*, calling on Government to fly the flag for public transport. We met with MPs and peers from across the political spectrum and put adverts up at Westminster tube station to catch parliamentarians' eyes. Online, our campaign videos, infographics and blogs prompted thousands of people to join the campaign. Hundreds of MPs were emailed by our supporters up and down the country.

The reaction was positive: the Transport Secretary expressed his ambition "to ensure that public transport recovers at least as well as private car use", emergency funding for public transport was renewed, and the campaign sowed the seeds for later interventions including the Great British Rail Sale and £2 bus fare cap.

Protecting buses

Buses were kept afloat during the pandemic by emergency funding from the Government. However, the funding was due to end early in 2022, even though passenger numbers were still not back to

normal. The Confederation of Passenger Transport warned that if it ended too soon, bus services in England could be cut by 30 per cent.

We teamed up with organisations including bus users, the National Federation of Women's Institutes, and CPRE, the countryside charity, to call on the Government to keep the funding going. Powerfully, almost 3,000 of our supporters wrote to the Chancellor about the importance of buses for getting them to college, work, shops, doctors' surgeries, friends and family – and for cutting traffic and pollution. Happily, our campaign was successful: at the last moment, the Government agreed to extend the funding, with an extra £150 million for buses and light rail.

Railways that work

The Williams-Shapps Plan for Rail was published by the Government. We had spent a long time pressing to make sure that the plan would put passengers at its heart, and the final plan reflected our campaigning. It promised simpler fares, contactless ticketing and better integration between rail and other modes, as well as short infill electrification – all things we had called for.

We saw progress towards growing the rail network: regular passenger services were restored on the Dartmoor Line, and work began on Bristol's first new railway station in 95 years, Portway Park & Ride, funded by the New Stations Fund which was our brainchild.

Flexible rail season tickets for part-time commuters were introduced after years of campaigning by us. With many people working flexibly after Covid, these tickets did not come a moment too soon, but they don't yet offer enough of a discount – we are pushing for them to be better.

Train not plane

Flying emits seven times as much carbon as the equivalent train journey. But many people believe that when it comes to speed, plane beats train hands down. So we held a race from London to Glasgow, with our Chief Executive taking the plane and our Head of External Affairs catching the train. Door to door, plane beat train by just two minutes!

The race was covered by national media and caused a sensation on Twitter as we live-tweeted Paul and Norman's progress. Just one tweet was seen almost a quarter of a million times.

Fighting climate change

In 2021-2, the devastating effects of climate change, from floods to wildfires, were felt around the world. We strove to highlight the connection between climate change and transport, which is the UK's largest emitting sector and the fastest-growing source of emissions globally.

As COP26 approached, politicians had plenty to say about electric cars and decarbonising aviation. We wanted them to acknowledge the vital importance of modal shift, i.e. switching many more journeys away from cars and planes and onto greener modes: public transport, walking and cycling. Together with an alliance of transport charities, we ran a successful event at COP26 which aimed to shift the narrative. Thanks in part to our work; recognition of the importance of public transport, walking and cycling was included in the final COP26 Transport Day declaration.

Cleaner air

Polluted air is harming our health, and transport is the main culprit. Public transport is already a cleaner, more efficient way to move people around our towns and cities than cars, but what if it could be greener still? We worked to speed up the introduction of zero-emission buses, by publishing research and organising a summit which brought together local and central government representatives, bus manufacturers, transport operators and energy providers. The Mayor of London announced that all new buses purchased for the capital will now be zero-emission, and the Government announced £198 million of funding towards zero-emission buses.

Communications

We continued to promote our key messages and campaign asks in national and local media generating 2,261 media articles, including 214 for The Way Forward campaign. We featured multiple times throughout the year in each of the national daily and Sunday newspapers and across the BBC's online platform. Altogether we generated 499 million opportunities to see our messages across print and online media with an equivalent advertising value of £13.5 million.

Our staff were interviewed 14 times on national and local TV, including for each of the main flagship news programmes, and 39 times on local and national radio.

We were equally active across our social media channels gaining 1,324 new followers to our twitter feed and 1,923 news subscribers to our emailing list.

Our communications-led fundraising appeals led to an additional 125 new individual donors this year.

Towards the end of the financial year, we began the process of finding a new donor database provider and a company to develop our new website. The securing of long-term funding for the organisation also allowed the communications team to plan for an additional communications officer post next year.

Policy and external engagement

Throughout the year, we have continued engaging with key government departments such as the Department for Transport (DfT) and HM Treasury (HMT) and responding to relevant consultations and inquiries. These included submissions to HMT ahead of the Autumn Budget and Spending Review and a joint response with UK100 to the consultation on ending the sale of new, non zero-emission buses, coaches and minibuses. We also gave evidence to a number of committee inquiries in the House of Commons, House of Lords and the Welsh Senedd.

We promoted our research and policy recommendations through speaking at and participating in external events and roundtables, organised by, for instance, UK100, Transport for the North, IPPR (Institute for Public Policy Research), London First, Transport for London, the London Mayor's office and Adept.

We continued to engage external stakeholders regularly and amplified our messaging by working collaboratively with like-minded organisations through the Sustainable Transport Alliance, Green Alliance Traffic Reduction working group, Travel Smart working group and the Healthy Air Campaign.

FUTURE PLANS

Successful fundraising during 2021-2 will enable us to grow our team and work more deeply, broadly and effectively. We will increase our capacity in campaigning, communications, research and policy work. We will build a fundraising team to help us grow even stronger over the coming years, as decisions are made nationally that set the future direction of our transport networks.

We will also be able to improve our office management and accounting processes, so that we can work as efficiently as possible, and replace our ageing website so that we can involve more people in our campaigns in a more effective way.

As the watershed approaches when emergency Covid funding for public transport ends, we will campaign for public transport to be supported in new, positive and sustainable ways. Drawing inspiration from countries such as New Zealand and Germany, which have cut public transport fares in response to the rising cost of living, we will call for similar incentives in the UK, which would both help struggling households and boost passenger numbers. Alongside this, we will call for ticketing to be made fairer and simpler.

We will continue our 'train not plane' campaign, calling for rail fares to be more affordable, and flying to be more honestly priced to better reflect its impact on the climate. We will work with business interest groups to prioritise sustainable public transport for business. This includes replacing business

flights with rail travel, promoting modal shift to train, bus and tram, and working with business groups to take the economic case for public transport to government.

We will publish a large piece of research examining public views on motoring taxation reform. As more drivers switch to electric vehicles, the revenue raised through fuel duty and vehicle excise duty will plummet, making reform necessary. We will recommend ways to make this reform fair and sustainable.

Through all our work, we will campaign for transport that works for everyone in society, that has minimal impact on the climate, and that does not harm our health.

ROLE OF VOLUNTEERS

The charity occasionally makes use of volunteers. 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.

The charity withdrew the licence to use its brand from local groups a number of years ago and no longer has volunteers connected to the charity at the local level.

FINANCIAL REVIEW AND FUNDRAISING

The charity achieved a surplus of £82,453 (2020-21:£205,746) during a very challenging year for charities.

Income remained consistent with the increase seen during 2020-21 as we concentrated on building reserves to a sustainable level and also on long term fundraising. This proved to be very successful, with a new 3 year grant commencing in April 2022 which will allow the charity to transform its activities.

The costs of fundraising of £36,940 (2020-21: £35,335) remain low, with 90% of our expenditure being spent on charitable activities, which increased by 21% to £332,666 (2020-21: £276,062).

Net Assets rose by 44% to £269,216 (2021: £186,763).

Reserves Policy

The reserves policy set in April 2021 stated that the charity should aim to hold unrestricted reserves equivalent to a minimum of 6 months' expenditure with a maximum of 12 months.

As at 31 March 2022, the unrestricted reserves of £221,465 represent approximately 4 months of forecast expenditure for 2022-23. However, reserves are expected to grow substantially, in line with expenditure, supported by new grant funding. The trustees therefore expect the reserves policy to be met during 2022-23.

The restricted reserves of £47,751 relate to income received for a project that is ongoing and expected to be completed by the end the calendar year of 2022.

Principal Risks and Uncertainties

The Trustees consider there are no material uncertainties about the Charity's ability to continue as a going concern.

The successful application for a long term grant will enable the charity to grow in line with the strategy, and the appointment of a fundraising team during 2022-23 will also help to strengthen and diversify the income streams.

Cashflow forecasts and current risks are reviewed by Trustees on a quarterly basis, and reviewed and updated as necessary.

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. 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 who are socially excluded or isolated, and those whose access to education and employment is hindered, as it seeks to address transport poverty and improve connectivity. It benefits all by seeking to address the causes of pollution from transport that impact on health. There are no private benefits of our work, beyond the reasonable compensation of our staff for their work.

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.

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:

John Stewart ..... John Stewart – Chair

24 February 2023

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

(A company limited by guarantee)

INDEPENDENT EXAMINER'S REPORT TO THE TRUSTEES OF COMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST FOR THE YEAR ENDED 31 MARCH 2022

I report to the Trustees on my examination of the accounts of Campaign For Better Transport Charitable Trust for the year ended 31 March 2022 which are set out on pages 10 to 20.

Respective responsibilities of trustees and examiner
The Trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts in accordance with the requirements of the Companies Act 2006 ("the 2006 Act"). The trustees are satisfied that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and have chosen instead to have an independent examination.

Having satisfied myself that the accounts of the charitable company are not required to be audited under Part 16 of the 2006 Act and are eligible for independent examination, I report in respect of my examination of the charitable company's accounts as carried out under section 145 of the 2011 Act. In carrying out my examination I have followed the requirements of the applicable Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act.

Independent examiner's statement
Since the charity's income is in excess of £250,000, your examiner must be a member of a body listed in the 2011 Act. I can confirm that I am qualified to undertake the examination because I am a registered member of ICAEW which is one of the listed bodies.

I have completed my examination. I confirm that no matters have come to my attention giving me cause to believe that in any material respect:

- accounting records were not kept in respect of the Company as required by section 386 of the 2006 Act; or
- the accounts do not accord with those records; or
- the accounts do not comply with the accounting requirements of section 396 of the 2006 Act other than any requirement that the accounts give a "true and fair view" which is not a matter considered as part of an independent examination; or
- the accounts have not been prepared in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102).

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Hawsons

David Owens ACA
Hawsons
Chartered Accountants
Jubilee House
32 Duncan Close
Moulton Park
Northampton
NN3 6WL

24 February 2023

Campaign for Better Transport Charitable Trust
Statement of Financial Activities (including the Income Expenditure Account)
For the year ended 31st March 2022

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2022 £	Total Funds 2021 £
Income from					
Donations and legacies	2	305,404	-	305,404	428,662
Charitable activities	3	-	146,654	146,654	77,403
Investments	4	1	-	1	20
Other				-	11,058
Total Income		**305,405**	**146,654**	**452,059**	**517,143**
Expenditure on					
Raising funds	5	36,940		36,940	35,335
Charitable Activities	6	211,077	121,589	332,666	276,062
Total Expenditure		**248,017**	**121,589**	**369,606**	**311,397**
Net Movement in Funds for the year		**57,388**	**25,065**	**82,453**	**205,746**
Reconciliation of Funds					
Total funds brought forward		164,077	22,686	186,763	(18,983)
Total funds carried forward	13	**221,465**	**47,751**	**269,216**	**186,763**

The statement of financial activities includes all gains and losses in the year.
All incoming resources and resources expended derive from continuing activities.

The notes on pages 13 to 20 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Balance Sheet at 31st March 2022

	Note	2022 £	2022 £	2021 £	2021 £
Fixed Assets	10		-		-
			-		-
Current Assets					
Debtors	11	69,622		15,969	
Cash at bank and in hand		245,781		212,224	
		315,403		228,193	
Creditors: Amounts falling due within one year	12	(46,187)		(41,430)	
Net Current Assets			269,216		186,763
Total Assets less Current Liabilities			269,216		186,763
Creditors: Amounts falling due after more than one year			-		-
			269,216		**186,763**
The Funds of the Charity					
Unrestricted Funds			221,465		164,077
Restricted Funds	13		47,751		22,686
Total Charity Funds			**269,216**		**186,763**

For the financial year in question the company was entitled to exemption under section 477 of the Companies Act 2006 relating to small companies.
No members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 of the Companies Act 2006.
The directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and for the preparation of the accounts.
These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies' regime.

The financial statements were approved by the Board of Trustees on 24 February 2023 and signed on its behalf by:

John Stewart
Chairman
John Stewart

David Buchan
Treasurer
D Buchan

The notes on pages 13 to 20 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Statement of Cash Flows for the year ended 31 March 2022

	Note	2022 £	2021 £
Cash Flows from Operating Activities			
Net Cash from Operating Activities	15	33,556	163,001
Cash Flows from Investing Activities			
Interest received	4	1	20
Net Cash provided by Investing Activities		1	20
Change in cash and cash equivalents in the year		33,557	163,021
Cash and Cash Equivalents at the Beginning of the Year		212,224	49,203
Cash and Cash Equivalents at the End of the Year	16	**245,781**	**212,224**

1 Accounting Policies

The charity is a company limited by guarantee and has no share capital. In the event of the charity being wound up the liability in respect of the guarantee is limited to £1 per member of the charity.

a) 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 (FRS102) (effective 1 January 2019) - Charities SORP (SORP 2019), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

The Campaign for Better Transport Charitable Trust meets the definition of a public benefit entity under FRS102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant policy note(s).

Reconciliation with previously General Accepted Accounting Practice: in preparing the accounts, the Trustees have considered whether in applying the accounting policies required by FRS102 and the Charities SORP FRS 102 the restatement of comparative items was required.

b) Going Concern

After due consideration of all relevant factors, including recent temporary restrictions imposed as a result of the COVID19 pandemic, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. Accordingly, they continue to adopt the going concern basis in preparing the annual report and accounts.

c) Incoming resources

Voluntary income and donations are taken into the accounts when received. The income from fundraising ventures is shown gross, with the associated costs included in fundraising costs.

d) Resources expended

All expenses are accounted for on an accruals basis. Wherever possible costs are allocated directly to the appropriate activity; other costs common to all activities are apportioned between those activities on the basis of the proportion of staff time spent during each year in connection with each activity (see Note 6).

Fundraising expenditure comprises costs incurred in asking people and organisations to donate to the charity's work. This includes the cost of advertising for donations and the staging of special fundraising events.

Expenditure incurred in connection with the specific objects of the charity is included under the heading Charitable Activities.

e) Donated Services

Donated services are recognised as income when the receipt of economic benefit from the use by the charity of the item is probable and that economic benefit can be measured reliably.

f) Interest Receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably.

g) Judgements and key sources of estimation

In preparing the financial statements, the Trustees have considered how best to apply the Charity's accounting policies and make estimates in the preparation of the financial statements, where relevant. The Trustees have not made any significant estimates in these financial statements.

h) Pension costs
The charity operates a defined contribution scheme with a charity contribution of 8% of salary costs.

i) Value Added Tax (VAT)
VAT is subject to partial exemption and VAT not recovered by the charity is included in relevant costs in the Statement of Financial Activities.

j) Operating Leases
The charity has no current operating leases.

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

Designated funds comprise funds which have been set aside by the trustees for particular purposes.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by donors or which have been raised by the charity for particular purposes. The costs of raising and administering such funds are charged against the specific fund.

k) Taxation
The charity is exempt from tax on income and gains falling within part 10 of the Income Tax Act 2007 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable activities.

2 Income from donations and legacies

	Unrestricted Funds	Restricted Funds	Total 2022
	£	£	£
Core grants and donations	305,404	-	305,404

Prior Year	Unrestricted Funds	Restricted Funds	Total 2021
	£	£	£
Core grants and donations	428,662	-	428,662

3 Income from charitable activities

	Unrestricted Funds	Restricted Funds	Total 2022
	£	£	£
Research and Education	-	146,654	146,654

Prior Year	Unrestricted Funds	Restricted Funds	Total 2021
	£	£	£
Research and Education	500	76,903	77,403

4 Investment Income

	Unrestricted Funds 2022 £	Unrestricted Funds 2021 £
Deposit account interest	1	20

5 Costs of raising funds

	Unrestricted Funds £	Restricted Funds £	Total 2022 £	Unrestricted Total 2021 £
Direct staff costs	16,690	-	16,690	23,696
Direct other costs	18,000	-	18,000	7,513
Support costs	2,250	-	2,250	4,126
	36,940	-	36,940	35,335

Analysis of support costs

	2022 £	2021 £
Staff costs	-	-
Premises costs	233	489
Office costs	2,017	3,238
Governance costs	-	399
	2,250	4,126

6 Cost of Charitable Activities

	Activities undertaken directly 2022 £	Support Costs 2022 £	Total Funds 2022 £
Research and Education	258,591	74,075	332,666

	Activities undertaken directly 2021 £	Support Costs 2021 £	Total Funds 2021 £
Research and Education	221,845	54,217	276,062

Cost of charitable activities of £332,666 (2021:£276,062) is represented by £211,077 (2021: £221,845) of unrestricted funds and £121,589(2021: £54,217) of restricted funds.

Analysis of support costs

	2022	2021
	£	£
Staff costs	30,164	41,927
Premises costs	3,030	5,626
Office costs	37,578	37,243
Governance costs	3,303	4,591
	74,075	89,387

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

Governance costs include independent examiner's fees of £1,850 (2021:£2,355),
Company Secretarial costs of £799 (2021: £736) and Trustee related costs of £654 (2021: £1,500).

7 Net income is stated after charging

	2022	2021
	£	£
Pension costs	56,244	23,446
Fees payable to the Charity's independent examiner in respect of:		
Independent examination	1,850	2,355

8 Staff Costs

	2022	2021
	£	£
Wages and Salaries	164,512	179,326
Social Security Costs	12,599	14,182
Pension Costs	56,244	23,446
	233,355	216,954

Pension Costs include £39,291 (2021:nil) salary sacrifice.

Termination payments totalling nil(2021:£2,000) are included in wages and salaries in respect of nil (2021: 1)staff members

Receipts totalling nil(2021:£10,682) claimed from the Coronavirus Job Retention Scheme are included under Other Income.

The average number of persons employed by the Charity during the year was as follows:

	2022	2021
	No.	No.
Research and Education	5	4
Support	1	1
	6	5

The number of employees whose employee benefits (excluding employer pension costs) exceeded £60,000 was:

	2022	2021
	No.	No.
in the band £70,001 - £80,000		1
in the band £80,001 - £90,000	1	

Key management personnel comprise the Trustees and the Chief Executive. The total employee benefits including employer pension contributions of key management personnel for the year were £84,070(2021: £70,743).

9 Trustees' remuneration and expenses

The Trustees do not receive any renumeration or other beenfits for their duties (2021: none).

Expenses of £nil (2021: £nil) were reimbursed to 0 (2021: 0)Trustees in respect of travel, accommodation and governance costs.

10 Tangible Fixed Assets

At 31 March 2022 the charity held no tangible fixed assets (2021: none).

11 Debtors

	2022	2021
	£	£
Due within one year		
Trade debtors	52,580	14,580
Other debtors	3,740	582
Prepayments & Accrued Income	13,302	807
	69,622	15,969

12 Creditors: Amounts falling due within one year

	2022	2021
	£	£
Trade creditors	29,626	15,985
Other taxation and social security	8,824	8,798
Other creditors	5,887	5,298
Accruals	1,850	11,349
	46,187	41,430

13 Statement of Funds

Statement of funds - current year	Balance as at 01-Apr-21	Income	Expenditure	Balance as at 31-Mar-22
	£	£	£	£
Unrestricted Funds				
General funds	164,077	305,405	(248,017)	221,465
Restricted Funds				
National Bus Strategy	-	16,690	(16,690)	-
Zero Emissions Bus Event	-	32,800	(32,800)	-
Way Forward Campaign	22,686	10,084	(32,770)	-
Road Pricing	-	86,080	(38,329)	47,751
Bespoke Support	-	1,000	(1,000)	-
	22,686	146,654	(121,589)	47,751
Total of Funds	186,763	452,059	(369,606)	269,216

The National Bus Strategy was a campaign to protect bus services and extend Government funding.

The Zero Emissions Bus Event included research and an event leading to Government announcing new funding towards zero emission buses.

The Way Forward Campaign was a large campaign with the objective to ensure that public transport was able to recover from the severe effects of the Covid pandemic.

Road Pricing is an ongoing piece of work examining motoring taxation reform.

We also received income for bespoke support for one of our corporate supporters.

Statement of funds - prior year	Balance as at 01-Apr-20	Income	Expenditure	Balance as at 31-Mar-21
	£	£	£	£
Unrestricted Funds				
General funds	(18,983)	440,240	(257,180)	164,077
Restricted Funds				
Way Forward Campaign	-	76,903	(54,217)	22,686
Total of Funds	**(18,983)**	**517,143**	**(311,397)**	186,763

14 Analysis of Net Assets between Funds

Analysis of net assets between funds - current period

	Unrestricted Funds 2022 £	Restricted Funds 2022 £	Total Funds 2022 £
Current assets	267,652	47,751	315,403
Creditors due within one year	46,187	-	46,187
Creditors due in more than 1 year	-	-	-
	313,839	47,751	361,590

Analysis of net assets between funds - prior period

	Unrestricted Funds 2021 £	Restricted Funds 2021 £	Total Funds 2021 £
Current assets	205,507	22,686	228,193
Creditors due within one year	(41,430)	-	(41,430)
Creditors due in more than 1 year	-	-	-
	164,077	22,686	186,763

15 Reconciliation of Net Movement in Funds to Net Cash Flow from Operating Activities

	2022 £	2021 £
Net income for the period (as per Statement of Financial Activities)	82,453	205,746
Adjustments for:		
Dividends, interests and rents from investments	(1)	(20)
(Increase) in debtors	(53,653)	(3,586)
Increase/(Decrease) in creditors due within One Year	4,757	(1,639)
Increase/(Decrease) in creditors due after more than One Year	-	(37,500)
Net Cash from Operating Activities	**33,556**	**163,001**

16 Analysis of cash and cash equivalents

	2022	2021
	£	£
Cash at bank and in hand	245,781	212,224
Total cash and cash equivalents	**245,781**	**212,224**

17 Analysis of Net Debt

Analysis of Net Debt - current year

	At 01-Apr-21	Cashflows	At 31-Mar-22
	£	£	£
Cash at bank and in hand	212,224	33,557	245,781
	212,224	33,557	245,781

Analysis of Net Debt - prior year

	At 01-Apr-20	Cashflows	FIT Loan Movement	At 31-Mar-21
	£	£	£	£
Cash at bank and in hand	49,203	213,021	(50,000)	212,224
Debt due after 1 year	(37,500)	-	37,500	-
Debt due within 1 year	(12,500)	-	12,500	-
	(797)	213,021	-	212,224

18 Operating lease commitments

At 31 March 2022 the Charity had no commitments (2021: none) under non cancellable operating leases.

19 Capital commitments

At 31 March 2022 there are no capital commitments (2021: Nil)

20 Related party transactions

Other than the transactions in Note 9, there were no related party transactions in either year.

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

England & Wales - Charity number 1101929

Accounts

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

Charity No. 1101929
Registered number: 04943428

FINANCIAL STATEMENTS

FOR THE YEAR ENDED

31ST MARCH 2021

DRAFT TRUSTEES REPORT – for the year ending 31 March 2021

Trustees	**John Stewart, Chair** **David Buchan**, Treasurer **Helen Michaels**, Vice Chair **Mark Walker** **Shamit Gaiger** **Charlie Hamilton** **Nina Bell** **Ian Howes** **Matthew White** **Adrian Berendt** **Muniya Barua** **Richard Goldson**
Company registered no.	04943428
Charity registered no.	1101929
Registered office	First Floor, 10 Queen Street Place, London EC4R 1BE
Company Secretary	Bates Wells & Braithwaite, First Floor, 10 Queen Street Place, London EC4R 1BE
Chief executive officer	Paul Tuohy
Accountants	Hawsons, 32 Duncan Close, Northampton, NN3 6WL
Bankers	Unity Trust Bank, Four Brindleyplace, Birmingham, B1 2JB.
Solicitors	Bates Wells & Braithwaite, First Floor, 10 Queen Street Place, London EC4R 1BE
Independent Examiners	Hawsons, 32 Duncan Close, Northampton, NN3 6WL

CHAIRMAN'S INTRODUCTION

The impact of the Covid pandemic played a dominant role during the course of the year. The Campaign for Better Transport, like all organisations, had to deal with its fall-out. Nevertheless, it was a year of steady progress for us. Our report details some of the policy successes we had during the course of the year. It also shows a steadily improving financial position as the year went on as well as an increase in our media profile.

Darren Shirley, our chief executive, left us in the autumn to take up a senior position at the Department for Transport. In November we welcomed Paul Tuohy who joined as our new chief executive.

Our small team worked extremely hard to achieve the success we have had. I would like to thank them for all their efforts. I would also like to express my thanks to my fellow trustees who were asked to take on more than they would in a normal year.

I believe that the work done during the year has provided a sound foundation for us to take the organisation forward: to increase our impact on national and local policy-making; to raise the media profile of our work; to broaden our supporter base; and to increase further the income of the organisation.

I commend the report to you.

John Stewart

Chair Campaign for Better Transport

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 time - and no maximum number. Trustees are elected through an open recruitment process. Trustee candidates shall normally be invited to an interview comprising three Trustees and the Chief Executive, and, if found suitable, be presented to the next general meeting for appointment.

Trustees periodically undertake a skills audit to review the skills the trustees have against the skills needed for effective 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 ensuring appropriate governance over people, finances, resources, legal obligations, accountability and independence of the charity. The day-to-day management and running of the charity is the responsibility of the senior leadership team, headed by Paul Tuohy, Chief Executive.

KEY MANAGEMENT REMUNERATION

The remuneration 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 benchmark against pay levels in other charities on a regular basis.

OBJECTIVES AND ACTIVITIES

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.

A full strategic review addressed each part of the organisation and the focus of its work. The funding strategy was also reviewed and the funding model was adapted. The new organisational strategy published in June 2019 (Our Strategy 2019-2024) outlines the focus and plans for the next five years to deliver against our charitable objects and is underpinned with internal processes to ensure the financial stability of the organisation, and to increase our impact.

Our vision is for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

Our mission is to make sustainable transport available to all and encourage its use.

Four strategic objectives underpin the programme of work over the next five years to accelerate the shift to sustainable transport:

- Make transport in urban areas more seamless, integrated, affordable and sustainable
- Ensure rural communities have access to sustainable transport

- Reform the financial structures and incentives to grow sustainable transport
- Harness the benefits of new technology to make transport more sustainable

We are an organisation that sets the agenda, influences national and local transport policy and delivery, and finds solutions to the future challenges that affect communities and people's lives. We are an expert voice with a strong track record of making transport more seamless, integrated, connected, accessible and affordable so that it meets the needs of communities and is sustainable.

Our campaigning to achieve change is evidence-based, and we are pragmatic and solutions-focused. We believe we can deliver greater impact through stronger partnerships with common goals that improve the transport system to make it more sustainable and deliver improved access to jobs, education, services and facilities and all-round improvements in quality of life. We shape the future of mobility by collaborating with national and local government, developers, employers, operators, NGOs, and communities to make transport better, greener, healthier and affordable. We will provide advice, support and guidance for local transport authorities, as well as recommendations for national government.

Alongside our objectives, there are seven strategic enablers that are the focus of internal changes to ensure we are successful in the future. We will maintain a focus on building our capability, a strong financial base, and investing in our team.

- Build the team to deliver against our aims
- Make us operationally fit to succeed
- Transform our communications function
- Improve our campaign development
- Strengthen relationships with priority stakeholders
- Develop a secure funding base
- Be more financially resilient

ACHIEVEMENTS AND PERFORMANCE

Our small, effective team lobbied government ministers and civil servants throughout 2020 and 2021, regardless of Covid-19. We continued to publish research and recommendations that were clearly reflected in Government announcements. We regularly championed public transport across the media, and rallied tens of thousands of people to lobby their MPs or speak out for public transport.

Covid-19 and transport

The effect of Covid-19 on transport was seismic. Following Government advice, many people stayed off public transport. The number of rail passengers fell to its lowest level in 170 years, while bustling coach stations became echoing voids. When we had essential journeys to make, most of us got in our cars. Traffic levels rose. By December, air pollution exceeded pre-covid levels in many cities.

There was a clear risk that these habits could stick, exacerbating climate change, pollution and traffic-clogged streets.

In line with our campaigning, the Government put emergency support in place to keep public transport services running during the pandemic. We published a report, Covid-19 Recovery: Renewing the transport system, which argued that the need for sustainable transport was greater than ever, not just to improve our environment and our health, but also to create jobs, tackle social exclusion and help the economy to recover. Many of the recommendations in our report were later reflected in Government announcements.

National Bus Strategy

After years of campaigning, we saw the fruits of our labour when the Government published its long-awaited National Bus Strategy for England. The Strategy contained many of the measures recommended in our report, The future of the bus, including:

- Lower, simpler fares and contactless payments
- More bus priority schemes to speed up journeys
- 4,000 new British-built zero emission buses
- A greater role for local authorities in bus planning and delivery

We welcomed the announcement of a £3 billion fund to support the delivery of the Strategy, and the commitment to reform the Bus Service Operators Grant.

Laying tracks for a better railway

Rail passenger numbers plummeted during the pandemic, but we pressed home the importance of rail to a green recovery. In line with our campaigning, the Government committed to replace the rail franchising system: we want to see a much more flexible outcome-based specification.

There were also moves to expand the railway, with new and reopened lines and stations. Funding towards East West Rail and reopening the Northumberland Line was secured, and regular passenger services will soon be restored to the Dartmoor Line. Horden (County Durham) and Bow Street (near Aberystwyth) stations opened after more than 50 years, funded by the New Stations Fund that we suggested and campaigned for.

Cleaner air

We championed active travel and public transport, in tandem with shared mobility and cleaner vehicles, as the best hope of cleaning up our polluted air.

We welcomed the Government's ambitious Cycling and Walking Plan - which contained many of the things we'd called for, including putting active travel at the heart of the planning process - and trials of e-scooters in towns and cities across the country. And the Government brought forward the end date of the sale of new petrol and diesel cars to 2030, expediting plans for electrification.

Coventry and Oxford were chosen to be the first all-electric bus cities - an idea that we had suggested.

Decarbonising transport

Reducing carbon emissions from transport is one of the most pressing environmental challenges we face. When the Government launched a public consultation on how to shrink transport's carbon footprint, we alerted our supporters by email and through social media and wrote a guide to help people respond, prompting more than a thousand of our supporters to respond to the consultation.

We continued to press for low-carbon transport - walking and cycling, public and shared transport - to be supported and improved as part of a green recovery.

Connecting communities

We produced a report for the All-Party Parliamentary Group for 'left behind' neighbourhoods and Local Trust which highlighted the importance of good public transport. It found that 84% of 'left behind' neighbourhoods have worse overall connectivity than the England average. We called on the Government to invest in public transport, restoring lost rail links and reinstating cut bus routes to ensure that no communities are left behind.

Together with Local Trust we also worked with several Big Local areas, offering tailored advice to tackle transport issues in their areas.

Communications

Despite the impact of the pandemic, including the furloughing of the communications team for the first part of the year, we gained more than 1,000 new Twitter followers, more than 700 new subscribers to our mailing list and more than 100 new individual donors. We championed public transport across the

media, for example in the Times, Telegraph and Guardian, on BBC Breakfast and the One O'Clock News.

We transformed our working practices and systems to adapt to remote working and a reduced team.

We engaged a media monitoring and journalist database provider to enable us to better target, monitor and evaluate our media output and also registered with the Fundraising Regulator.

Policy and external engagement

Throughout the year, we have continued engaging with key government departments such as the Department for Transport (DfT) and HM Treasury (HMT) and responding to relevant consultations and inquiries. These included submissions to the DfT's transport decarbonisation plan and rural mobility strategy, HMT's budget and spending review, and the Transport Select Committee's inquiries on reforming public transport after the pandemic and on zero emission vehicles and road pricing. We also gave oral evidence to a number of committee inquiries in the House of Commons, House of Lords and the Welsh Senedd.

We promoted our research and policy recommendations through speaking at and participating in external events and roundtables, organised by, for instance, Smart Transport, IPPR and the Westminster Energy, Environment & Transport Forum. We continued to engage external stakeholders regularly and amplified our messaging by working collaboratively with likeminded organisations through the Sustainable Transport Alliance and the Healthy Air Campaign.

ROLE OF VOLUNTEERS

The charity sometimes makes use of volunteers. 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. This year the charity did not use any volunteers due to the pandemic and staff being on furlough and/or working from home.

The charity withdrew the licence to use its brand from local groups last year and no longer has volunteers connected to the charity at the local level.

FINANCIAL REVIEW AND FUNDRAISING

The charity was able to achieve a surplus of £205,746 in 2020-21 (2019-20: deficit £66,983) due to increased activity in fundraising following the appointment of a new CEO in November 2020. This followed the unprecedented downturn during the pandemic with all staff working from home and several being placed on furlough. The charity also cut costs by vacating the office base and reducing expenditure to a bare minimum. This action enabled the charity to concentrate on launching a campaign with support from corporate donors .

Total income for the period 2020-21 was £517,143 (2019-20: £358,866) and expenditure £311,397 (2019-20: £425,849).

The charity's reserves increased to £186,763 at 31 March 2021 (31 March 2020: net liabilities of £18,983). This would not have been possible without the support of the Foundation for Integrated Transport, who made a loan to the charity of £50,000 in March 2019 and agreed to change the terms to an unrestricted donation.

Reserves Policy

The Board reviewed the Reserves Policy in April 2021 and agreed that due to the uncertain times that were seen in 2020-21 the charity should aim for a minimum of 6 months' expenditure with a maximum of 12 months, and no less than 3 months' at any time, which should mitigate the risk of fluctuations in receipt of income. The Trustees agreed that they should aim for a minimum of £165K unrestricted reserves.

Reserves as at 31 March 2021 represent 7.5 month's expenditure..

Strict monitoring of the cashflow forecast by the Finance and Risk Committee would alert Trustees if the charity was in breach of the policy.

PRINCIPAL RISKS AND UNCERTAINTIES

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 that the charity remains a going concern for the foreseeable future.

The funding pipeline for unrestricted income is enough to pay all of our ongoing liabilities as they fall due.

The Board reviews the situation as assumptions change. Risks are based on the impact of delayed income and are reviewed and updated regularly. Income is only taken into consideration when it can be confirmed with certainty.

The Board is confident that going into 2021-22 the organisation has sufficient income and can cover expected costs. The Board will continue to interrogate all sources of income and to rigorously monitor the cashflow situation.

In light of the expected income for the year ahead, the Trustees believe the organisation will be in a positive financial position with all the charity's liabilities met as they fall due. As such, the Trustees are pleased to confirm that they consider the organisation to be a going concern.

FUTURE PLANS

At the height of the pandemic in November 2020 we appointed a new CEO with a track record in income generation and change management. As a former director of fundraising with numerous charities, Paul Tuohy set about a new approach to help increase the charity's income and profile. A freelance fundraiser was recruited and grant giving trusts approached to prime for the 2021-22 financial year. These included the Foundation for Integrated Transport which agreed to convert an outstanding loan into a grant and is now requesting a further project for funding in the coming year on Road Pricing.

An away day was held with the staff to review the charity's strategy from a fundraising perspective as plans were made to diversify income streams. These will include major proposals to trusts and foundations, a series of campaigns for corporate support and a communications and appeal cycle to the donor database.

The charity has approximately 20,000 supporters with a small percentage donating by direct debit. In the coming year these will be nurtured and managed to solicit unrestricted income. There has previously been no budget allocation for donor development. This will change in the coming year with more investment made in this strategically important area for income generation and campaigning actions such as writing to their local MPs with actions co-ordinated by our policy and research team.

The Way Forward – Public Transport, a public campaign to encourage people back onto public transport, post pandemic, was planned in Dec – March. Corporate contacts were approached and over £100,000 was raised to mount the initiative in the following financial year (May 2021). Westminster station was covered on the charity's campaign material as it is used by many MP's arriving at parliament

and a bus was used as the focus outside Parliament to launch the campaign. This was visited by senior politicians of every political party in support of our work.
In the final quarter of the 2020-21 financial year, the charity's relevance has been re-established in government, Local Authorities and the media.

The coming year is a particularly important one for the charity and the issue of transport in general. For nearly three decades the UN has been bringing together almost every country on earth for global climate summits – called COPs – which stands for 'Conference of the Parties'. In that time climate change has gone from being a fringe issue to a global priority. This year will be the 26th annual summit – giving it the name COP26. With the UK as President, COP26 takes place in Glasgow.

Transport is a massive polluter, responsible for nearly a third of all CO2 emissions. A presence is planned with environmental and transport partners at COP26 to make the case for zero emissions as soon as possible ahead of government targets. It will also be used as a communications tool in our on-going work to campaign for better transport.

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. 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 who are socially excluded or isolated, and those whose access to education and employment is hindered, as it seeks to address transport poverty and improve connectivity. It benefits all by seeking to address the causes of pollution from transport that impact on health. There are no private benefits of our work, beyond the reasonable compensation of our staff for their work.

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.

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.

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:



..... John Stewart – Chair

31 January 2022

INDEPENDENT EXAMINER'S REPORT TO THE TRUSTEES OF COMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST FOR THE YEAR ENDED 31 MARCH 2021

I report to the Trustees on my examination of the accounts of Campaign For Better Transport Charitable Trust for the year ended 31 March 2021 which are set out on pages 11 to 19.

Respective responsibilities of trustees and examiner
The trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts in accordance with the requirements of the Companies Act 2006 ("the 2006 Act"). The trustees are satisfied that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and have chosen instead to have an independent examination.

Having satisfied myself that the accounts of the charitable company are not required to be audited under Part 16 of the 2006 Act and are eligible for independent examination, I report in respect of my examination of the charitable company's accounts as carried out under section 145 of the 2011 Act. In carrying out my examination I have followed the requirements of the applicable Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act.

Independent examiner's statement
Since the charity's income is in excess of £250,000, your examiner must be a member of a body listed in the 2011 Act. I can confirm that I am qualified to undertake the examination because I am a registered member of ICAEW which is one of the listed bodies.

I have completed my examination. I confirm that no matters have come to my attention giving me cause to believe that in any material respect:

- accounting records were not kept in respect of the Company as required by section 386 of the 2006 Act; or
- the accounts do not accord with those records; or
- the accounts do not comply with the accounting requirements of section 396 of the 2006 Act other than any requirement that the accounts give a "true and fair view" which is not a matter considered as part of an independent examination; or
- the accounts have not been prepared in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102).

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Richard Burkimsher FCA
Hawsons
Chartered Accountants
Jubilee House
32 Duncan Close
Moulton Park
Northampton
NN3 6WL

Date: 31 January 2022

Campaign for Better Transport Charitable Trust
Statement of Financial Activities (including the Income Expenditure Account)
For the year ended 31st March 2021

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2021 £	Total Funds 2020 £
Income from					
Donations and legacies	2	428,662	-	428,662	239,017
Charitable activities	3	500	76,903	77,403	119,683
Investments	4	20	-	20	166
Other		11,058	-	11,058	-
Total Income		**440,240**	**76,903**	**517,143**	**358,866**
Expenditure on					
Raising funds	5	35,335	-	35,335	43,273
Charitable Activities	6	221,845	54,217	276,062	382,576
Total Expenditure		**257,180**	**54,217**	**311,397**	**425,849**
Net Movement in Funds for the year		**183,060**	**22,686**	**205,746**	**-66,983**
Reconciliation of Funds					
Total funds brought forward		(18,983)	-	(18,983)	48,000
Total funds carried forward	14	**164,077**	**22,686**	**186,763**	**-18,983**

The statement of financial activities includes all gains and losses in the year.
All incoming resources and resources expended derive from continuing activities.

The notes on pages 14 to 19 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Balance Sheet at 31st March 2021

	Note	2021 £	2021 £	2020 £	2020 £
Fixed Assets	10		-		-
			-		-
Current Assets					
Debtors	11	15,969		12,383	
Cash at bank and in hand		212,224		49,203	
		228,193		61,586	
Creditors: Amounts falling due within one year	12	(41,430)		(43,069)	
Net Current Assets			186,763		18,517
Total Assets less Current Liabilities			186,763		18,517
Creditors: Amounts falling due after more than one year	13		-		(37,500)
			186,763		**(18,983)**
The Funds of the Charity					
Unrestricted Funds			164,077		(18,983)
Restricted Funds	15		22,686		-
Total Charity Funds			**186,763**		**(18,983)**

The financial statements were approved by the Board of Trustees on and signed on its behalf by:

Treasurer

31 January 2022

The notes on pages 11 to 19 form part of these financial statements.

Campaign for Better Transport Charitable Trust
Statement of Cash Flows for the year ended 31 March 2021

	Note	2021	2020
		£	£
Cash Flows from Operating Activities			
Net Cash from/(used in) Operating Activities	16	163,001	(51,381)
Cash Flows from Investing Activities			
Interest received	4	20	166
Net Cash provided by Investing Activities		20	166
Change in cash and cash equivalents in the year		163,021	(51,215)
Cash and Cash Equivalents at the Beginning of the Year		49,203	100,418
Cash and Cash Equivalents at the End of the Year	17	**212,224**	**49,203**

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2021

1 Accounting Policies

The charity is a company limited by guarantee and has no share capital. In the event of the charity being wound up the liability in respect of the guarantee is limited to £1 per member of the charity.

a) 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 (FRS102) (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 Campaign for Better Transport Charitable Trust meets the definition of a public benefit entity under FRS102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant policy note(s).

b) Fixed Assets

Tangible fixed assets costing £1,000 or more are capitalised and recognised when future economic benefits are probable and the cost of the asset can be measured reliably. Depreciation is provided on the following basis: Plant & Machinery - 25%.

c) Incoming resources

Voluntary income and donations are taken into the accounts when received. The income from fundraising ventures is shown gross, with the associated costs included in fundraising costs.

d) Resources expended

All expenses are accounted for on an accruals basis. Wherever possible costs are allocated directly to the appropriate activity; other costs common to all activities are apportioned between those activities on the basis of the proportion of staff time spent during each year in connection with each activity (see Note 6).

Fundraising expenditure comprises costs incurred in asking people and organisations to donate to the charity's work. This includes the cost of advertising for donations and the staging of special fundraising events.

Expenditure incurred in connection with the specific objects of the charity is included under the heading Charitable Activities.

e) Donated Services

Donated services are recognised as income when the receipt of economic benefit from the use by the charity of the item is probable and that economic benefit can be measured reliably.

f) Interest Receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably.

g) Pension costs

The charity operates a defined contribution scheme with a charity contribution of 8% of salary costs. The cost of providing pensions for employees is charged to the Statement of Financial Activities in the year in which the contributions are payable.

h) Value Added Tax (VAT)

VAT is subject to partial exemption and VAT not recovered by the charity is included in relevant costs in the Statement of Financial Activities.

i) Operating Leases

The charity has no current operating leases.

j) Funds

General funds are unrestricted funds which are available for use at the discretion of the trustees in furtherance of the general objects of the charity and have not been designated for other purposes.

Designated funds comprise funds which have been set aside by the trustees for particular purposes.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by donors or which have been raised by the charity for particular purposes. The cost of raising and administering such funds are charged against the specific fund.

k) Taxation

The charity is exempt from tax on income and gains falling within part 10 of the Income Tax Act 2007 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable activities.

l) Going Concern

The Trustees have reviewed the risks and certainty of income for the following year and are confident that the charity will have sufficient income to meet any liabilities and retain the current reserves level. They believe that the charity will continue as a going concern.

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2021

2 Income from donations and legacies

	Unrestricted Funds £	Restricted Funds £	Total 2021 £
Core grants and donations	428,662	-	428,662

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2020 £
Core grants and donations	239,017	-	239,017

3 Income from charitable activities

	Unrestricted Funds £	Restricted Funds £	Total 2021 £
Research and Education	500	76,903	77,403

Prior Year

	Unrestricted Funds £	Restricted Funds £	Total 2020 £
Research and Education	70,883	48,800	119,683

4 Investment Income

	Unrestricted Funds 2021 £	Unrestricted Funds 2020 £
Deposit account interest	20	166

5 Costs of raising funds

	Unrestricted Funds £	Restricted Funds £	Total 2021 £	Unrestricted Total 2020 £
Direct staff costs	23,696	-	23,696	21,735
Direct other costs	7,513	-	7,513	1,252
Support costs	4,126	-	4,126	20,286
	35,335	-	35,335	43,273

Analysis of support costs

	2021 £	2020 £
Staff costs	-	12,223
Premises costs	489	1,961
Office costs	3,238	5,339
Governance costs	399	763
	4,126	20,286

6 Cost of Charitable Activities

	Activities undertaken directly 2021 £	Support Costs 2021 £	Total Funds 2021 £
Research and Education	221,845	54,217	276,062

	Activities undertaken directly 2020 £	Support Costs 2020 £	Total Funds 2020 £
Research and Education	321,524	61,052	382,576

Cost of charitable activities of £276,062 (2020:£382,576) is represented by £221,845 (2020: £321,524) of unrestricted funds and £54,217 (2020: £61,052) of restricted funds.

Analysis of support costs

	2021	2020
	£	£
Staff costs	41,927	89,441
Premises costs	5,626	14,348
Office costs	37,243	39,155
Governance costs	4,591	5,586
	89,387	148,530

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

Governance costs include accounts preparation fees of £0 (2020:£2,100) and independent examiner's fees of £2,355 (2020: £2,370), Company Secretarial costs of £735 (2020: nil) and Trustee related costs of £1,500 (2020: £1,116). Independent examiner's fees include an under accrual in 2020 of £270.

7 Net (income)/expenditure

	2021	2020
	£	£
Pension costs	23,446	18,407
Fees payable to the Charity's independent examiner in respect of:		
Independent examination	2,355	2,250

8 Staff Costs

	2021	2020
	£	£
Wages and Salaries	179,326	241,619
Social Security Costs	14,182	18,900
Pension Costs	23,446	18,407
	216,954	278,926

Termination payments totalling £2,000(2020:£5,544) are included in wages and salaries in respect of 1 (2020: 2)staff members
Receipts totalling £10,682 claimed from the Coronavirus Job Retention Scheme are included under Other Income.

The average number of persons employed by the Charity during the year was as follows:

	2021	2020
	No.	No.
Research and Education	4	6
Support	1	5
	5	11

The number of employees whose employee benefits (excluding employer pension costs) exceeded £60,000 was:

	2021	2020
	No.	No.
in the band £70,001 - £80,000	1	-
in the band £80,001 - £90,000	-	1

Key management personnel comprise the Trustees and the Chief Executive. The total employee benefits including employer pension contributions of key management personnel for the year were £70,743 (2020: £84,069).

9 Trustees' remuneration and expenses

The Trustees do not receive any remuneration or other benefits for their duties (2020: none).

Expenses of £nil (2020: £402) were reimbursed to nil (2020: 4)Trustees in respect of travel, accommodation and governance costs.

10 Tangible Fixed Assets

At 31 March 2021 the charity held no tangible fixed assets (2020: none).

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2021

11 Debtors

	2021	2020
	£	£
Due within one year		
Trade debtors	14,580	12,000
Other debtors	582	-
Prepayments & Accrued Income	807	383
	15,969	12,383

12 Creditors: Amounts falling due within one year

	2021	2020
	£	£
Other loans	-	12,500
Trade creditors	15,985	2,695
Other taxation and social security	8,798	10,102
Other creditors	5,298	4,063
Accruals	11,349	13,709
	41,430	43,069

13 Creditors: Amounts falling due after more than one year

	2021	2020
	£	£
Other loans	-	37,500

In March 2019 the charity drew down a loan from the Foundation for Integrated Transport for £50,000.
The loan was unsecured with the first payment due after 31 March 2020.
In December 2020 the Foundation for Integrated Transport agreed to convert the loan to a donation.

14 Statement of Funds

Statement of funds - current year	**Balance as at 01-Apr-20**	**Income**	**Expenditure**	**Balance as at 31-Mar-21**
	£	£	£	£
Unrestricted Funds				
General funds	(18,983)	440,240	(257,180)	164,077
Restricted Funds	-	76,903	(54,217)	22,686
Total of Funds	(18,983)	517,143	(311,397)	186,763

Statement of funds - prior year	**Balance as at 01-Apr-19**	**Income**	**Expenditure**	**Balance as at 31-Mar-20**
	£	£	£	£
Unrestricted Funds				
General funds	35,748	310,066	(364,797)	(18,983)
Restricted Funds				
Freight on Rail	12,252	48,800	(61,052)	-
Total of Funds	**48,000**	**358,866**	**(425,849)**	**(18,983)**

15 Analysis of Net Assets between Funds

Analysis of net assets between funds - current period

	Unrestricted Funds 2021 £	Restricted Funds 2021 £	Total Funds 2021 £
Current assets	205,507	22,686	228,193
Creditors due within one year	(41,430)	-	(41,430)
Creditors due in more than 1 year	-	-	-
	164,077	22,686	186,763

Analysis of net assets between funds - prior period

	Unrestricted Funds 2020 £	Restricted Funds 2020 £	Total Funds 2020 £
Current assets	61,586	-	61,586
Creditors due within one year	(43,069)	-	(43,069)
Creditors due in more than 1 year	(37,500)	-	(37,500)
	(18,983)	-	(18,983)

16 Reconciliation of Net Movement in Funds to Net Cash Flow from Operating Activities

	2021 £	2020 £
Net income for the period (as per Statement of Financial Activities)	205,746	(66,983)
Adjustments for:		
Dividends, interests and rents from investments	(20)	(166)
(Increase)/Decrease in debtors	(3,586)	30,555
Increase/(Decrease) in creditors due within One Year	(1,639)	(14,787)
Increase/(Decrease) in creditors due after more than One Year	(37,500)	-
Net Cash from/used in Operating Activities	**163,001**	**(51,381)**

17 Analysis of cash and cash equivalents

	2021 £	2020 £
Cash in hand	212,224	49,203
Total cash and cash equivalents	**212,224**	**49,203**

18 Analysis of Net Debt

Analysis of Net Debt - current year

	At 01-Apr-20 £	Cashflows £	Foundation for Integrated Transport Loan Movement £	At 31-Mar-21 £
Cash at bank and in hand	49,203	213,021	(50,000)	212,224
Debt due after 1 year	(37,500)	-	37,500	-
Debt due within 1 year	(12,500)	-	12,500	-
	(797)	213,021	-	212,224

Analysis of Net Debt - prior year

	At 01-Apr-19 £	Cashflows £	Transport Loan Movement £	At 31-Mar-20 £
Cash at bank and in hand	100,418	(51,215)	-	49,203
Debt due after 1 year	(50,000)	-	12,500	(37,500)
Debt due within 1 year	-	-	(12,500)	(12,500)
	50,418	(51,215)	-	(797)

19 Operating lease commitments

At 31 March 2021 the Charity had no commitments (2020: none) under non cancellable operating leases.

20 Capital commitments

At 31 March 2021 there are no capital commitments (2020: Nil)

21 Related party transactions

Other than the transactions in Notes 8 and 9, there were no related party transactions in either year.