

Foundation for Integrated Transport Charity Number: 1156363
Annual Review of Activities from 1/4/2016 to 31/3/2017
also including a description of activities up to 31/12/17

To accompany Report of the Trustees and Financial Statements for the Year Ended 31 March 2017

The Foundation's vision is for a world with a human right to get around without reliance on cars, where people can travel with minimum impact on others and the environment, where barriers to transport justice are removed, and where trains and buses are integrated, and safe and attractive routes are provided for walking and cycling.

Principal activities:

1. Building on the relationship with the Campaign for Better Transport (CBT)

This is a two-way relationship: The Foundation (FIT) provides resources for CBT's activities to promote sustainable transport; and CBT uses its expertise and connections with policy makers to help FIT to promote the projects it funds. The main form taken by the first of these two relationships is a core grant by FIT of £50,000 per annum; the second is covered by an annual payment of £22,500 to CBT.

An example of CBT activities funded in this way is the support of local communities struggling to retain essential bus services in areas without other public transport; an example of assistance by CBT to further the objectives of FIT-funded projects is the work of CBT's CEO on the FIT project on Transport for New Homes (see 2 below). The CEO chairs a Steering Group for the project and lobbies for its recommendations with senior government officials. Another example is assistance provided by CBT on relationships with networks of leisure destinations for the Good Journey service (see 3 below).

2. Transport for New Homes

This project is examining the transport facilities available to occupiers of new homes being built to redress the shortage of housing by the current large scale programme of house construction.

The project consists, first, of reviewing government planning policies and the application of these national policies into the policies and practices of local Planning Authorities on the locations for new homes in relation to public transport facilities; and, secondly, visiting and preparing descriptive profiles on about 20 locations of new homes under these policies.

The project's findings are that many new homes are in places without public transport, local employment or good connections to towns, so residents must drive to work, often long distances, clogging roads and ruining the environment over a wide area. Many of these settlements have only basic facilities for health care, shopping and entertainment; consequently, leisure and social activities also mainly depend on travel by private cars. Families typically require two or three cars, straining their finances. Parking for cars absorbs much of the space available, resulting in small houses, without gardens, and poor public realm.

The conclusion is that much closer connections between planning and transport policies are needed.

3. Good Journey

Many leisure destinations, visited in total by millions of people, are difficult to get to by public transport. So, most people either go by car or don't visit. This project aims to provide easily accessible information on getting to leisure destinations by public transport, cycling or walking. The project also encourages visitor attractions to provide incentives to arrive by means other than by car. FIT has provided start-up grant support to this project, which aims eventually to become financially self-sustaining, with income from operators of leisure venues meeting the costs of providing information on non-car ways of reaching them.

4. Social investment

FIT has surveyed the growing field of social enterprise. It has concluded that there is good potential for using this new form of enterprise to improve the integration of transport by making social impact investments. A mechanism has been put in place to identify promising opportunities and a group of experienced social entrepreneurs has been assembled to assess applications for investment and the terms on which the investments should be made.

5. Other grants

Other grants made in pursuit of the Foundation's vision range from support for Transform Scotland, an alliance for sustainable transport, to collaboration with community groups campaigning for alternatives to road building in the Sussex coastal corridor.

Summary financial information

During the year ended 31 March 2017 grants totalling £147,153 were made.

Administrative expenses were £42,450. This included payments for advice on investments.

The investment portfolio at 31 March 2017 was valued at £2,137,790, including unrealised gains of £132,664.

Simon Norton
Chair, Foundation for Integrated Transport,
On behalf of the trustees
10 May 2018