



# General Election 2024

**Manifesto Analysis**

# About this work



CPT has put together this analysis to help members compare the pledges made by the main political parties in England who have released a manifesto.

This does not include SNP or Plaid Cymru, as much of the policy affecting our industry is devolved. It also does not include Reform, who have not released a manifesto during this election.

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# Bus

 <b>Conservatives</b>	 <b>Labour</b>	<b>Liberal Democrats</b> 	 <b>Green Party</b>
<p>Committed to extending the £2 bus fare cap for the entirety of the next Parliament</p>	<p>Nothing on fares</p>	<p>Maintain the £2 fare cap while fares are reviewed. Extending half-fares on buses, to 18-year-olds, and introduce a 'Young Person's Buscard', giving 19- to 25-year-olds a third off.</p>	<p>Free bus travel for under-18s.</p>
<p>Will allow motorbikes in bus lanes</p>	<p>Will develop a long-term strategy for transport, ensuring transport infrastructure can be delivered efficiently and on time.</p>	<p>Extending current programmes to encourage local authorities and bus operators to switch entirely to zero-emission buses</p>	<p>Increase annual public subsidies for rail and bus travel to £10bn by the end of the next parliament to make public transport reliable, frequent, accessible and affordable,</p>
<p>Reannouncement of Network North funding: £1bn for bus services in the North and Midlands, and broader funding which could be spent on bus (£8.5bn for city regions and £4.7bn for smaller cities and towns in North &amp; Midlands)</p>	<p>New powers for local leaders to franchise local bus services, and we will lift the ban on municipal ownership.</p> <p>Will give mayors the power to create unified and integrated transport systems.</p>	<p>Replacing multiple funding streams with one integrated fund for local authorities for expanding bus services and switching to zero-emission vehicles.</p> <p>Supporting rural bus services and encouraging alternatives where not viable, such as on-demand services.</p>	<p>Local authority control and proper funding for bus services, to increase these in urban areas, and in rural areas ensure that there is a bus service to every village.</p>

## CPT Analysis

In many ways, the nods given to bus in each manifesto shouldn't be surprising. Labour – in front in the polls and being extremely cautious with spending commitments – reiterated what they previously set out regarding franchising and municipal ownership. Unlike Labour, the Conservatives have given a spending commitment for bus: while we would have expected them to stick to their guns on £2 fares, it being guaranteed for the next five years heeds our calls that the industry needs more long-term certainty. The Liberal Democrats dedicating space – albeit not much detail – to supporting rural services speaks to the seats they are trying to gain in this election.

# Roads

 <b>Conservatives</b>	 <b>Labour</b>	<b>Liberal Democrats</b> 	 <b>Green Party</b>
<p>Will introduce a Backing Drivers Bill in first Kings Speech that will ban LTAs from introducing pay per mile road pricing.</p>	<p>Maintain and renew the road network, to ensure it serves drivers, cyclists and other road users, remains safe, and tackles congestion.</p>	<p>Rapidly roll out far more charging points, reintroduce the plug-in car grant, and restore the requirement that every new car and small van sold from 2030 is zero-emission.</p>	<p>Will push to restore the fuel-duty escalator and, as revenue declines, we favour the introduction of road-pricing, designed to ensure the protection of users' privacy.</p>
<p>Reverse the Ultra Low Emission Zone (ULEZ) in London.</p>	<p>Fix an additional one million potholes across England in each year of the next parliament, funded by deferring the A27 bypass.</p>	<p>Give more of the roads budget to local councils to maintain existing roads, pavements and cycleways, including repairing potholes.</p>	<p>Will oppose all new road building plans.  Will make road tax proportional to vehicle weight.</p>
<p>Rule out top-down blanket Low Traffic Neighbourhoods and 20mph zones. Must only be considered on a road-by-road basis and any new schemes will be put to a referendum.</p> <p>Will introduce a 'right to challenge' existing Low Traffic Neighbourhoods and 20mph schemes.</p>	<p>Support the transition to electric vehicles by accelerating the roll out of charge points, giving certainty to manufacturers by restoring the phase-out date of 2030 for new cars with internal combustion engines.</p>	<p>Supporting new charging points with an upgraded National Grid and a step- change in local grid capacity.</p> <p>Cutting VAT on public charging to 5%.</p>	<p>Will end sales of new petrol and diesel fuelled vehicles by 2027 and to the use of petrol and diesel vehicles on the road by 2035.</p> <p>20 miles per hour to be the default speed limit on roads in all built-up areas.</p>

## CPT Analysis

This election has seen the Conservatives double down on what they think will shore up support with their core base, promising to clamp down on low emission zones, Low Traffic Neighbourhoods and 20mph schemes. Labour have stayed silent in that area rather than take it on, instead promising to fix the road network, and the potholes on it, which it says will help tackle congestion. The more eye-catching policies comes from the Green Party, promising to introduce road pricing, oppose all new road building, and make 20mph the default speed limit in built up areas. They are the only party with an end of sale date for petrol and diesel vehicles – 2027 – unlike the other three parties, who have not yet revealed a date for bus and coach.

# Devolution

 <b>Conservatives</b>	 <b>Labour</b>	<b>Liberal Democrats</b> 	 <b>Green Party</b>
<p>Empower communities through devolution and new powers. By 2030, every part of England that wants one will have a devolution deal.</p>	<p>Deepen devolution settlements for existing Combined Authorities, and widen devolution to more areas, encouraging local authorities to come together and take on new powers.</p>	<p>Devolve greater decision-making powers and resources to local authorities in England to design public transport infrastructure around community needs.</p>	<p>Local authorities need to be given the powers and the resources to do the things their communities need them to do.</p>
<p>Will offer 'level 4' devolution powers to areas in England with a devolution deal and a directly elected leader, starting with the Tees Valley.</p>	<p>Statutory requirement for Local Growth Plans across the country. Local leaders will work with major employers, education and industry bodies to produce long-term plans that identify growth sectors and put in place the programmes and infrastructure they need to thrive.</p>	<p>Devolve powers to introduce network-wide ticketing as in London, working to integrate bus, rail and light rail ticketing systems so a daily fare cap can be introduced for those taking several trips per day.</p>	<p>Give local authorities control over and funding for improved bus services.</p>
<p>Provide 105 towns in the UK with a £20 million endowment fund for local people to change their town's future. This includes extending the plan to 30 more towns who can use the funding on priorities such as reviving high streets or bringing new housing to town centres.</p>	<p>Review the governance arrangements for Combined Authorities to unblock decision making, providing greater flexibility with integrated settlements for Mayoral Combined Authorities that can show exemplary management of public money.</p>	<p>Tackle the funding crisis facing local authorities, including by providing multi-year settlements.</p>	<p>Push for an increase in local government funding of £5bn per year to tackle the current under-funding crisis and enable local authorities to play a key role in the transition to a zero-carbon economy and protecting nature.</p>

## CPT Analysis

Devolution is clearly still the name of the game, with all the major parties promising some form of devolution of powers and spending to metro mayors and local authorities. Whoever wins the keys to Number 10, it looks like a significant amount of the decisions affecting our industry will be taking regionally, rather than in Westminster and Whitehall.





# Net Zero & infrastructure

 <b>Conservatives</b>		<b>Liberal Democrats</b> 	 <b>Green Party</b>
<p>“Will always back our world-leading automotive industry, which faces unprecedented competition from China in the electric vehicles market”. Stand ready to support domestic car manufacturers if there is evidence other countries are breaking global trade rules.</p>	<p>£1.5 billion to new gigafactories so the UK's automotive industry leads the world</p> <p>£500 million to support the manufacturing of green hydrogen</p>	<p>Appoint a Chief Secretary for Sustainability in the Treasury to ensure that the economy is sustainable, resource-efficient and zero-carbon</p>	<p>All new developments should be accompanied by the extra investment needed to enhance local services too, and so that residents don't have to rely on cars to live a full life.</p>
<p>Guaranteeing no new green levies or charges while accelerating the rollout of renewables</p>	<p>Create a new National Infrastructure and Service Transformation Authority, bringing together existing bodies, to set strategic infrastructure priorities and oversee the design, scope and delivery of projects</p>	<p>Establish a new Net Zero Delivery Authority to coordinate action across government departments and work with devolved administrations</p>	<p>Prioritise investing in innovation to eliminate residual uses of fossil fuels in the economy, such as for HGVs and mobile machinery.</p>
<p>Will support people to choose electric cars by ensuring charging infrastructure is truly nationwide, including rapid charging and delivering the Zero Emission Vehicle Mandate.</p>	<p>Develop a ten-year infrastructure strategy, aligned with our industrial strategy and regional development priorities, and scrap short funding cycles for key R&amp;D institutions in favour of ten-year budgets.</p>	<p>Hand more powers and resources to local councils for local net zero strategies.</p>	<p>Will introduce a carbon tax on all fossil fuels, whether produced here or imported. The tax would be proportional to the greenhouse gas emissions produced when fuel is burnt.</p>

## CPT Analysis

The Conservatives have changed significantly in recent years, pivoting onto talking about the costs of net zero to ordinary people. This contrasts with Labour, where in what has been deemed a safety-first manifesto, some of the most transformative pledges are around net zero, particularly with the creation of Great British Energy. Their commitment to long-term funding and planning for infrastructure will be welcome, and is something we would like to see more directly in our industry. It will also be interesting to see if the next government takes on the Liberal Democrat idea of Treasury Minister specifically focused on sustainability.

# Tax

			
<p>Won't raise corporation tax</p>	<p>Corporation tax capped at 25%</p>	<p>Raising the tax-free personal allowance on income tax</p>	<p>Introduction of a carbon tax, which would be raised progressively across the next decade.</p>
<p>Take 2p off employee national insurance, so it will be 6% by April 2027.</p> <p>Won't increase Capital Gains Tax.</p>	<p>No tax rises on "working people": income tax, national insurance and VAT.</p>	<p>Introducing a 4% tax on the share buyback schemes of FTSE-100 listed companies, to incentivise productive investment, job creation and economic growth</p>	<p>Introduce a wealth tax, taxing the wealth of individuals with assets above £10 million at 1% and assets above £1bn at 2% annually</p>
<p>Will lift the employee threshold allowing more companies to be considered medium-sized.</p> <p>Will keep the VAT threshold under review and explore options to smooth the cliff edge at £90,000.</p>	<p>Replace the business rates system, to raise the same revenue "in a fairer way". It is aimed at levelling the playing field between the high street and online giants, better incentivise investment, tackle empty properties and support entrepreneurship.</p>	<p>Abolish business rates and replace with a Commercial Landowner Levy.</p> <p>Reforming capital gains tax to close loopholes exploited by super wealthy.</p> <p>Support small employers with Statutory Sick Pay costs, consulting on the best way to do this.</p>	<p>Reform of Capital Gains Tax by aligning the rates paid by taxpayers on income and taxable gains.</p> <p>Changes to VAT, reducing it on hard-pressed areas such as hospitality and the arts and increasing it on financial services and private education.</p>

## CPT Analysis

Much of the public debate between Labour and the Conservatives in this election has been centred around tax, with plenty of retorts about how much each party would raise tax, and the Conservatives record in government on this. Much of this has centred around Labour's promise not to raise tax on working people, income tax, national insurance and VAT. Both parties have said they won't raise corporation tax either, while Capital Gains Tax has been much discussed: the Conservatives say they won't raise it, the Lib Dems and Green Party promise reform, while Labour say they have "no plans" to raise it. As is typical in an election campaign, opposition parties – Labour and the Lib Dems – say they will replace business rates with a different system. If Labour get into their power, we'll have to wait and see how exactly they will deliver this.

# Work and skills

 <b>Conservatives</b>	 <b>Labour</b>	<b>Liberal Democrats</b> 	 <b>Green Party</b>
<p>Will introduce a binding, legal cap on migration, set on work and family visas</p> <p>Will raise Skilled Worker threshold and Family income requirement with inflation automatically</p>	<p>Guarantee training, an apprenticeship, or help to find work for all 18- to 21-year-olds.</p>	<p>Replace the apprenticeship levy with a broader and more flexible skills and training levy. Guarantee they are paid at least the National Minimum Wage by scrapping the lower apprentice rate.</p>	<p>Repeal current anti-union legislation and replace this with a positive Charter of Workers' Rights.</p>
<p>Fund 100,000 high-quality apprenticeships for young people, paid for by curbing the number of poor-quality university degrees</p>	<p>Establish Skills England to bring together business, training providers and unions with national and local government to deliver a highly trained workforce. Will formally work with Migration Advisory Committee to ensure this accounts for the overall needs of the labour market.</p>	<p>Creating new Lifelong Skills Grants for adults to spend on education and training throughout their lives.</p> <p>Developing National Colleges as national centres of expertise for key sectors.</p>	<p>Introduce a maximum 10:1 pay ratios for all organisations.</p> <p>Introduce a minimum wage of £15 an hour for all, no matter your age, with the costs to small businesses offset by increasing the Employment Allowance to £10,000.</p>
<p>Deliver Lifelong Learning Entitlement, giving adults the support they need to train, retrain and upskill throughout their working lives. From 2025, adults will be able to apply for loans to cover new qualifications.</p>	<p>Ensure that migration to address skills shortages triggers a plan to upskill workers and improve working conditions in the UK.</p>	<p>Overhaul the Immigration Rules to make them simpler, clearer and fairer, and ensure greater parliamentary scrutiny of future changes</p>	<p>Workers to have full employment rights from day one of their employment.</p> <p>Require all large and medium-size companies to carry out equal pay audits and redress any inequality.</p>

## CPT Analysis

So far, the public debate has largely focused on dealing with illegal migration. However, beneath the service, there is lots of interesting policy to dig into, with the Conservatives wanting a shift away from university degrees and towards apprenticeships, while Labour say they will set up a new body called 'Skills England' to deliver the workforce of the future.