

**Charity registration number 1007487**

**Company registration number 02483763 (England and Wales)**

**GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED**  
**ANNUAL REPORT AND FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 31 MARCH 2024**

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## LEGAL AND ADMINISTRATIVE INFORMATION

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<b>Directors</b>	Councillor Philip Burke	
	Alison Chew	(Appointed 23 November 2023)
	Daniel Costello	(Appointed 27 July 2023)
	David Daughney	(Appointed 23 November 2023)
	Sean Fielding	(Appointed 27 July 2023)
	David Meller	(Appointed 27 July 2023)
	Tracey Rawlins	(Appointed 27 July 2023)
<b>Secretary</b>	Jacqueline Woodward	
<b>Charity number</b>	1007487	
<b>Company number</b>	02483763	
<b>Members</b>	Greater Manchester Combined Authority ("GMCA")	
<b>Registered office</b>	20th Floor Manchester One 53 Portland Street Manchester United Kingdom M1 3LD	
<b>Auditor</b>	Azets Audit Services Ship Canal House 98 King Street Manchester M2 4WU	

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# **GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED**

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# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## CHAIR'S MESSAGE

### FOR THE YEAR ENDED 31 MARCH 2024

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Demand for the Ring and Ride Service has remained consistent. During the last year almost 220,000 essential journeys were completed, ensuring that passengers had access to a range of facilities and activities including fresh food shopping, health, education, leisure/social interaction and to places of worship.

The number of active registered passengers increased to over 11,000 by the end of the year.

The Service has continued to provide door to door transport between 8am and 11pm every day across all ten districts of Greater Manchester.

Hire vehicles have been utilised to maintain a fleet of 46 fully accessible vehicles, and with 13% of journeys involving a wheelchair or scooter. The introduction of vehicles with ramps, has enabled the service to provide safe travel to even more wheelchair users.

The Charity has continued to work in partnership with organisations providing additional support to passengers, and maintained contact with passengers and group organisers by attending events and meetings both in person and online.

The Charity has signed up to be a supporter of the Greater Manchester Good Employment Charter and has introduced a number of initiatives to support our employees.



.....  
T Rawlins

**Chair**

19th December 2024  
Date: .....

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## DIRECTORS' REPORT

### FOR THE YEAR ENDED 31 MARCH 2024

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The directors present their annual report and financial statements for the year ended 31 March 2024.

The financial statements have been prepared in accordance with the accounting policies set out in note 1 to the financial statements and comply with the charity's principal trust deed dated 1 February 1991, the Companies Act 2006 and "Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102)" (effective 1 January 2019).

#### **Objectives and activities**

GMATL is a charitable company limited by guarantee, formed to co-ordinate and manage Ring and Ride services in the Transport for Greater Manchester Committee ("TfGMC") area of operation in order to provide accessible transport for the needs of Greater Manchester.

The Charity Directors have complied with the duty in section 17 of the Charities Act 2011 to have due regard to public benefit evidenced in this section of the report.

The Charity's purposes as set out in the objects contained in the Charity's memorandum of association are:

- To run a community transport service for the benefit of the inhabitants of Greater Manchester and in particular the relief of poverty, sickness, old age, and distress through the provision of such a transport service; and
- The promotion of general charitable purposes in Greater Manchester.

The objectives of the Charity are:

- To provide door to door, and such other transport and associated support services as are appropriate for people who are unable to use conventional public transport;
- To provide its services at such qualitative and quantitative levels as are agreed under a Service Level Agreement with Transport for Greater Manchester to all areas of Greater Manchester;
- To deliver its services in the most cost effective manner consistent with the quality and quantity of service agreed;
- To continue to seek means of improving its services in quality, quantity, and value for money terms;
- To conduct its activities in accordance with the policies of the Transport for Greater Manchester Committee;
- To conduct its services in accordance with its charitable status; and
- To liaise and co-operate with other transport providers, to achieve value for money and deliver as integrated a transport service as is possible to the public.

#### **How we work**

The Charity delivers its charitable aims through the direct delivery of an accessible transport service, operating within Greater Manchester.

#### **Who used and benefitted from our services?**

Our assets and funding limit the services we provide to those resident in Greater Manchester. The services provided utilise a fleet of minibuses to provide door-to-door transport across the conurbation. Passengers register with the Ring and Ride service, indicating why they have difficulties using ordinary public transport.

All registered passengers are required to hold a Transport for Greater Manchester (TfGM) concessionary travel permit or to be members of the TfGM Travel Voucher Scheme.

Demand for the Service has remained consistent with almost 300,000 journeys requested during the year.

The service was used principally by people who are over 70 years of age, with 73% of registered users over the age of 70, of which 65% were over 80, and 15% over 90 years of age.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## DIRECTORS' REPORT

### FOR THE YEAR ENDED 31 MARCH 2024

Our users have a wide range of both permanent and temporary impairments which means that conventional public transport is difficult to access., 26% are frail/elderly, 20% of passengers suffer from arthritis, 19% of passengers have learning/behavioural difficulties, and 11% have a long term illness. Other conditions cited by users include cerebral/neurological problems (7%), heart/respiratory issues (6%), and sensory impairments (5%).

The mobility difficulties experienced by some users necessitates the use of mobility aids. 13% of registered passengers are wheelchair users, 10% require the use of walking aids/frames, 2% of passengers require use of a tail lift to board the vehicle, whilst 58 passengers (0.53%) can only travel on ramped vehicles.

Passengers travel more during the week than at weekends. Across the conurbation the busiest day varies according to local factors such as market days etc. Tuesdays are busiest overall with 21%, followed by Wednesday (20%), Thursday (19%), then Friday (16%) and Monday (14%). The weekends are quieter with just 6% of trips being made on Saturday and 5% on Sunday

Ring and Ride services provide trips up to a maximum of six miles from a passenger's home. A policy is in place which allows trips beyond six miles in exceptional circumstances, such as trips to local district hospitals. The service also makes every effort to link with longer distance travel modes at travel interchanges providing access to rail, Metrolink and low-floor bus services.

The directors have paid due regard to guidance issued by the Charity Commission in deciding what activities the charity should undertake.

#### Achievement and Performance

##### Overall Performance

Demand for the Service remained consistent with 294,438 journeys requested. An increase in refusals to over 10% resulted in fewer journeys being allocated, and despite cancellations rates falling below 20% the actual number of journeys completed (219,458) was slightly less than in the previous year. The number of completed journeys involving wheelchair users increased by almost 1,000 on the previous year, to 8.43% of journeys.

##### Individual District Performance

The following table outlines the individual Ring and Ride performance by district

	Registered users	Depot costs	Registered user Journeys	Total passenger Journeys	Net cost per journey	Wheelchair journeys	Wheelchair user journeys
	No	£'000s	000's	000's	£	No	%
Bolton	1,166	288	22	22	13	1,491	6.86
Bury	810	346	14	15	23	779	5.48
Rochdale	696	175	12	12	14	3,375	27.54
Salford	867	373	21	22	17	1,780	8.45
Wigan	1,303	450	15	16	29	342	2.23
Manchester	1,735	603	32	33	18	3,305	10.39
Oldham	1,128	445	27	28	16	2,193	8.13
Stockport	962	382	17	17	23	1,673	10.05
Tameside	1,070	442	23	23	19	1,857	8.18
Trafford	1,307	542	29	31	17	1,747	5.99

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## DIRECTORS' REPORT

### FOR THE YEAR ENDED 31 MARCH 2024

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Just over 11,000 passengers were registered to use the Ring and Ride service at 31st March 2024 of which 43% had used the service during the financial year. The majority of Ring and Ride requests were met with 89.64% of requests booked and 10.34% refused.

Overall patronage was reduced by 51,916 (19.67%) when passengers cancelled journeys after they had booked.

#### Human Resources

All HR Policies and Procedures are revised annually, to ensure that the Charity meets all legal, statutory and contractual obligations.

We will continue to progress our application to become full members of the Greater Manchester Good Employment Charter.

The employee establishment at 31 March 2024 was 103 (85 full time, 18 part time).

#### Vehicles

The Charity, with the support and assistance of TfGMC, currently operates a fleet of 46 vehicles, 19 of which are on hire.

The hire vehicles are subject to the same rigorous maintenance regime, are fully accessible and fitted with Ticketers and Radios before being put into service.

All vehicles are as accessible as possible and have additional safety features incorporated into the design including rear lifts and wheelchair and passenger restraint systems. A further five vehicles fitted with rear ramps rather than tail-lifts have been introduced into the fleet this year, in order to provide safe transportation for passengers with larger powered wheelchairs which cannot be accommodated safely on the tail-lift platforms. Vehicle technology enhancements include ticketing machines.

#### Financial review

The Charity's revenue expenditure in 2023/2024 was met by the revenue grant received from TfGM, fares paid by passengers and other income.

The Statement of Financial Activities, which is included in the financial statements of the Charity in accordance with the Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2019), divides the Charity's funds between 'general' and 'designated'. The general unrestricted funds relate to funds available for expenditure on revenue items in carrying out the Charity's day-to-day operations. The Designated Unrestricted Funds will be used to fund premises and computer depreciation, building dilapidations and vehicle replacements. The Invest to Save reserve was transferred into general reserves.

#### Reserves Policy

The Charity has reviewed its reserve policy following the reduction in Grant from TfGMC. Due to pressure on funding, the policy to build unrestricted reserves to cover 3 months costs plus dilapidation liabilities cannot be sustained. Reserves will be utilised to meet vehicle replacement costs including technology and depreciation costs.

With respect to both classes of funds, the assets and future funds will be reviewed to ensure that they remain adequate and available to fulfil the Charity's obligations and objectives subject to any future reduction in grant funding.

The assets and liabilities of the Charity and the group as at 31 March 2024 are shown on the balance sheet. The Charity had no investments other than cash held on deposit with the Charity's bankers: the Co-operative Bank plc and HSBC bank.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## DIRECTORS' REPORT

### FOR THE YEAR ENDED 31 MARCH 2024

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It is the policy of the charity that unrestricted funds which have not been designated for a specific use should be maintained at a level equivalent to between three and six month's expenditure. The directors consider that reserves at this level will ensure that, in the event of a significant drop in funding, they will be able to continue the charity's current activities while consideration is given to ways in which additional funds may be raised. This level of reserves has been maintained throughout the year.

The directors have assessed the major risks to which the charity is exposed, and are satisfied that systems are in place to mitigate exposure to the major risks.

#### Plans for future periods

##### Service quality

The Charity will improve where possible the quality aspects of the service by carrying out the following:

- Working with TfGM to devise a vehicle replacement strategy, which may include the deployment of electric vehicles.
- Updating Service Users on any future changes to the Service.
- Liaising with the TfGM contact centre to improve scheduling efficiencies and reduce refusal rates.
- Reviewing time allocation and road speeds used in scheduling.

##### Vehicle Fleet

Vehicle design features will continue to be reviewed as new vehicles are introduced to the fleet to ensure that the vehicles provide the most suitable, safe and efficient mode of transport for Ring and Ride passengers.

This will include a review of the use of internal and external tail lifts and vehicles with ramps.

Ring & Ride will conduct a review of available electric minibuses, to ascertain if they would be suitable for deployment on the Service.

##### Premises

The Charity Head Office is based in central Manchester and service operations across Greater Manchester is provided from four depots. The depot locations are reviewed before the leases expire to ensure that premises are situated in the most cost effective and efficient locations. Consideration is given to sharing premises with local authorities to reduce costs and produce a revenue stream to the local authority.

##### Call Centre

The booking scheduling and despatch functions were transferred to the TfGM Contact Centre on 18 April 2023 in order to support the delivery of a consistent and integrated customer service for people travelling in Greater Manchester. GMATL Control Supervisors provide a direct contact for passengers and drivers throughout the hours of operation.

##### Best Value

The Charity will continue to review all contracts and purchase agreements to ensure that Best Value is obtained.

##### Service provision

The resources utilised will continue to be reviewed in response to increasing passenger demand and to provide a safe, efficient and cost effective service.

##### Structure, governance and management

The sole member is Greater Manchester Combined Authority ("GMCA").

Directors carry out dual roles; as a Councillor for a local authority or as a senior Transport for Greater Manchester employee, and as a Director of the Charity. It is considered that they receive adequate training to carry out their role as a Director.



# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## DIRECTORS' REPORT

**FOR THE YEAR ENDED 31 MARCH 2024**

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The directors who served during the year and up to the date of signature of the financial statements were:

Councillor Philip Burke

Alison Chew (Appointed 23 November 2023)

Daniel Costello (Appointed 27 July 2023)

David Daughney (Appointed 23 November 2023)

Sean Fielding (Appointed 27 July 2023)

David Meller (Appointed 27 July 2023)

Tracey Rawlins (Appointed 27 July 2023)

### **The Board of Directors**

A majority of the members of the Charity have the power to appoint and to remove from the Board Directors at any time. Any Director so appointed holds office only until the next Annual General Meeting, and is then eligible for re-election. At the Annual General Meeting each year one third of the Directors retire from office. A retiring member of the Board is however eligible for re-election at the Annual General Meeting.

### **The Role of the Board**

Decisions of the Charity are made at Board Meetings at which a minimum of 4 Directors (no maximum) must be present. All Directors have one vote.

The Board is responsible for taking decisions on the on-going strategic direction of Greater Manchester Accessible Transport Limited ("GMATL"). The Board normally meets four times a year.

United Kingdom law requires the Charity to prepare financial statements for each financial year, which give a true and fair view of the state of affairs of GMATL. In preparing the financial statements, the board has selected suitable accounting policies and applied them consistently, made judgements that are reasonable and prudent, followed applicable accounting standards and statements of recommended practice without any material departures, and prepared the financial statements on a going concern basis. The financial statements comply with the charity's governing document.

### **Local consultation**

Communication with Service users and group organisers has been maintained by telephone, emails, and in person in order to promote the Ring and Ride service.

### **Risk Management and Internal Control**

The Board is responsible for the management of the risks faced by the Charity. Risks are identified, assessed and controls established throughout the year. A formal review of the Charity's risk management processes is undertaken on an annual basis.

Through the risk management processes established for the Charity, the Directors are satisfied that the major risks identified have been adequately mitigated where necessary. It is recognised that systems can provide reasonable but not absolute assurance that major risks have been adequately managed.

The Board reviews the accounting and financial reporting practices, its internal financial controls, the work of internal and external audit and compliance with all relevant legislation.

### **Equal Opportunities**

The Company, operates an equality and diversity policy to ensure that the workforce is as diverse as possible and with the support of Unite the Union will not tolerate discrimination because of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, trade union membership, working patterns, responsibilities for dependents or offending background that does not create risk to children and vulnerable adults.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## DIRECTORS' REPORT

**FOR THE YEAR ENDED 31 MARCH 2024**

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### Statement of directors' responsibilities

The directors, who also act as trustees for the charitable activities of GMATL, are responsible for preparing the Directors' 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 directors to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charity and of the incoming resources and application of resources, including the income and expenditure, of the charitable company for that year.

In preparing these financial statements, the directors 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; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charity will continue in operation.

The directors are responsible for keeping adequate accounting records that disclose with reasonable accuracy at any time the financial position of the charity 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 charity and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

United Kingdom law requires the Charity to prepare financial statements for each financial year, which give a true and fair view of the state of affairs of GMATL. In preparing the financial statements, the board has selected suitable accounting policies and applied them consistently, made judgements that are reasonable and prudent, followed applicable accounting standards and statements of recommended practice without any material departures, and prepared the financial statements on a going concern basis. The financial statements comply with the charity's governing document.

The board is responsible for keeping proper accounting records which disclose, with reasonable accuracy at any time, the financial position of the Charity and which enables it to ensure that the financial statements comply with the Companies Act 2006. It is also responsible for safeguarding the assets of the Charity and for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The Board is also responsible for the corporate and financial information included on GMATL's website.

### Directors' interest in contracts

No Director had any material interest, either during or at the end of this financial year, in any contract in which the Charity was a party.

### Financial risk management

Details of the Charity's financial risk management objectives and policies are included in note 11 to the financial statements.

### Share capital

The Charity is limited by guarantee and has no share capital.

### Employee training and development policy

The Charity operates an Equal Opportunities Employment Policy to ensure that the workforce is as diverse as possible.

### Health and Safety

Health and Safety standards and procedures have been established in the Charity and are satisfactory.

**GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED**

**DIRECTORS' REPORT**

**FOR THE YEAR ENDED 31 MARCH 2024**

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**Auditor**

In accordance with the company's articles, a resolution proposing that Azets Audit Services be reappointed as auditor of the company will be put at a General Meeting.

Azets Audit Services have been approved by Directors to provide audit services up until 2025.

**Disclosure of information to auditor**

Each of the directors has confirmed that there is no information of which they are aware which is relevant to the audit, but of which the auditor is unaware. They have further confirmed that they have taken appropriate steps to identify such relevant information and to establish that the auditor is aware of such information.

The directors' report was approved by the Board of Directors.



Tracey Rawlins

**Director**

Date: 19th December 2024

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## INDEPENDENT AUDITOR'S REPORT

### TO THE MEMBER OF GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

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#### Opinion

We have audited the financial statements of Greater Manchester Accessible Transport Limited (the 'charity') for the year ended 31 March 2024 which comprise the statement of financial activities, the balance sheet, the 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 charity 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 directors' 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 charity'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 directors 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 annual report other than the financial statements and our auditor's report thereon. The directors 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 our audit:

- the information given in the directors' report for the financial year for which the financial statements are prepared, which includes the directors' report prepared for the purposes of company law, is consistent with the financial statements; and
- the directors' report included within the directors' report has been prepared in accordance with applicable legal requirements.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## INDEPENDENT AUDITOR'S REPORT (CONTINUED)

### TO THE MEMBER OF GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

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#### **Matters on which we are required to report by exception**

In the light of the knowledge and understanding of the charity and its environment obtained in the course of the audit, we have not identified material misstatements in the directors' report included within the directors' 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 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 trustees' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the directors were not entitled to prepare the financial statements in accordance with the small companies regime and take advantage of the small companies' exemptions in preparing the directors' report and from the requirement to prepare a strategic report.

#### **Responsibilities of directors**

As explained more fully in the statement of directors' responsibilities, the directors 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 directors 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 directors are responsible for assessing the charity'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 directors 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**

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.

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



# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## INDEPENDENT AUDITOR'S REPORT (CONTINUED)

### TO THE MEMBER OF GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

#### Extent to which the audit was considered capable of detecting irregularities, including fraud

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above and on the Financial Reporting Council's website, to detect material misstatements in respect of irregularities, including fraud.

We obtain and update our understanding of the entity, its activities, its control environment, and likely future developments, including in relation to the legal and regulatory framework applicable and how the entity is complying with that framework. Based on this understanding, we identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. This includes consideration of the risk of acts by the entity that were contrary to applicable laws and regulations, including fraud.

In response to the risk of irregularities and non-compliance with laws and regulations, including fraud, we designed procedures which included:

- Enquiry of management and those charged with governance around actual and potential litigation and claims as well as actual, suspected and alleged fraud;
- Reviewing minutes of meetings of those charged with governance;
- Assessing the extent of compliance with the laws and regulations considered to have a direct material effect on the financial statements or the operations of the entity through enquiry and inspection;
- Reviewing financial statement disclosures and testing to supporting documentation to assess compliance with applicable laws and regulations;
- Performing audit work over the risk of management bias and override of controls, including testing of journal entries and other adjustments for appropriateness, evaluating the business rationale of significant transactions outside the normal course of business and reviewing accounting estimates for indicators of potential bias.

Because of the inherent limitations of an audit, there is a risk that we will not detect all 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 a 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 of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.



#### Use of our report

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

**Jonathan Ward (Senior Statutory Auditor)**  
for and on behalf of Azets Audit Services

23 / 12 / 2024

**Chartered Accountants**  
**Statutory Auditor**


Ship Canal House  
98 King Street  
Manchester  
M2 4WU

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## STATEMENT OF FINANCIAL ACTIVITIES INCLUDING INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31 MARCH 2024

		Unrestricted funds		Total	Unrestricted	Unrestricted	Total
		General	Designated		general	Designated	
		2024	2024	2024	2023	2023	2023
	Notes	£	£	£	£	£	£
<b><u>Income and endowments from:</u></b>							
<b><u>Charitable activities</u></b>							
Revenue grant	3	3,486,451	-	3,486,451	3,687,350	-	3,687,350
Bus Services Operators' Grant (BSOG)	3	-	134,943	134,943	-	134,192	134,192
Fares income	3	306,814	-	306,814	314,553	-	314,553
Investment income	4	10,318	-	10,318	6,072	-	6,072
Service charge income	5	64,376	-	64,376	38,867	-	38,867
<b>Total income</b>		<b>3,867,959</b>	<b>134,943</b>	<b>4,002,902</b>	<b>4,046,842</b>	<b>134,192</b>	<b>4,181,034</b>
<b><u>Expenditure on:</u></b>							
Charitable activities	6	4,382,322	-	4,382,322	3,995,798	-	3,995,798
Withdrawal and depreciation of tangible fixed assets	6	3,597	135,127	138,724	7,534	135,128	142,662
Governance costs	6	25,245	-	25,245	23,929	-	23,929
<b>Total charitable expenditure</b>		<b>4,411,164</b>	<b>135,127</b>	<b>4,546,291</b>	<b>4,027,261</b>	<b>135,128</b>	<b>4,162,389</b>
Net gains/(losses) on investments		(1)	-	(1)	-	-	-
<b>Net (outgoing)/incoming resources before transfers</b>		<b>(543,206)</b>	<b>(184)</b>	<b>(543,390)</b>	<b>19,581</b>	<b>(936)</b>	<b>18,645</b>
Gross transfers between funds		69,000	(69,000)	-	22,587	(22,587)	-
<b>Net (expenditure)/income for the year/</b>							
<b>Net movement in funds</b>		<b>(474,206)</b>	<b>(69,184)</b>	<b>(543,390)</b>	<b>42,168</b>	<b>(23,523)</b>	<b>18,645</b>
Fund balances at 1 April 2023		1,096,285	1,866,833	2,963,118	1,054,117	1,890,356	2,944,473
<b>Fund balances at 31 March 2024</b>		<b>622,079</b>	<b>1,797,649</b>	<b>2,419,728</b>	<b>1,096,285</b>	<b>1,866,833</b>	<b>2,963,118</b>

The statement of financial activities includes all gains and losses recognised in the year.

# **GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED**

## **STATEMENT OF FINANCIAL ACTIVITIES (CONTINUED) INCLUDING INCOME AND EXPENDITURE ACCOUNT**

***FOR THE YEAR ENDED 31 MARCH 2024***

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All income and expenditure derive from continuing activities.

The statement of financial activities also complies with the requirements for an income and expenditure account under the Companies Act 2006.



# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## BALANCE SHEET

AS AT 31 MARCH 2024

	Notes	2024 £	£	2023 £	£
<b>Fixed assets</b>					
Tangible assets	10		434,343		573,067
Investments	11		-		1
			<u>434,343</u>		<u>573,068</u>
<b>Current assets</b>					
Debtors	12	370,137		237,262	
Cash at bank and in hand		1,930,876		2,412,765	
		<u>2,301,013</u>		<u>2,650,027</u>	
<b>Creditors: amounts falling due within one year</b>	13	(315,628)		(259,977)	
Net current assets			<u>1,985,385</u>		<u>2,390,050</u>
<b>T T. Rawlins Current liabilities</b>			<u>2,419,728</u>		<u>2,963,118</u>
<b>Income funds</b>					
Unrestricted funds - Designated			1,797,649		1,866,833
General unrestricted funds			622,079		1,096,285
			<u>2,419,728</u>		<u>2,963,118</u>

The financial statements were approved by the Directors on 19th December 2024

T. Rawlins

Tracey Rawlins  
Trustee

Company registration number 02483763

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## STATEMENT OF CASH FLOWS

FOR THE YEAR ENDED 31 MARCH 2024

	Notes	2024 £	£	2023 £	£
<b>Cash flows from operating activities</b>					
Cash (absorbed by)/generated from operations	19		(492,207)		133,349
<b>Investing activities</b>					
Proceeds from disposal of tangible fixed assets		-		22,586	
Investment income received		10,318		6,072	
<b>Net cash generated from investing activities</b>			10,318		28,658
<b>Net cash used in financing activities</b>			-		-
<b>Net (decrease)/increase in cash and cash equivalents</b>			(481,889)		162,007
Cash and cash equivalents at beginning of year			2,412,765		2,250,758
<b>Cash and cash equivalents at end of year</b>			1,930,876		2,412,765

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2024

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### 1 Accounting policies

#### Charity information

Greater Manchester Accessible Transport Limited is a private company limited by guarantee incorporated in England and Wales. The registered office is 20th Floor, Manchester One, 53 Portland Street, Manchester, M1 3LD, United Kingdom.

#### 1.1 Accounting convention

The financial statements have been prepared in accordance with the charity's [governing document], the Companies Act 2006 and "Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2019)". The charity is a Public Benefit Entity as defined by FRS 102.

The financial statements are prepared in sterling, which is the functional currency of the charity. Monetary amounts in these financial statements are rounded to the nearest £.

The financial statements have been prepared under the historical cost convention. The principal accounting policies adopted are set out below.

#### 1.2 Going concern

At the time of approving the financial statements, the directors have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. Thus the directors continue to adopt the going concern basis of accounting in preparing the financial statements.

#### 1.3 Charitable funds

The Unrestricted Fund comprises the Charity's General Fund, which consists of funds that the Charity may use at its discretion. The Designated Funds include the vehicle reserve, which is used for the specific purpose of addressing the effects of Social Exclusion in Transport, and the specific reserve funds set aside for development, building refurbishment works, and the pursuit of future opportunities to enhance the efficiency of the Charity, all of which are critical to secure the future of the Charity.

#### 1.4 Income

##### Revenue grant

Grants received towards revenue expenditure are recognised within incoming resources in the same period as the related expenditure.

Grants received towards capital expenditure are recognised as income and allocated to the anticipated use for that grant in the Charity's designated reserves.

##### Bus Service Operators Grant (BSOG)

BSOG income is recognised in the year that the related expenditure is incurred on fuel, and allocated to the vehicle replacement reserve within designated funds.

##### Fares income

Users of the Charity's services pay a fare in accordance with the TfGM pass held. If they hold a concessionary permit issued under the auspices of Transport for Greater Manchester Committee and Transport for Greater Manchester, or are under 16 years old, a standard concessionary fare is charged. Fares income is recognised at receipt.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 1 Accounting policies

(Continued)

#### 1.5 Expenditure

Expenditure is recognised once there is a legal or constructive obligation to transfer economic benefit to a third party, it is probable that a transfer of economic benefits will be required in settlement, and the amount of the obligation can be measured reliably.

Expenditure is classified by activity. The costs of each activity are made up of the total of direct costs and shared costs, including support costs involved in undertaking each activity. Direct costs attributable to a single activity are allocated directly to that activity. Shared costs which contribute to more than one activity and support costs which are not attributable to a single activity are apportioned between those activities on a basis consistent with the use of resources. Central staff costs are allocated on the basis of time spent, and depreciation charges are allocated on the portion of the asset's use.

#### 1.6 Tangible fixed assets

Tangible fixed assets are initially measured at cost and subsequently measured at cost or valuation, net of depreciation and any impairment losses.

Depreciation is recognised so as to write off the cost or valuation of assets less their residual values over their useful lives on the following bases:

Premises improvements	Straight line over the term of the lease
Computers	3 - 6 years straight line
Motor vehicles	10 - 16 years straight line

The gain or loss arising on the disposal of an asset is determined as the difference between the sale proceeds and the carrying value of the asset, and is recognised in the statement of financial activities.

#### 1.7 Fixed asset investments

Fixed asset investments are initially measured at transaction price excluding transaction costs, and are subsequently measured at fair value at each reporting date. Changes in fair value are recognised in net income/(expenditure) for the year. Transaction costs are expensed as incurred.

A subsidiary is an entity controlled by the charity. Control is the power to govern the financial and operating policies of the entity so as to obtain benefits from its activities.

#### 1.8 Impairment of fixed assets

At each reporting end date, the charity reviews the carrying amounts of its tangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any).

#### 1.9 Cash and cash equivalents

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 1 Accounting policies

(Continued)

#### 1.10 Financial instruments

The charity has elected to apply the provisions of Section 11 'Basic Financial Instruments' and Section 12 'Other Financial Instruments Issues' of FRS 102 to all of its financial instruments.

Financial instruments are recognised in the charity's balance sheet when the charity becomes party to the contractual provisions of the instrument.

Financial assets and liabilities are offset, with the net amounts presented in the financial statements, when there is a legally enforceable right to set off the recognised amounts and there is an intention to settle on a net basis or to realise the asset and settle the liability simultaneously.

##### **Basic financial assets**

Basic financial assets, which include debtors and cash and bank balances, are initially measured at transaction price including transaction costs and are subsequently carried at amortised cost using the effective interest method unless the arrangement constitutes a financing transaction, where the transaction is measured at the present value of the future receipts discounted at a market rate of interest. Financial assets classified as receivable within one year are not amortised.

##### **Basic financial liabilities**

Basic financial liabilities, including creditors are initially recognised at transaction price unless the arrangement constitutes a financing transaction, where the debt instrument is measured at the present value of the future payments discounted at a market rate of interest. Financial liabilities classified as payable within one year are not amortised.

Trade creditors are obligations to pay for goods or services that have been acquired in the ordinary course of operations from suppliers. Amounts payable are classified as current liabilities if payment is due within one year or less. If not, they are presented as non-current liabilities. Trade creditors are recognised initially at transaction price and subsequently measured at amortised cost using the effective interest method.

##### **Derecognition of financial liabilities**

Financial liabilities are derecognised when the charity's contractual obligations expire or are discharged or cancelled.

#### 1.11 Employee benefits

The cost of any unused holiday entitlement is recognised in the period in which the employee's services are received.

Termination benefits are recognised immediately as an expense when the charity is demonstrably committed to terminate the employment of an employee or to provide termination benefits.

#### 1.12 Retirement benefits

Payments to defined contribution retirement benefit schemes are charged as an expense as they fall due.

### 2 Critical accounting estimates and judgements

In the application of the company's accounting policies, the directors have not been required to make critical judgements, estimates and assumptions about the carrying amount of assets and liabilities. There have also not been any key sources of estimation uncertainty that have a significant effect on the amounts recognized in the financial statements.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 3 Charitable activities

	Revenue grant	Bus Services Grant (BSOG)	Fares income	Total 2024	Revenue grant	Bus Services Grant (BSOG)	Fares income	Total 2023
	2024	2024	2024	£	2023	2023	2023	£
Sales within charitable activities	3,486,451	134,943	306,814	3,928,208	3,687,350	134,192	314,553	4,136,095
Analysis by fund								
Unrestricted funds - general	3,486,451	-	306,814	3,793,265	3,687,350	-	314,553	4,001,903
Unrestricted funds - Designated	-	134,943	-	134,943	-	134,192	-	134,192
	3,486,451	134,943	306,814	3,928,208	3,687,350	134,192	314,553	4,136,095

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

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### 4 Investment income

	Unrestricted funds general 2024 £	Unrestricted funds general 2023 £
Interest receivable	10,318	6,072

### 5 Service charge income

	Unrestricted funds general 2024 £	Unrestricted funds general 2023 £
Service charge income	64,376	38,867

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 6 Charitable activities

	Charitable activities	Withdrawal and depreciation of tangible fixed assets	Governance costs	Total 2024	Charitable activities	Withdrawal and depreciation of tangible fixed assets	Governance costs	Total 2023
	2024 £	2024 £	2024 £	£	2023 £	2023 £	2023 £	£
Staff costs	2,595,488	-	16,895	2,612,383	2,480,827	-	15,192	2,496,019
Depreciation and impairment	-	138,724	-	138,724	-	142,662	-	142,662
Premises and other costs	530,215	-	8,350	538,565	538,850	-	8,737	547,587
Vehicle operating costs	1,256,619	-	-	1,256,619	970,535	-	-	970,535
Loss on disposal of motor vehicles	-	-	-	-	5,586	-	-	5,586
	4,382,322	138,724	25,245	4,546,291	3,995,798	142,662	23,929	4,162,389
	4,382,322	138,724	25,245	4,546,291	3,995,798	142,662	23,929	4,162,389
<b>Analysis by fund</b>								
Unrestricted funds - general	4,382,322	3,597	25,245	4,411,164	3,995,798	7,534	23,929	4,027,261
Unrestricted funds - Designated	-	135,127	-	135,127	-	135,128	-	135,128
	4,382,322	138,724	25,245	4,546,291	3,995,798	142,662	23,929	4,162,389



# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 7 Directors

None of the directors (or any persons connected with them) received any remuneration or benefits from the charity during the year.

### 8 Employees

The average monthly number of employees during the year was:

	2024 Number	2023 Number
Administrative	20	8
Operational	86	89
Total	106	97

#### Employment costs

	2024 £	2023 £
Wages and salaries	2,353,223	2,258,905
Social security costs	192,639	175,044
Other pension costs	66,521	62,070
	2,612,383	2,496,019

All staff are attributable to the one principal activity of the Charity.

The Charity makes contributions into certain individuals' personal pension schemes. The assets of the schemes are held in separately administered funds. The pension charge for the year represents contributions payable by the Charity and amounted to £66,521 (2023: £62,070). At the balance sheet date the Charity owed £12,016 (2023: £12,357) to the schemes.

There were no employees whose annual remuneration was more than £60,000.

### 9 Taxation

The charity is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 10 Tangible fixed assets

	Premises improvements £	Computers £	Motor vehicles £	Total £
<b>Cost</b>				
At 1 April 2023	10,394	56,817	1,535,086	1,602,297
At 31 March 2024	10,394	56,817	1,535,086	1,602,297
<b>Depreciation and impairment</b>				
At 1 April 2023	9,832	50,740	968,658	1,029,230
Depreciation charged in the year	562	3,035	135,127	138,724
At 31 March 2024	10,394	53,775	1,103,785	1,167,954
<b>Carrying amount</b>				
At 31 March 2024	-	3,042	431,301	434,343
At 31 March 2023	562	6,077	566,428	573,067

### 11 Fixed asset investments

	Other investments
<b>Cost or valuation</b>	
At 1 April 2023	1
Disposals	(1)
At 31 March 2024	-
<b>Carrying amount</b>	
At 31 March 2024	-
At 31 March 2023	1

	Notes	2024 £	2023 £
Other investments comprise:			
Investments in subsidiaries		-	1

The Directors had made the decision at the balance sheet date to wind up the dormant subsidiary, Your Bus Limited. The investment has therefore been disposed of in the financial statements.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 12 Debtors

	2024	2023
	£	£
Amounts falling due within one year:		
Trade debtors	23,011	13,010
VAT recoverable	69,296	31,240
Bus Service Operators Grant	134,943	66,512
Other debtors	16,541	6,477
Prepayments and accrued income	126,346	120,023
	<u>370,137</u>	<u>237,262</u>

### 13 Creditors: amounts falling due within one year

	2024	2023
	£	£
Other taxation and social security	46,692	38,903
Trade creditors	136,317	69,134
Other creditors	13,013	13,779
Accruals and deferred income	119,606	138,161
	<u>315,628</u>	<u>259,977</u>

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

### FOR THE YEAR ENDED 31 MARCH 2024

#### 14 Designated funds

The income funds of the charity include the following designated funds which have been set aside out of unrestricted funds by the trustees for specific purposes:

	Balance at 1 April 2022 £	Movement in funds			Balance at 1 April 2023 £	Movement in funds			Transfers £	Balance at 31 March 2024 £
		Incoming resources £	Resources expended £	Transfers £		Incoming resources £	Resources expended £	Transfers £		
Vehicle replacement reserve	1,097,213	134,192	-	-	1,231,405	134,943	-	-	-	1,366,348
Vehicle reserve	724,143	-	(135,128)	(22,587)	566,428	-	(135,127)	-	-	431,301
Invest to save reserve	69,000	-	-	-	69,000	-	-	(69,000)	-	-
	<u>1,890,356</u>	<u>134,192</u>	<u>(135,128)</u>	<u>(22,587)</u>	<u>1,866,833</u>	<u>134,943</u>	<u>(135,127)</u>	<u>(69,000)</u>	<u>1,797,649</u>	

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2024

### 15 Analysis of net assets between funds

	Unrestricted general fund	Unrestricted designated fund	Total Unrestricted general fund	Unrestricted designated fund	Total
	2024	2024	2024	2023	2023
	£	£	£	£	£
Fund balances at 31 March 2024 are represented by:					
Tangible assets	3,042	431,301	434,343	6,639	573,067
Investments	-	-	-	1	1
Current assets/(liabilities)	550,038	1,435,347	1,985,385	1,089,645	2,390,050
	<u>553,080</u>	<u>1,866,648</u>	<u>2,419,728</u>	<u>1,096,285</u>	<u>2,963,118</u>

### 16 Operating lease commitments

At the reporting end date the charity had outstanding commitments for future minimum lease payments under non-cancellable operating leases, which fall due as follows:

	2024 £	2023 £
Within one year	132,094	236,205
Between two and five years	214,710	346,516
	<u>346,804</u>	<u>582,721</u>

### 17 Value Added Tax

The Charity is registered for Value Added Tax, with both the grant received from Transport for Greater Manchester and the fares paid by users deemed to be taxable. These are zero rated under Item 4 Group 8 of Schedule 8 of the Value Added Tax Act 1994. As such, the Charity is able to fully reclaim all input tax paid.

### 18 Ultimate control

The charity's parent undertaking is Transport for Greater Manchester which is ultimately controlled by Greater Manchester Combined Authority ('GMCA'). GMCA exercise control over GMATL through Transport for Greater Manchester Committee who receive regular reports on and can question the operation of GMATL.

# GREATER MANCHESTER ACCESSIBLE TRANSPORT LIMITED

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

**FOR THE YEAR ENDED 31 MARCH 2024**

<b>19</b>	<b>Cash generated from operations</b>	<b>2024 £</b>	<b>2023 £</b>
	(Deficit)/surplus for the year	(543,390)	18,645
	Adjustments for:		
	Investment income recognised in statement of financial activities	(10,318)	(6,072)
	Loss on disposal of investments	1	-
	Depreciation and impairment of tangible fixed assets	138,724	142,662
	Movements in working capital:		
	(Increase) in debtors	(132,875)	(18,592)
	Increase/(decrease) in creditors	55,651	(3,294)
	<b>Cash (absorbed by)/generated from operations</b>	<b>(492,207)</b>	<b>133,349</b>
<b>20</b>	<b>Analysis of changes in net funds</b>		
	The charity had no debt during the year.		