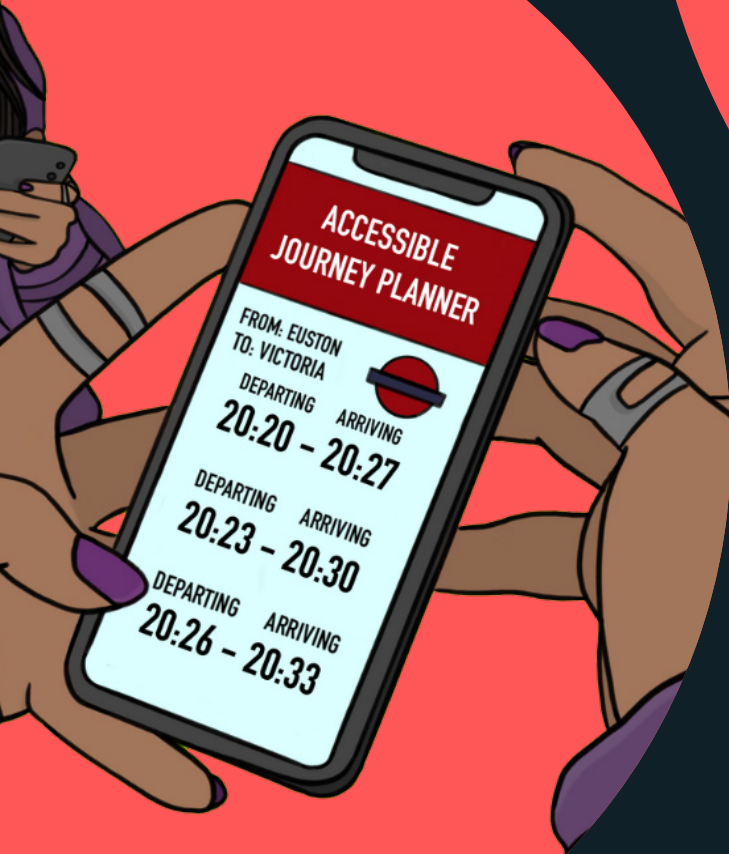




TfA



BRIARS CROSS
TRAIN STATION



Impact Report and Accounts

For the year ended 31st March 2022

Transport for All

Registered charity number: 106373

Company No. 3337948

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Transport for All

Registered and principal office:
336 Brixton Road, London, SW9 7AA

Telephone: 0207 737 2339
Email: contactus@transportforall.org.uk
Website: www.transportforall.org.uk

Registered charity number: 1063733
Company No. 3337948

Our work

Transport for All is the only disabled-led group striving to increase access to all modes of transport, and streetspace, across the UK. We are a pan-impairment organisation, guided by the passionate belief that all disabled and older people have the right to travel with freedom and independence.

We champion change for disabled and older people across the country, seeking to:

Inform, educate and challenge transport networks and decision makers to meet the needs of disabled and older people and remove inherent disabling barriers.

Campaign for the transport sector and local streets to become more and more accessible and fully usable for all.

Educate, support and empower our members, and all disabled and older people, to understand and challenge their legal rights when access is denied.

Build a connected community of disabled and older people, and their allies, facilitating a strong, collaborative movement making change for all.

Our work achieves these aims through four key strands:

Information and Advice Line - providing advice, support and education for over 250 disabled and older people a month.

Training and Consultancy - designed to develop long-term behavioural and system change through disabled-led paid consultancy.

Research and Campaigns - that promote and uphold Transport for All as the leading voice on transport, challenging both societal and structural barriers through evidence based policy campaigns and strategic stakeholder relationships.

Community and Membership - supports our grassroots movement of 500+ members and 22,000 active social media followers.

Review of 2021-22

Dear Friends,

2021-22 was a year of change. As a society, we moved into a second year of the Covid-19 pandemic.

Since early 2020, disabled people have been forced to adapt to a transport sector where services were being cut or redesigned with little consultation, where streetspaces were changing quickly and at short notice, and where new transport modes (such as rental e-scooters and e-bikes) were appearing on our streets.

As an organisation we responded to the challenges wrought by these external factors, speaking up about these changes to amplify the voices of disabled people, while also looking ahead to the future. This year highlighted that Transport for All's work is more important than ever.

At the end of 2020-21 we committed to ensuring that the 'new normal' would be more accessible than what came before, and to making sure that any future changes don't increase the gaps in transport and travel options that disabled and older people face.

We knew that, as an organisation, Transport for All needed to grow and to adapt to deliver our aims. In 2021-22 we stepped up our growth into all regions of the UK, so that we can work with and champion the needs of disabled and older people wherever they live. And we sought to make our services more accessible to all.

We relaunched our free membership scheme so that more people, whatever their impairment or experiences of transport, can join us as a member to further strengthen our movement.

This report sets out what we did, what worked, and where we will do better in future. It shares the stories of members of our community, and it shows how vital the work of Transport for All is - and continues to be.

Yours faithfully,



Alan Benson MBE
Co-Chair



Caroline Stickland
CEO



Bhavini Makwana
Co-Chair



Achievements from this year

Policy and Public Affairs

Influencing decision makers

This year we have had a strong presence on the political stage, building relationships with policymakers at both a local and national level and maintaining our reputation as the leading and trusted authority on accessible transport issues. Here are some of our key moments of influence...

London Assembly Transport Committee

We were invited to a meeting of the London Assembly Transport Committee to give evidence on disabled people's experiences and priorities for the future of rail. We presented evidence on Level Boarding, Crossrail, Passenger Assist, tactile paving at platform edges, walking distances in stations, our concerns with going cashless, and more.

All Party Parliamentary Group Cycling meeting

Our CEO Kirsty Hoyle spoke at the APPG on Cycling, discussing investment in cycling and how to ensure it removes barriers and increases accessibility for disabled people.

Parliamentary Event on public transport

Together with an alliance of organisations including London TravelWatch and London First, we took part in a series of activities lobbying the Government for a fair funding deal for Transport for London, ahead of the Comprehensive Spending Review and the Emergency Budget. The alliance held an event in Parliament where MPs across the political spectrum came to hear us make the case for the importance of public transport being maintained at current levels.

All Party Parliamentary Group Disability meeting

We were invited to speak at the APPG on Disability in May 2021 with then Rail Minister Chris Heaton-Harris MP. We spoke about the accessibility of Streetspace and Active Travel, and the many barriers disabled people face to walking, wheeling and cycling.

Mobility and Access Committee for Scotland (MACS)

We spoke at the MACS Development Day focusing on Taxis, Private Hire Vehicles and door to door services.



Influencing policy and consultations

During the 2021-22 financial year, Transport for All significantly expanded its policy function, developing evidence-based positions on core issues that impact our members, responding to consultations and calls for evidence, and undertaking a range of Parliamentary tactics.

The consultations and briefings we submitted in this financial year included:

- ➔ Transport for London's Service Level Review
- ➔ Evidence opposing cashless rail stations
- ➔ Department for Transport and Office for Zero Emission Vehicles: Electric Vehicle Charging Infrastructure Guide for Local Authorities - consultation response
- ➔ London Assembly Transport Committee meeting on the Future of Transport - written submission
- ➔ Great British Railways Transition Team: Whole Industry Strategic Plan (WISP) - Call for Evidence
- ➔ Taxi and Private Hire Vehicle (Disabled Persons) Private Members Bill - briefing for MPs
- ➔ Transport for London: London Underground staffing changes - EqlA response
- ➔ Department for Transport: Aviation Consumer Policy consultation response



Here are a selection of policy areas that we worked on this year...

OSR Review of Transport Accessibility Statistics

In March we contributed to a piece of research by the Office for Statistics Regulation about the quality and availability of transport accessibility statistics. The review asked the questions: do available transport statistics reflect lived experience of disabled people, do they help answer key questions, and do they provide a comprehensive and reliable evidence base to inform decision making? The review has found many areas that need to be improved and put forward a series of recommendations to various Departments (including the Department for Transport and the Office for Rail and Road).

Pavement Parking

We were a signatory on a letter signed by 12 organisations, led by Living Streets, to the Secretary of State for Transport urging progress on Pavement Parking following the consultation.

Rail

In May 2021, the government announced its plans for the biggest reform to the railway in three decades: The Williams-Shapps plan for Rail. Included in this was a commitment to develop a sector-wide, long-term strategy for rail with the Whole Industry Strategic Plan. To help shape the Strategic Plan and the future of the railway, there was an open Call for Evidence, into which we contributed a written submission. Our submission focused on the importance of a bold and ambitious strategy to create a truly accessible and barrier-free rail network fit for future generations.

Aviation

In March 2022, the Government sought views on reforming aviation consumer policy on a range of air passenger rights issues, including recourse to compensation in event of lost or damaged mobility aids, as well as increasing the accessibility of air travel more broadly. To prepare, we held a policy workshop with a group of our members and other disabled people from a variety of impairment groups who shared their experiences of using air travel and the barriers they face. We used these insights to inform our position.

The Department for Transport invited us to a stakeholder roundtable event where we fed back our top level lines, and we submitted a written response to the consultation.

Taxis and Private Hire Vehicles

This financial year saw a Private Member's Bill on Taxis and Private Hire Vehicles (Disabled Persons), sponsored by Jeremy Wright MP, make its way through Parliament. The Bill sought to close a loophole in the Equality Act, whereby provisions only applied to disabled passengers who specifically use a wheelchair or assistance dog, and only when using a designated Wheelchair Accessible Vehicles (WAVs).

It meant that, for instance, a disabled person using crutches who is able to transfer to the passenger seat and wants to travel in a non-Wheelchair Accessible Vehicle, was not currently protected by The Equality Act, with no penalty in place for drivers who refuse to assist or carry the individual. The new Bill addressed this, protecting all disabled people from discrimination regardless of impairment type or mobility aids, and applying to all vehicles.

We met with Mr Wright back early on in the process to discuss the Bill and feedback on the formative plans. Ahead of the Bill's Second Reading we produced a pan-impairment briefing, rooted in disabled people's lived experiences, to present to MPs to aid in their scrutiny of the Bill.

We compiled the briefing through our independent research, insights from the team and membership, and enquiries made

to our helpline, and sent it out to 20 MPs who have an interest in disability and/or transport.

Ahead of the Committee Stage we revisited the original document making sure our asks were clear. We provided the briefing to all the MPs on the Committee, and the Shadow Minister for Roads - Gill Furniss MP - asked for a meeting. We supported our private work with substantial public comms, updating our members through news articles and newsletter updates, live-tweeting the key points of the debates, and giving a platform to a visually impaired member to write a blog for us about her experiences of being refused access to taxis.

We were glad to see the Bill become law and will be focusing now on influencing the implementation of the Bill and the accompanying guidance.

Pavement licensing

The Business and Planning Act 2020 gave Local Authorities temporary powers to grant licenses to businesses (cafes, pubs, restaurants, bars) to allow them to conduct business and place outdoor seating on pavements.

These temporary regulations will expire this year. The Government (Department for Levelling Up, Housing, and Communities - DLUHC) are bringing forward a Bill to make these measures permanent allowing Local Authorities to grant businesses licenses. There will be National conditions that apply to all licenses, including a non-obstruction condition that considers the needs of disabled people. We met with DLUHC to discuss and put forward our points and concerns.



Co-producing policy with our members

As a pan-impairment organisation, we understand the importance of co-producing our policy positions with members to ensure we are campaigning and advocating for solutions that will genuinely and tangibly remove disabling barriers, and not inadvertently create new ones.

We have implemented a new process for developing our policies. This involves holding policy workshops - usually held online over Zoom on a weekday evening to be accessible to as many people as possible.

The workshops are supported by live captions and two British Sign Language interpreters. All materials are sent in advance to participants who request them, including in a large-print version.

We recruit between 8 - 12 disabled people to participate in these workshops, ensuring representation across a range of different impairment groups, backgrounds, and geographic locations across England.

We offer a payment incentive for those who participate (and this is optional to avoid excluding participants who are unable to receive payments due to the impact on benefits.)

The workshops gather some fascinating and brilliant insights from our participants, which we use to inform our policy. We have received some really positive feedback from participants, who remarked that they felt positive and listened to. 'Nothing about us without us' has been one of the central principles of the disability rights movement since its conception, and it is a principle we seek to uphold in all of our work. We work to create co-produced solutions, centring disabled people's voices and paying them for their expertise.



Campaigning for change

It was a brilliant year for campaigning and we have had a number of key successes.

Our manifesto for the London Mayoral Elections

In May 2021, England and Wales went to the polls to vote in the local and Mayoral elections. With the Mayor of London being the Chairman of Transport for London and having a huge influence upon the direction of transport policy in the capital, it was an important election. We published our manifesto for accessible journeys, which had four asks:

1. Put disabled people at the forefront of decision-making
2. Remove barriers to public transport
3. Pave The Way for inclusive streetspace that enables more disabled people to make Active Travel journeys
4. Commit to a culture shift: prioritise accessibility for London's recovery

We promoted our manifesto on social media, which resulted in BBC London asking us to film a piece for TV news. The piece had a really large reach; it was

featured on the front page of the BBC news website and clipped for socials with the Twitter version racking up 13,000 views.

Spotlight on Streetspace and Al Fresco dining

Transport For All have been campaigning for accessible streetspace in Soho for years.

All the way back in 2014, we supported one of our members, Chris Stapleton, to protest the lack of dropped kerbs in the area. After a 4-year campaign, Westminster Council agreed to implement over twenty new kerb drops in the areas Chris had identified. However, years later in early 2021 we found that there were still junctions with no dropped kerbs, and streets cluttered with bins, A-boards, signs and bollards. With the onset of outdoor dining, and with many businesses placing chairs and tables across the whole pavement, entire routes became impassable to many disabled people. We'd had enough, and we took action.



On 5th May 2021, we sent a letter to Westminster Council detailing the many accessibility issues in Soho.

We then launched a public campaign, speaking in the media - with Campaigns Lead, Katie Pennick, speaking to BBC 5 Live, Newscast on BBC Sounds, and The World at One on BBC Radio 4, and our chair, Alan Benson, appearing on ITV news. News articles were written (such as these in The I and the Independent), and we garnered endorsement from our friends at London Travel Watch, RNIB and Guide Dogs, as well as significant support from the general public.

Our team then met with the Leader of Westminster Council, who showed us around Soho to demonstrate the changes they had made in action.

We were very pleased to see much clearer pavements, and routes which had previously been obstructed with chairs and tables were now maintaining 1.5m width gaps. We are proud of the outcome of our work with Westminster, and want to harness this momentum and use it to encourage other local authorities into enacting similar interventions.

To that end, we created an 'Equal Pavements Pledge' - a list of immediate measures that local authorities can put in place to improve the accessibility of the streets as we begin to open up.

Equal Pavements Pledge

Building on the success of our targeted campaigning in Westminster on streetspace, we wanted to encourage more Local Authorities to take action combating the barriers that exist to using pavements and public space. We created the Equal Pavements Pledge - seven promises that local authorities can commit to in order to increase access to streetspace.

We launched the pledge in July and had 94,000 impressions on Twitter. Since then we have been working hard to encourage local authorities to commit to the promises. We are delighted that Local Authorities across the UK are signing up and coupling it with real action.

In September 2021, the City of Edinburgh Council voted to take our Equal Pavements Pledge. The following month they announced their plan to invest more than £1.8 million over the next 5 years on a programme of dropped kerbs, raised crossings, removal of non-accessible chicane gates, and widened routes.

The City of London committed to the pledge in October, stating "Joining this pledge is another way we are developing an inclusive and resilient City that creates jobs and opportunities for people from all backgrounds."

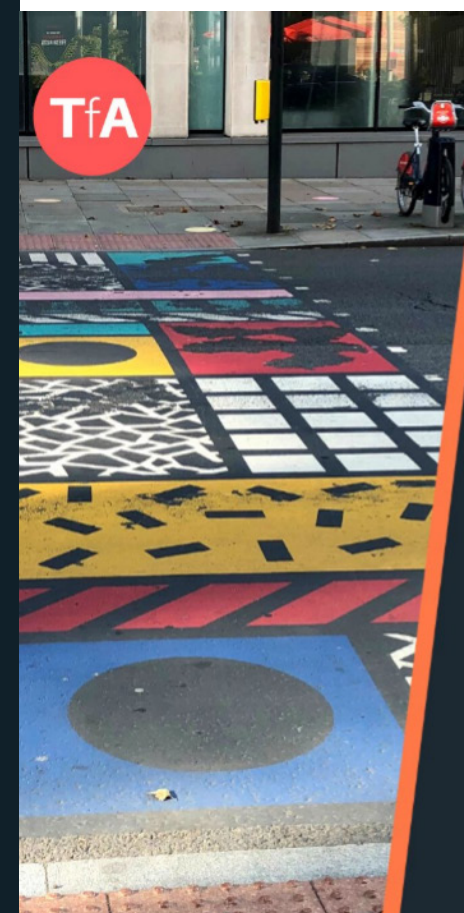
Colourful Crossings campaign

Towards the end of 2021, across the UK we saw more and more examples of 'colourful crossings', where the pedestrian crossing on the road are painted over with brightly coloured, often abstract, artistic designs. We had significant concerns about the safety and accessibility of these schemes.

In September 2021, together with the RNIB and the Alzheimer's Society, we wrote an open letter to the Mayor of London, collecting signatures from 7 different organisations representing disabled people. The letter set out our concerns on the scope and scale of meaningful engagement that had been undertaken with disabled people, and the extent to which that engagement had impacted on the decision to go ahead with the schemes in London. We also explained some of the impacts that the crossings have on disabled people.

We spoke with several London Assembly Members to ask for support, and Sian Berry put forward a question during MQT on 19th October.

Success came when the Mayor responded to our letter, committing to "pause" installation of any further colourful crossings on TfL-owned roads and encouraging Boroughs to do the same while further research is undertaken.



As an autistic and dyspraxic person, crossing the road and walking around cities is quite a difficult task for me, particularly because **I find it very disorientating.**

I've **injured myself multiple times** when there hasn't be enough colour contrast between pavement and road, or when I've been distracted or overwhelmed.

I struggle with sensory sensitivities particularly, therefore I would find **so many different colours on the road** to be even more disorientating than normal and would struggle to focus on crossing the road safely. It could also lead to more **sensory overwhelm and meltdowns** later on.

- Charli Clement

Community and Membership

Membership relaunch

At Transport for All we believe that we are stronger together, and that our voice is louder (and clearer) when we are collaborating. We also know how isolating it can be to be a disabled activist or campaigner, and how exhausting. Our membership scheme exists to enable disabled people to support one another, and to share their lived experience and expertise.

In February 2022 we relaunched our membership, making it free and open to everyone: disabled people, older people, and anyone with an interest in accessible transport can now be part of our movement. Members have the chance to get involved with Transport for All in lots of different ways...

Information and updates

Members receive our exclusive e-newsletter, full of up to date information on services, policy and breaking news on accessible transport. Members are the first to find out about our TravelTalks online events too.

Campaigning

Members have access to our campaigner networks where disabled activists share skills, expertise, knowledge, and contacts.

Share your story

Members have opportunities to join our pool of writers and speakers who write blogs for Transport for All, appear on our podcasts, and talk on our social media channels.

Take part in research

Members are the first to hear about research opportunities, including taking part in surveys, focus groups and consultations.

Voting rights

Members are invited to our Biennial General Meetings where they can elect members of our Board of Trustees and have a say on the direction of the organisation.

Fundraising

We support members to fundraise for Transport for All.

Members of Transport for All are asked to support our inclusive, pan-impairment, approach to making change.

This means acknowledging that disabled people's views, preferences and access requirements are diverse, and can sometimes conflict - so it's vital that our membership is a space for a wide variety of opinions, voices and perspectives.

Relaunching the membership programme was an organisation-wide project, including:

- Developing a new categorisation system for the data we collect (impairment categories, age ranges, geographic location).
 - Overhauling the membership sign-up process, consolidating and reducing the types of data we collect on our members.
 - Creating new membership sign up forms. We then hired an accessibility expert to review and edit the online code for the forms to ensure they are compliant with WCAG 2.1.
 - Creating a new back-end process to ensure all data collected through the forms gets correctly imported into our CRM system (using third party API integration).
- Completely rewriting our Privacy Policy to be GDPR compliant and reflect the types of data we collect from all the people we interact with.
 - Producing alternative accessible formats of the Privacy Policy including a BSL version, EasyRead version, and audio version.
 - Created a new 'phone tree' for callers to our main number, with recorded messages ensuring we get correct permissions to collect data from callers.



Transport for All's Blog: The Platform

In February 2022 we launched our new members blog, The Platform, putting a spotlight on disabled campaigners in the world of transport and accessibility.

The Platform is home to stories written by our members and other campaigners about their lived experiences of using transport and streets as a disabled person.

We offer a thank you payment to blog writers, recognising the time and expertise they put into the blog.

The first post was a personal account from Madeline, a visually impaired person who travels with her assistance dog, where she shared her experiences of using taxis.

“It shouldn't be necessary to be ready to record an argument, when all you want to do is go somewhere in a taxi.”

- Madeline



Information and Advice

Throughout 2021-22 we continued to support the disabled community by offering advice on accessible transport via our helpline and casework services. Our casework service works England-wide, while our helpline is currently focused on travel within London and the Southeast - reflecting the historic focus of our work in this region. Our ambition is to grow this part of our work as we expand our reach across the country.

Our friendly team provide information and advice on a range of transport issues. This includes:

- Accessible journey planning and guidance
- Applying for concessionary schemes
- Taking forward complaints to transport providers
- Talking through concerns and questions
- Encouraging disabled people to raise transport-related issues with their local authorities to promote long-term change.

Providing this service ensures that Transport for All know, first-hand, the issues, trends and barriers that disabled and older people face.

Key themes

Many disabled people did not feel comfortable traveling on public transport due to the Covid-19 pandemic for much of this year.

Instead, our helpline users wanted to find out more about Door-to-Door options available to them. This was reflected in the calls and e-mails we received. For our London travel enquiries, concerns about Door-to-Door transport in London were the most prevalent this year: we had 297 enquiries about Taxicard and 98 enquiries about Dial-A-Ride.

The team also answered many questions about concessionary schemes for disabled and older people:

55 people enquired about the 60+ London Oystercard and 44 people had questions about the Disabled Person's Freedom Pass.

Blue Badge enquiries were the fifth most common, with 25 enquiries.

Casework Highlight

We supported Andrea, carer to her son David, who has multiple impairments, with an application for her son's Taxicard.

Andrea contacted our helpline in late summer of 2021 when she found about the Taxicard scheme in London. She felt that it would be a great travel option for her son David, who recently turned 18, is neurodivergent, and has a learning disability.

Andrea wanted David to have a Taxicard to gain more independence whilst traveling, as public transport was not an option for him, due to severe sensory overload in public spaces. Andrea struggled with applying for Taxicard, as her council were hesitant to help, despite David receiving appropriate benefits to be eligible for Taxicard. Andrea found Transport for All online, and was hoping that the team could help David through our specialist Casework service.

We helped Andrea with a supporting letter for David's new application, highlighting the fact that the council failed to consider the reasons why he needs a Taxicard. For many neurodivergent people, public transport is simply not an option, which is why Door-to-Door schemes like Taxicard are essential.

Upon finding out about other door-to-door travel options in London, Andrea was also encouraged to have a conversation with David about applying for Dial-A-Ride - another door-to-door travel option for disabled people in London.



Training and Consultancy

In 2021-22 we significantly grew our Access Partner consultancy model, working towards our ambition to change the culture of transport and street design for the long term. The programme challenges the sector status quo, and seeks to bring about long-term cultural change by modelling a progressive and proactive approach to consultation and engagement.

Our Access Partner services include:

- Equality Impact Assessment (EqIA) guidance and training
- Disability Equality Training (DET) - online and onsite
- Research, including focus groups and user testing
- Communications and content production
- Ad hoc advice and guidance.

In 2021-22 we:

- Delivered Disability Equality Training to 223 people across 11 organisations, including Local Authorities, micromobility providers, transport consultancies, taxi and Private Hire Vehicle companies, and national charities.
- Delivered Equality Impact Assessment workshops to 27 people across 3 organisations.
- Created opportunities for over 100 disabled people to take part in paid engagement with transport decision makers across a range of Local Authorities, to influence transport schemes and services.



Thank You

We are grateful to everyone who has supported our work during 2021-22. We couldn't do this work without the support of our members, donors and partners.

Thank you to:

- Our regular givers, who kindly donate every month to Transport for All
- Everyone who has donated both large and small amounts this year
- Our grant funders during 2021-22, including: Tudor Trust, Esmee Fairbairn Foundation, Trust for London, The Fore, National Lottery Community Fund.

Accounts and Governance

Who we are

The name of the Charity is Transport for All. It is a company limited by guarantee registered in England and Wales (number 3337948) and a registered charity number 1063733. Its governing document is its Memorandum and Articles of Association.

Details for the financial year (March 2021-April 2022)

Board Of Trustees:

- Alan Benson** (Co-Chair)
- Karl Farrell**
- Luisa Ferreira**
- Jeff Harvey**
- Bhavini Makwana** (Co-Chair)
- Chris Mason** (Treasurer)
- Mohammed Moshan Ali** (resigned April 2021)
- Patrick Roberts** (resigned May 2021)
- Glyn Kyle** (appointed May 2021)
- Kirsty Hoyle** (appointed October 2021)

Executive Officers:

- CEO: Kirsty Hoyle** (left August 2021)
- CEO: Caroline Stickland** (appointed March 2022)

Details for the reporting year (March 2021-November 2022)

Board Of Trustees:

- Alan Benson** (Co-Chair)
- Karl Farrell**
- Luisa Ferreira**
- Jeff Harveys**
- Bhavini Makwana** (Co-Chair)
- Chris Mason** (Treasurer)
- Mohammed Moshan Ali** (resigned April 2021)
- Patrick Roberts** (resigned May 2021)
- Glyn Kyle** (appointed May 2021)
- Kirsty Hoyle** (appointed October 2021)
- Hugo Finley** (appointed May 2022, resigned August 2022)

Executive Officers:

- CEO: Kirsty Hoyle** (left August 2021)
- CEO: Caroline Stickland** (appointed March 2022)



Structure, governance and management

The Charity engages the professional services of:

Professional Advisors:

Dennis and Turnbull

Swatton Barn
Badbury
Swindon
SN4 0EU

Principal Office:

336 Brixton Road
London
SW9 7AA

Solicitors:

Russell Cooke

2 Putney Hill
London
SW15 6AB

Independent Examiner:

Haines Watts, Chartered Accountants

Old Station House
Station Approach
Newport Street
Swindon
SN1 3DU

Bankers:

Unity Trust Bank

9 Brindleyplace
4 Oozells Square
Birmingham
B1 2HB

Transport for All is the current legal name of the organisation known as Transport for All. It is a membership organisation of individual and organisational members. The individual members are majority disabled and older people. Affiliates are mostly disability and / or older people's sector organisations, which share the objectives of Transport for All.

The trustees who served during the year are shown on page 28. Trustees are appointed at the biennial general meeting but can be co-opted onto the Board during the year. There is an induction process for all new members of staff, which also includes new trustee induction. This includes information on the responsibilities of a trustee and a full induction programme about the charity.

The board of Trustees met eight times during the year, discussing all aspects of the charity's work and finances.

Members of the Board must declare any potential conflicts of interest at each meeting; no Board member has undertaken work for the organisation in a professional capacity beyond their normal role.

The Trustees have a duty to identify and review the risks to which the charity is exposed and to ensure appropriate controls are in place to provide reasonable assurance against fraud and error.

The Trustees are responsible for the governance of the organisation; they approve policy, work plans, and strategy on a regular basis, as well as monitoring the finances through regular updates. The day-to-day running of the charity is delegated to the CEO of the organisation.

The officers of the charity are the Trustees, including the Co-Chairs and the Treasurer. The Co-Chairs have power to take necessary decisions between Board meetings, and to authorise expenditure up to a maximum of £2,000. The CEO is supervised by the Chair. We undertake financial risk assessments on an annual basis, as part of the process of setting budgets and monitoring expenditure.

Objectives and Activities

The charity is controlled by its governing document, a deed of trust, and constitutes a limited company, limited by guarantee, as defined by the Companies Act 2006.

The charity's objects as defined in its Memorandum and Articles of Association are "for the public benefit to assist and meet the needs of disabled and older people through the promotion of a comprehensive accessible transport system".

The charity has referred to the guidance contained in the Charity Commission's general guidance on public benefit when reviewing its aims and objectives and in planning its future activities.

Statement of Board of Trustees' Responsibilities

The trustees (who are also directors of the charity for the purposes of company law) are responsible for preparing the Trustees' Annual 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 2015 (FRS 102);
- 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 operation.

The trustees are responsible for keeping adequate 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.

In so far as the trustees are aware:

- There is no relevant audit information of which the charitable company's auditor is unaware; and
- The trustees have taken all steps that they ought to have taken to make themselves aware of any relevant audit information and to establish that the auditor is aware of that information.

Transport for **All**

Registered charity number: 1063733

Company No. 3337948

Financial Review

The trustees who are also directors of the charity for the purposes of the Companies Act 2006, present their report with the financial statements of the charity for the year ended 31 March 2022. The trustees have adopted the provisions of 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).

Reserves Policy

At the year end the charity held total funds of £51,397 (2021 - £43,414). £38,597 were unrestricted funds and £12,800 were restricted funds at 31 March 2022.

The charity aims in the long term to have unrestricted reserves not invested in tangible assets to cover a minimum of three to six months' operating expenditure. At current levels of activity this would amount to some £50,000. At this level the Board feels it could sustain the work of the charity in the event of a significant drop in funding, whilst seeking replacement funding or restructuring its activities. The charity continually seeks new sources of funding to ensure long term stability. At 31 March 2022 free reserves amounted to £35,599. The charity is working towards holding free reserves in line with the policy above.

Trustees have reviewed the risks of the charity and have procedures in place to mitigate them.

Future Plans

In 2022-23 we believe the work of Transport for All will be as vital as ever. We will focus on growing our reach and impact - expanding the work we do to influence decision makers at a national and local level, and to raise awareness of our work with the public. And we'll continue to grow our community, building our membership across the UK. We'll also be looking ahead to 2023-24 which marks 40 years since Transport for All began - a time to celebrate the achievements of campaigners during that time, and to reflect on the campaigns not yet won.

9 February 2023

Approved by order of the board of trustees on and signed on its behalf by:



.....
C Mason - Trustee

**INDEPENDENT EXAMINER'S REPORT TO THE TRUSTEES OF
TRANSPORT FOR ALL**

Independent examiner's report to the trustees of Transport For All ('the Company')

I report to the charity trustees on my examination of the accounts of the Company for the year ended 31 March 2022.

Responsibilities and basis of report

As the charity's trustees of the 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').

Having satisfied myself that the accounts of the 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 your charity'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 statement

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:

1. accounting records were not kept in respect of the Company as required by Section 386 of the 2006 Act; or
2. the accounts do not accord with those 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.

S Plumb ACA

S Plumb ACA
Haines Watts Chartered Accountants and Statutory Auditors
Old Station House
Station Approach
Newport Street
Swindon
Wiltshire
SN1 3DU

Date: *9 Feb 2023*

TRANSPORT FOR ALL

STATEMENT OF FINANCIAL ACTIVITIES FOR THE YEAR ENDED 31 MARCH 2022

	Notes	Unrestricted funds £	Restricted funds £	2022 Total funds £	2021 Total funds £
INCOME AND ENDOWMENTS FROM					
Donations and legacies	5	118,638	59,550	178,188	113,544
Other income		<u>42,970</u>	<u>-</u>	<u>42,970</u>	<u>60,435</u>
Total		<u>161,608</u>	<u>59,550</u>	<u>221,158</u>	<u>173,979</u>
EXPENDITURE ON					
Charitable activities	6				
Advice, Advocacy and Projects		53,464	33,516	86,980	82,192
Outreach, Voice and Campaigns		39,000	10,659	49,659	73,073
Strategy, Management and Support		<u>40,614</u>	<u>35,922</u>	<u>76,536</u>	<u>46,434</u>
Total		<u>133,078</u>	<u>80,097</u>	<u>213,175</u>	<u>201,699</u>
NET INCOME/(EXPENDITURE)		28,530	(20,547)	7,983	(27,720)
TRANSFERS BETWEEN FUNDS		(33,347)	33,347	-	-
RECONCILIATION OF FUNDS					
Total funds brought forward		<u>43,414</u>	<u>-</u>	<u>43,414</u>	<u>71,134</u>
TOTAL FUNDS CARRIED FORWARD		<u><u>38,597</u></u>	<u><u>12,800</u></u>	<u><u>51,397</u></u>	<u><u>43,414</u></u>

The notes form part of these financial statements

TRANSPORT FOR ALL

BALANCE SHEET
31 MARCH 2022

	Notes	Unrestricted funds £	Restricted funds £	2022 Total funds £	2021 Total funds £
FIXED ASSETS					
Tangible assets	8	2,998	-	2,998	6,373
CURRENT ASSETS					
Debtors	9	5,157	-	5,157	7,891
Cash at bank		<u>56,432</u>	<u>12,800</u>	<u>69,232</u>	<u>46,593</u>
		61,589	12,800	74,389	54,484
CREDITORS					
Amounts falling due within one year	10	(25,990)	-	(25,990)	(17,443)
		_____	_____	_____	_____
NET CURRENT ASSETS		<u>35,599</u>	<u>12,800</u>	<u>48,399</u>	<u>37,041</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		38,597	12,800	51,397	43,414
		_____	_____	_____	_____
NET ASSETS		<u>38,597</u>	<u>12,800</u>	<u>51,397</u>	<u>43,414</u>
FUNDS	11				
Unrestricted funds				38,597	43,414
Restricted funds				<u>12,800</u>	_____
TOTAL FUNDS				<u>51,397</u>	<u>43,414</u>

TRANSPORT FOR ALL**BALANCE SHEET - continued
31 MARCH 2022**

The charitable company is entitled to exemption from audit under Section 477 of the Companies Act 2006 for the year ended 31 March 2022.

The members have not required the company to obtain an audit of its financial statements for the year ended 31 March 2022 in accordance with Section 476 of the Companies Act 2006.

The trustees acknowledge their responsibilities for

- (a) ensuring that the charitable company keeps accounting records that comply with Sections 386 and 387 of the Companies Act 2006 and
- (b) preparing financial statements which give a true and fair view of the state of affairs of the charitable company as at the end of each financial year and of its surplus or deficit for each financial year in accordance with the requirements of Sections 394 and 395 and which otherwise comply with the requirements of the Companies Act 2006 relating to financial statements, so far as applicable to the charitable company.

These financial statements have been prepared in accordance with the provisions applicable to charitable companies subject to the small companies regime.

The financial statements were approved by the Board of Trustees and authorised for issue on 9 February 2023 and were signed on its behalf by:


.....
C Mason - Trustee

TRANSPORT FOR ALL**NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2022****1. ACCOUNTING POLICIES****BASIS OF PREPARING THE FINANCIAL STATEMENTS**

The financial statements of the charitable company, which is a public benefit entity under FRS 102, have been prepared in accordance with the Charities SORP (FRS 102) '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)', Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' and the Companies Act 2006. The financial statements have been prepared under the historical cost convention.

INCOME

All income is recognised in the Statement of Financial Activities once the charity has entitlement to the funds, it is probable that the income will be received and the amount can be measured reliably.

EXPENDITURE

Liabilities are recognised as expenditure as soon as there is a legal or constructive obligation committing the charity to that expenditure, 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 accounted for on an accruals basis and has been classified under headings that aggregate all cost related to the category. Where costs cannot be directly attributed to particular headings they have been allocated to activities on a basis consistent with the use of resources.

TANGIBLE FIXED ASSETS

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

Plant and machinery - 25% straight line basis

Computer equipment - 33% straight line basis

TAXATION

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

FUND ACCOUNTING

Unrestricted funds can be used in accordance with the charitable objectives at the discretion of the trustees.

Restricted funds can only be used for particular restricted purposes within the objects of the charity. Restrictions arise when specified by the donor or when funds are raised for particular restricted purposes.

Further explanation of the nature and purpose of each fund is included in the notes to the financial statements.

PENSION COSTS AND OTHER POST-RETIREMENT BENEFITS

The charitable company pays 6% as an employer contribution into Personal Pension Plans chosen by individual employees. Contributions payable to the pension scheme are charged to the Statement of Financial Activities in the period to which they relate.

DEBTORS AND PREPAYMENT

Trade and other debtors are recognised at the settlement amount due after and trade discount. Prepayments are valued at the amount prepaid net of any discount.

CREDITORS AND PROVISIONS

Creditors and provisions are recognised where the charity has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount to settle the obligation can be measured or estimated reliably.

GOING CONCERN

There are no material uncertainties about the charity's ability to continue.

2. NET INCOME/(EXPENDITURE)

Net income/(expenditure) is stated after charging/(crediting):

	2022	2021
	£	£
Independent Examiners fee	2,000	1,860
Depreciation - owned assets	<u>3,375</u>	<u>4,897</u>

3. TRUSTEES' REMUNERATION AND BENEFITS

There were no trustees' remuneration or other benefits for the year ended 31 March 2022 nor for the year ended 31 March 2021.

TRUSTEES' EXPENSES

	2022	2021
	£	£
Trustees' expenses	<u>-</u>	<u>172</u>

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS - continued FOR THE YEAR ENDED 31 MARCH 2022

4. STAFF COSTS

	2022	2021
	£	£
Wages and salaries	111,651	119,646
Social security costs	6,281	7,598
Other pension costs	<u>5,175</u>	<u>7,077</u>
	<u>123,107</u>	<u>134,321</u>

The average monthly number of employees during the year was 5 (2021: 5).

Administrative salaries have been directly allocated to projects on which time was spent.

No members of the Committee of Trustees received reimbursed expenses during the year.

Key management personnel include all persons that have authority and responsibility for planning, directing and controlling the activities of the charity. The total compensation paid to key management personnel for services provided to the charity was £45,390 (2021:£64,952).

No employees received emoluments in excess of £60,000.

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS - continued FOR THE YEAR ENDED 31 MARCH 2022

5. VOLUNTARY INCOME

	2022	2021
	£	£
Donations & gifts including membership	12,654	14,435
Grants	<u>162,938</u>	<u>99,109</u>
	<u>178,188</u>	<u>113,544</u>

Grants received, included in the above, are as follows:

	2022	2021
	£	£
Trust for London	40,000	73,468
National Lottery Community Fund	9,200	-
Edward Gostling Foundation	3,000	-
Ove Arup	9,050	-
Esmée Fairbairn	52,500	-
Allen and Overy	5,000	-
Tudor Trust	30,000	-
The Fore	6,050	-
Anton Jurgens	5,000	-
JCRS	1,138	15,641
Covid-19 Response Fund	-	10,000
Other	<u>2,000</u>	<u>-</u>
	162,938	99,109

6. CHARITABLE ACTIVITIES COSTS

	Staff costs	Depreciation	Other	Total
	£	£	£	£
Advice, Advocacy & Projects	51,837	1,125	23,018	80,980
Outreach, Voice & Campaigns	13,478	1,125	41,056	55,659
Strategy, Management & Support	<u>57,791</u>	<u>1,125</u>	<u>17,620</u>	<u>76,536</u>
	<u>123,106</u>	<u>3,375</u>	<u>86,694</u>	<u>213,175</u>

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS - continued
FOR THE YEAR ENDED 31 MARCH 2022

7. COMPARATIVES FOR THE STATEMENT OF FINANCIAL ACTIVITIES

	Unrestricted funds £	Restricted funds £	Total funds £
INCOME AND ENDOWMENTS FROM			
Donations and legacies	47,544	66,000	113,544
Other income	<u>60,435</u>	<u>-</u>	<u>60,435</u>
Total	<u>107,979</u>	<u>66,000</u>	<u>173,979</u>
EXPENDITURE ON			
Charitable activities			
Advice, Advocacy and Projects	35,819	46,373	82,192
Outreach, Voice and Campaigns	24,183	48,890	73,073
Strategy, Management and Support	<u>30,623</u>	<u>15,811</u>	<u>46,434</u>
Total	<u>90,625</u>	<u>111,074</u>	<u>201,699</u>
NET INCOME/(EXPENDITURE)	17,354	(45,074)	(27,720)
Transfers between funds	<u>(45,074)</u>	<u>45,074</u>	<u>-</u>
Net movement in funds	(27,720)	-	(27,720)
RECONCILIATION OF FUNDS			
Total funds brought forward	71,134	-	71,134
	<u> </u>	<u> </u>	<u> </u>
TOTAL FUNDS CARRIED FORWARD	<u>43,414</u>	<u>-</u>	<u>43,414</u>

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS - continued
FOR THE YEAR ENDED 31 MARCH 2022

8. TANGIBLE FIXED ASSETS

	Plant and machinery £	Computer equipment £	Totals £
COST			
At 1 April 2021 and 31 March 2022	<u>16,541</u>	<u>47,568</u>	<u>64,109</u>
DEPRECIATION			
At 1 April 2021	13,689	44,047	57,736
Charge for year	<u>826</u>	<u>2,549</u>	<u>3,375</u>
At 31 March 2022	<u>14,515</u>	<u>46,596</u>	<u>61,111</u>
NET BOOK VALUE			
At 31 March 2022	<u>2,026</u>	<u>972</u>	<u>2,998</u>
At 31 March 2021	<u>2,852</u>	<u>3,521</u>	<u>6,373</u>

9. DEBTORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2022 £	2021 £
Trade debtors	3,350	3,595
Other debtors	-	2,550
Prepayments	<u>1,807</u>	<u>1,746</u>
	<u>5,157</u>	<u>7,891</u>

10. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2022 £	2021 £
Trade creditors	1,410	6,320
Social security and other taxes	3,354	3,286
VAT	15,896	-
Other creditors	62	4,117
Accrued expenses	<u>5,268</u>	<u>3,720</u>
	<u>25,990</u>	<u>17,443</u>

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS - continued
FOR THE YEAR ENDED 31 MARCH 2022

11. MOVEMENT IN FUNDS

	At 1.4.21 £	Net movement in funds £	At 31.3.22 £
Unrestricted funds			
General fund	<u>43,414</u>	<u>(4,817)</u>	<u>38,597</u>
	43,414	(4,817)	38,597
Restricted funds			
Funds – see below	-	12,800	12,800
	—	—	—
TOTAL FUNDS	<u>43,414</u>	<u>7,983</u>	<u>51,397</u>

11. MOVEMENT IN FUNDS - continued

Net movement in funds, included in the above are as follows:

	Incoming resources £	Resources expended £	Movement in funds £
Unrestricted funds			
General fund	161,608	(133,078)	28,530
Lottery Fund Unrestricted	—	—	—
	161,608	(133,078)	28,530
Restricted funds			
Funds – see below	59,550	(80,097)	(20,547)
	—	—	—
TOTAL FUNDS	<u>221,158</u>	<u>(213,175)</u>	<u>7,983</u>

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS - continued FOR THE YEAR ENDED 31 MARCH 2022

11. MOVEMENT IN FUNDS - continued

Breakdown of restricted funds as follows:

	Incoming Resources	Resources Expended	Surplus/ Deficit	Transfer from unrestricted funds	Restricted fund c/f
	£	£	£	£	£
Trust for London	40,000	71,020	(31,020)	31,020	-
Edward Gostling Fdn	3,000	5,327	(2,327)	2,327	-
Ove Arup	9,050	-	9,050	-	9,050
Esmée Fairbairn	7,500	3,750	3,750	-	3,750
Total	59,550	80,097	(20,547)	33,347	12,800

Trust for London: Towards salaries for phone line and advice services

Edward Gostling Fdn: Towards operating costs of phone line and advice services

Ove Arup: Towards research into accessibility and the built environment

Esmée Fairbairn Foundation: Towards communications support

Comparatives for movement in funds

	At 1.4.20 £	Net movement At in funds £	Transfers between funds £	31.3.21 £
Unrestricted funds				
General fund	71,134	(122,591)	82,265	30,808
Disability Equality Training	-	12,606	-	12,606
	71,134	(109,985)	82,265	43,414
Restricted funds				
Trust Of London	-	72,999	(72,999)	-
City Bridge Trust - Way Ahead	-	9,266	(9,266)	-
	-	82,265	(82,265)	-
TOTAL FUNDS	<u>71,134</u>	<u>(27,720)</u>	<u>-</u>	<u>43,414</u>

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS - continued FOR THE YEAR ENDED 31 MARCH 2022

Comparative net movement in funds, included in the above are as follows:

	Incoming Movement resources £	Resources expended £	in funds £
Unrestricted funds			
General fund	68,916	(191,507)	(122,591)
Disability Equality Training	<u>21,645</u>	<u>(9,039)</u>	<u>12,606</u>
	90,561	(200,546)	(109,985)
Restricted funds			
Trust Of London	73,469	(470)	72,999
City Bridge Trust - Way Ahead	<u>9,949</u>	<u>(683)</u>	<u>9,266</u>
	<u>83,418</u>	<u>(1,153)</u>	<u>82,265</u>
TOTAL FUNDS	<u>173,979</u>	<u>(201,699)</u>	<u>(27,720)</u>

12. RELATED PARTY DISCLOSURES

There were no related party transactions for the year ended 31 March 2022.