

TRANSPORT FOR ALL IMPACT REPORT AND ACCOUNTS: 2022-23

Impact Report and Accounts for the year ended 31st March 2023

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Registered charity number: 1063733

Company number. 03337948

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Our work

Transport for All is the only disabled-led group exclusively 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 seek to:

- Inform, educate, and challenge transport providers 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 Service - providing advice and support for disabled people across our community.
- Training and Consultancy - developing long-term behavioural and system change through disabled-led paid consultancy.
- Research and Campaigns – upholding Transport for All as the leading voice on barriers to transport, challenging both societal and structural barriers through evidence-based policy campaigns and strategic stakeholder relationships.
- Community and Membership – connecting our grassroots movement of members across the country.

Influencing policy

London Dial-a-Ride research

In Spring 2022 we teamed up with Age UK London to investigate the experiences of Dial-a-Ride users, including the importance of Dial-a-Ride as well as improvements that could be made to the service.

The focus on Dial-a-Ride was driven by the high number of casework enquiries we have received about the scheme – this year we worked on more cases relating to door-to-door transport than any other mode or scheme.

We published our joint report: “Dial-a-Ride: From Door to More”, outlining the positive and negative experiences of 14 Dial-a-Ride users and highlighting potential areas for improvement.

We found that the Dial-a-Ride service is highly valued by disabled and older Londoners for whom it provides a sense of independence. At the same time, our research also revealed frustrations with the service due to long waiting times, late arrivals, distance restrictions, and inefficient routes.

On July 31st 2022, soon after publication of the report, Age UK London and Transport for All led a group of 8 of the research participants to London’s City Hall – home to the London Assembly – to speak directly to the decision-makers in charge of Dial-a-Ride to share their personal experiences and lobby for change.

The aim of the meeting was for Dial-a-Ride users to share their experiences directly with Transport for London. During the meeting we presented our recommendations to James Mead, General Manager for Dial-a-Ride. The Dial-a-Ride users spoke powerfully about how the issues impacted them, and James Mead, representing TfL responded to each recommendation.

In February 2023, Deputy Mayor for Transport Seb Dance wrote to us to set out several improvements to the Dial-a-Ride service that Transport for London were planning to deliver. Among the improvements are:

- Recruiting additional drivers to increase service levels
- Restoring operating hours to Midnight (as they were pre-pandemic)
- Introducing a new booking system

We welcomed these improvements and will be working closely with our members and the research participants to monitor and track progress, to ensure the changes have impact.

Disabled Citizens' Inquiry

In Summer 2022 we worked with Sustrans to undertake UK-wide research funded by Motability. This research looked at how disabled people experience walking and wheeling in the UK. It provides recommendations made by disabled people to help decision-makers, and local and national government transport and planning teams make places and streets better for people.

We held four two-day citizens' workshops with disabled people across the UK, where disabled people came together to share their experiences, explore barriers on the street locally, and to suggest and design solutions for change. These solutions were then tested and refined with practitioners from the transport sector and disability organisations across the UK. The workshop facilitators, and many of the practitioners and delivery team members were also disabled people. Finally, the solutions that disabled people had developed were reviewed by the wider public through an independent representative survey of disabled people living across the UK.

The report was launched in Spring 2023 at Parliament, where disabled people who had joined the workshops spoke directly to the Minister for Active Travel to call for change.

Accessible Transport Survey

Many aspects of the transport sector and passenger experience have been researched over a long period of time. Travel patterns and behaviours are understood very well. But we think something is missing from the data – the experiences of disabled people. That is why we created The Accessible Transport Survey.

In late 2022 we ran a new survey to gather data about the reality for disabled people using transport and streets; our experiences, the specific barriers we face, and priorities for the future. The survey ran for 6 weeks, and 528 people took part, writing a total of over 196,000 words! The responses have been carefully analysed and the findings will be published in 2023.

We will be using the report's findings and recommendations to campaign for change, ensuring that disabled people's experiences and voices are heard by industry and are at the heart of decision-making. The responses from the survey will directly shape our strategy and priorities at Transport for All.

Campaigning for change

Ticket office closures

In April 2022, Government plans for the mass shut down of rail ticket offices across the UK were leaked to the press.

Since then, we have been meeting with key decision makers in government and industry, as well as other DPO's, unions, and campaigning groups to voice our opposition to the plans, which we believe will have a disproportionately negative impact on disabled people.

While the plans were still on the table at the end of 2022-23, our work during the year served to draw attention to their potential impacts and build public opinion in support of our campaign.

1. Joint letter to the Secretary of State

In August 2022 we wrote directly to the then Secretary of State for Transport, Grant Shapps, to set out our concerns about the proposals. The letter addressed the impacts ticket office closures would have on our community's ability to access rail services, and was cosigned by 15 organisations representing Deaf and disabled people: Transport for All, Scope, WinVisible, Wheels for Wellbeing, Royal Association for Deaf people, RNID, MS Society, Leonard Cheshire, Sisters of Frida, RNIB, Chronic Illness Inclusion, Disability Rights UK, The Access Association, Thomas Pocklington Trust, and Guide Dogs.

2. Raising voices across the rail industry

Ticket office closures have also been a key part of the dispute between rail operators and unions. In November 2022, alongside the RMT and other disabled people's organisations we sent an open letter to Conservative MPs, calling on them to oppose the policies of their government.

3. Taking our campaign to power holders

In the following months we met with decision-makers across the rail industry, including the Rail Delivery Group, Office of Rail and Road, and the passenger bodies (Transport Focus and London TravelWatch) and made it clear that we will continue to fight against these reforms.

5. Garnering support through press and media

The Ticket Office closures story has been widely reported in the press, and we have worked hard to ensure the accessibility angle is included and that disabled voices are platformed.

6. Showing the impact

Seema, 22, Oxford

“My local station in Oxfordshire has had its ticket office hours reduced, meaning it is now totally unstaffed on Sunday afternoons. I use a wheelchair so there needs to be staff on hand to get the ramp out so I can board the train. Now if I want to travel on Sunday afternoons, I can’t simply turn up at the station, I have to pre-book Passenger Assistance in advance, and even then sometimes it doesn’t work and no staff show up, leaving me stranded on the platform. One time I was on a platform with no staff, and the train came but the conductor didn’t spot me, so it left without me. I tried using the Help Point but they said there was nothing they could do as it was “out of staff hours”. It has made getting the train at these times a total nightmare – I can’t travel spontaneously and have to book in advance which is not always possible when plans change.”

Rowan, 32, London

“If all ticket offices were to close, then it would be impossible for me to travel as I am unable to use the complex ticket machines to purchase tickets using my Disabled Persons Railcard and Freedom Pass up to boundary 9 (formerly zone 6) to receive the appropriate discount for journeys beyond boundary 9. I am now totally blind with no useful eyesight and use 2 powerful hearing aids as I also have severe hearing loss. The only way I can obtain a ticket would be to present myself at the ticket office and to pay for the ticket with a member of staff at the desk and there is usually a loop system for hearing aids users so that I am able to communicate more easily. I need a member of station staff to use the ticket machine for me to obtain the right ticket at the right price and to assist me through the barrier enabling access onto the train.”

Raising awareness

During the year, our reach across social media grew steadily. By the end of the year:

- ➔ Our total number of fans and followers across all social media channels was 30,000 (up 30% from 2021-22)
- ➔ Our page and profile reach across all channels was 50,000 (up 988% from 2021-22)
- ➔ Our post impressions across all channels was 3 million impressions (up 2.3m from 2021-22)

Community and Membership

Crossrail Campaign: 10 years on

May 2022 saw the opening of the much-anticipated Elizabeth Line – formerly known as Crossrail. In November 2014, the Department of Transport announced that all 41 stations along the Elizabeth Line would be made step-free, following a hugely successful campaign from Transport for All, resulting in £33 million of additional funding. Without the commitment of these campaigners, the service would look very different.

When the Crossrail designs were first drawn up, seven stations along the line were planned to have no lifts or step-free access: Hanwell in Ealing, Manor Park and Maryland in Newham, Seven Kings in Redbridge, and Iver, Langley and Taplow to the West of London. Transport for All, with our members and a wider community of disabled campaigners, campaigned hard to prevent this from happening.

Together we ran a hugely successful campaign combining political tactics, including lobbying MPs, bringing an Early Day Motion to Parliament, and direct action in the form of rallies and protests. The campaign means that all 41 stations along the line now have some degree of step-free access, either via level boarding or using a manual boarding ramp.

We were invited to speak at the Line's launch to mark the vital role of disabled people in influencing its design. Transport for All continues to call on decision makers to strive for greater accessibility, and we believe the next big transport infrastructure project can and should push even further forward, by building accessibility into designs right from the start.

Member meetings

We held quarterly events to meet together as a community, celebrate successes, and plan activity to address access barriers. These events were a blend of onsite, online, and hybrid, to ensure as many members as possible from across the country could take part. At the end of 2022-23 we had 947 members.

Spring 2022: Our Biennial Member Meeting took place in May 2022 over Zoom. Members joined to review the work of the organisation since February 2020. Mark Wild, CEO of Crossrail, spoke about the accessibility of the new Elizabeth Line, and paid tribute to the work of campaigners in influencing this.

Summer 2022: We held a special hybrid event to celebrate the campaigners and other supporters who fought for improved access to London's Elizabeth Line. The commemoration event was held on Level 39 at Canary Wharf, and was kindly

supported by the Canary Wharf Group (CWG) with free room hire, lunch and refreshments and volunteer support from the CWG Disability Equality Network. 53 people joined onsite, with 13 attending online.

Winter 2022: In November 2022, we held an onsite meet up for London based members at our headquarters in Brixton. We met together, shared lunch, and spoke about our experiences of accessing transport.

Spring 2023: This hybrid meeting was held both in Kings Cross, North London, and online. 37 people joined to hear from Seb Dance, Deputy Mayor for Transport, and to raise issues around bus accessibility, Freedom Pass changes, and step-free access.

Disability History

To coincide with Transport for All's 40th birthday in 2023, in Spring 2022 we received funding from the National Lottery Heritage Fund to build an archive to discover and celebrate the history of the accessible transport movement.

The entire project, and the things we create from it, will be designed and produced in conjunction with Disabled people. This involves creating an online home for the archive, researching the history of the movement, and digitising physical items such as documents, photos, and placards.

The Disability History Group, made up of 10 members, began working together in September 2022 to direct the project, and steer decisions about building the archive sharing its stories.

Information and Advice

Throughout 2022-23 we continued to support the disabled community by offering advice on accessible transport via our helpline and casework services. Our casework service works UK-wide, while our helpline is currently focused on travel within London and the Southeast of England – 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:

- ➔ 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 and transport providers to promote long-term change.

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

Key issues

Concerns about Door-to-Door transport were the most prevalent again this year: we had 152 enquiries about Taxicard and 94 enquiries about London Dial-A-Ride. The team also answered many questions about concessionary schemes for disabled people: 33 people had questions about the Disabled Person's Freedom Pass, while 13 people needed advice on Blue Badge enquiries.

Casework highlight

Hazel* reached out to Transport for All seeking advice for her brother Lucas*. Lucas has a mobility impairment and learning disabilities, and regularly attends a day centre. Lucas recently started using a wheelchair, and the day centre is no longer able to provide transport as their vehicles are not wheelchair accessible, leaving him reliant on the Taxicard scheme for journeys to his day centre.

Lucas' allocation of Taxicard journeys did not cover his three weekly trips to the day centre. Running out of his annual allocation, Hazel faced the financial impact of paying full price for taxis, amounting to around £35 per day. Hazel requested additional Taxicard trips for Lucas, and asked the local Community Learning Disability Team (CLDT) responsible for transport assessments to help with Lucas' transport as his mobility had deteriorated since his last assessment.

Unfortunately, the CLDT refused to pay for transport and suggested finding another day centre. However, Lucas has been attending the same day centre for ten years, his partner attends too and Lucas relies on the stability it offers.

Transport for All recommended urging the CLDT to reassess Lucas and offer reimbursement for accessible transport options. We offered a supporting letter to the CLDT making the case for a reassessment. Furthermore, we encouraged Hazel to consider writing a complaint to the CLDT for failing to make reasonable adjustments for Lucas' changing circumstances.

Hazel informed us that, after receiving our advice, there has been progress with CLDT and they have suggested other potential solutions, including reimbursement for taxi expenses.

This case illustrates the importance of accessible and affordable door-to-door transport and tailored support for disabled people with multiple impairments who rely on routine. Lucas and his family have been signposted to different avenues by every organisation they tried to get help from. While we appreciate the issues with funding faced by community transport providers and day centres, lack of taxi driver availability and complications related to the CLDT's admin processes, it is unfair that disabled people and their families are forced to absorb the extremely high costs related to suitable transport. Additionally, this case highlights how changes in transport provision cause unnecessary stress to those in our community who require structure and routine.

Training and Consultancy

In 2022-23 we continued to grow our training and consultancy service, working towards our aim of changing the culture of transport and street design for the long term. This 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.

By charging for this work, we demonstrate the value of experts by experience, and generate funds to support our work. Our training and consultancy team is made up of disabled associates, helping to bridge the disability employment gap and reduce the economic inequalities experienced by disabled people.

Our services include:

- ➔ Equality Impact Assessment (EqIA) guidance and training
- ➔ Disability Equality Training (DET) – online and onsite
- ➔ Focus groups and user testing
- ➔ Communications and content production

In 2022-23 we:

- ➔ Delivered Disability Equality Training to 258 people across 11 organisations, including Local Authorities, micromobility providers, transport consultancies, and national charities. This is a 15% increase in the number of people trained from the previous year.
- ➔ Created opportunities within 11 different projects for our team of disabled associates to work as equal partners with industry professionals.

Thank you

We are grateful to everyone who has supported our work during 2022-23. 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 2022-23, including: Tudor Trust, Esmée Fairbairn Foundation, Trust for London, 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 03337948) and a registered charity number 1063733. Its governing document is its Memorandum and Articles of Association.

Board Of Trustees:

Alan Benson (Co-Chair)

Karl Farrell

Luisa Ferreira

Hugo Finley (appointed May 2022, resigned August 2022)

Jeff Harvey (resigned August 2023)

Kirsty Hoyle (resigned January 2023)

Glyn Kyle

Bhavini Makwana (Co-Chair) (resigned April 2023)

Chris Mason (Treasurer)

Deborah Persaud (appointed March 2023)

Executive Officers:

CEO: Caroline Stickland

The Charity engages the professional services of:

Professional Advisors until 31 March 2023:

Dennis and Turnbull
Swatton Barn
Badbury
Swindon
SN4 0EU

Professional Advisors from 1 April 2023:

Burton Sweet
Cooper House
Lower Charlton Estate
Shepton Mallet
Somerset
BA4 5QE

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

Structure, governance, and management

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.

The trustees who served during the year are shown on page 14. 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 8 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. We undertake financial risk assessments on an annual basis, as part of the process of setting budgets and monitoring expenditure.

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 and deciding upon remuneration. 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 Co-Chairs.

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.

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 2023. 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 £152,992 (2022 - £51,397). £152,992 were unrestricted funds and £0 were restricted funds at 31 March 2023.

The charity aims in the long term to have unrestricted reserves not invested in tangible assets to cover a six months' operating expenditure. At current levels of activity this would amount to some £225,000. 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. At 31 March 2023 free reserves amounted to £150,875.

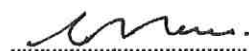
The surplus realised in the year has enabled the charity to move closer to realising its reserves policy. The charity has only limited access to committed medium term funding and the current economic climate is putting pressure on funding from all sources. The charity continues to seek new sources of funding with the overall aim of achieving its Reserves Policy and enabling the charity to continue to fulfil its charitable objectives to the fullest extent possible.

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

Future Plans

In 2023-24 we will publish our refreshed five-year plan, setting the direction of work to 2028. We will focus on increasing access to transport for all disabled people – across the country, across impairment groups and across modes.

Approved by order of the board of trustees on 16 Nov 2023 and signed on its behalf by:



C Mason - Trustee

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 2023.

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

Since your charity's gross income exceeded £250,000 your examiner must be a member of a listed body. I can confirm that I am qualified to undertake the examination because I am a member of the Institute of Chartered Accountants in England and Wales, which is one of the listed bodies.

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

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.

 ACA

Susan Plumb, The Institute of Chartered Accountants in England and Wales
Haines Watts Chartered Accountants
Old Station House, Station Approach, Swindon, Wiltshire SN1 3DU

Date: 22 Nov 2023

TRANSPORT FOR ALL

STATEMENT OF FINANCIAL ACTIVITIES (INCLUDING INCOME AND EXPENDITURE ACCOUNT)

YEAR ENDED 31 MARCH 2023

	Notes	Unrestricted Funds £	Restricted Funds £	Total funds 2023 £	Total funds 2022 £ Restated
Income from:					
Donations and grants	2	184,701	128,125	312,826	165,538
Charitable activities	3	317,484	-	317,484	55,620
Other income		1,099	-	1,099	-
Total income		503,284	128,125	631,409	221,158
Expenditure on:					
Charitable activities	4	387,691	142,123	529,814	213,175
Total expenditure		387,691	142,123	529,814	213,175
Net income/(expenditure)	5	115,593	(13,998)	101,595	7,983
Transfers between funds	11	(1,198)	1,198	-	-
Net movement in funds		114,395	(12,800)	101,595	7,983
Reconciliation of funds:					
Total funds brought forward	11	38,597	12,800	51,397	43,414
Total funds carried forward	11	152,992	-	152,992	51,397

The comparative funds are detailed in note 7.

The company has no recognised gains or losses other than the results for the year as set out above.

All of the activities of the company are classed as continuing.

The notes on pages 23 to 32 form part of these financial statements

TRANSPORT FOR ALL

BALANCE SHEET

AT 31 MARCH 2023

Company registration number: 3337948

	Notes	2023 £	2022 £
Fixed assets			
Tangible assets	8	2,117	2,998
Current assets			
Debtors	9	57,330	5,157
Cash at bank		118,282	69,232
		<u>175,612</u>	<u>74,389</u>
Creditors: Amounts falling due within one year	10	(24,737)	(25,990)
Net current assets		<u>150,875</u>	<u>48,399</u>
Total assets less current liabilities		152,992	51,397
Total net assets		<u><u>152,992</u></u>	<u><u>51,397</u></u>
Funds			
Unrestricted Funds	12	152,992	38,597
Restricted Funds	12	-	12,800
		<u><u>152,992</u></u>	<u><u>51,397</u></u>

For the year ending 31 March 2023 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

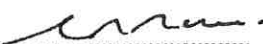
Directors' responsibilities

The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476,

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

The financial statements have been prepared in accordance with the special provisions relating to companies subject to the small companies regime within part 15 of the Companies Act 2006.

The financial statements were authorised for issue, approved by the members of the committee on 16/11/23..... and signed on their behalf, by



Chris Mason
Treasurer

The notes on pages 23 to 32 form part of these financial statements

TRANSPORT FOR ALL
CASH FLOW STATEMENT
YEAR ENDED 31 MARCH 2023

	Notes	2023 £	2022 £
Net cash inflow from operating activities	13	50,050	22,639
Non-operational cashflows:			
Financing activities			
Purchase of fixed assets		(1,000)	-
Net cash inflow for the year	14	<u>49,050</u>	<u>22,639</u>

Cash flow restrictions

Charity law forbids the use of net cash inflows on any endowed or other restricted fund to offset net cash outflows on any fund outside its own Objects, except on special authority. In practice this restriction has not had any effect on cash flows for the year.

The notes on pages 23 to 32 form part of these financial statements

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

1 Accounting Policies

a) Basis of preparation

The financial statements have been prepared in accordance with the Statement of Recommended Practice: Accounting and Reporting by Charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) issued in October 2019 and the Financial Reporting Standard applicable in the United Kingdom and Republic of Ireland (FRS 102) and the Companies Act 2006 and UK Generally Accepted Practice as it applies from 1 January 2019.

The charity is a public benefit entity as defined under FRS102.

The financial statements have been prepared on a going concern basis. The trustees consider that there are no material uncertainties affecting the ability of the charity to continue as a going concern.

b) Income

All income is included in the Statement of Financial Activities when the company is legally entitled to the income and the amount can be quantified with reasonable accuracy.

Grants, including grants for the purchase of fixed assets, are recognised in the income and expenditure account as they become receivable.

Gifts in kind are valued at estimated open market value at the date of the gift, in the case of assets for retention or consumption, or at the value to the organisation in the case of donated services or facilities.

c) Expenditure

Expenditure is accounted for on an accruals basis and has been classified under headings that aggregate all costs related to that activity. Central costs are equivalent to the SORP's definition of support costs and are where costs cannot be directly attributed to activities they have been allocated to activities on a basis consistent with the use of the resource.

Governance costs include the costs of governance arrangements which relate to the general running of the charity. These costs are associated with constitutional and statutory requirements and include costs associated with the strategic management of the charity's activities. These are included within central

d) Fund accounting

Unrestricted funds contain accumulated surplus and deficits on general funds and can be used in accordance with the charity's objects at the discretion of the Trustees.

Restricted funds represent monies received for specific purposes. All income and expenditure relating to the restricted funds' movements is included in the income and expenditure account. Further details of restricted funds are shown in note 11.

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

1 Accounting Policies (*continued*)

e) Fixed assets

Fixed assets are held at cost less accumulated depreciation. Assets costing less than £500 are not capitalised.

Depreciation is calculated so as to write-off the cost of an asset, less its estimated residual value, over the useful economic life of the asset as follows:

Plant & machinery	25% straight line
Computer equipment	33% straight line

f) Trade debtors

Trade debtors are recognised initially at the transaction price. They are subsequently measured at amortised cost using the effective interest method, less provision for impairment. A provision for the impairment of trade debtors is established when there is objective evidence that the charity will not be able to collect all amounts due according to the original terms of the receivables.

g) Cash and cash equivalents

Cash and cash equivalents comprise cash on hand and call deposits, and other short-term highly liquid investments that are readily convertible to a known amount of cash and are subject to an insignificant risk of change in value.

h) Trade creditors

Trade creditors are obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. Accounts payable are classified as current liabilities if the company does not have an unconditional right, at the end of the reporting period, to defer settlement of the creditor for at least twelve months after the reporting date. If there is an unconditional right to defer settlement for at least twelve months after the reporting date, they are presented as non-current liabilities.

Trade creditors are recognised initially at the transaction price and subsequently measured at amortised cost using the effective interest method.

i) Pensions

The charity has arranged a defined contribution scheme for its staff. Pension costs charged in the SOFA represent the contributions payable by the charity in the period.

j) Comparative figures

Some of the prior year figures have been restated to more fairly reflect the allocation of certain income and expenditure.

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

2 Donations and grants

	Unrestricted Funds £	Restricted Funds £	Total 2023 £
Donations and gifts	10,028	-	10,028
Grants received	174,137	128,125	302,262
Membership	536	-	536
	184,701	128,125	312,826

Prior year comparative - Restated

	Unrestricted Funds £	Restricted Funds £	Total 2022 £
Donations and gifts	1,930	-	1,930
Grants received	103,388	59,550	162,938
Membership	670	-	670
	105,988	59,550	165,538

Grants received, included in the above are as follows:

	2023 £	2022 £
Trust for London	60,000	40,000
National Lottery Community Fund	10,000	9,200
Edward Gostling Foundation	-	3,000
Ove Arup	-	9,050
Esmee Fairbairn	54,000	52,500
Allen and Overy	-	5,000
Tudor Trust	20,000	30,000
The Fore	-	6,050
Anton Jurgens	-	5,000
JCRS	-	1,138
Postcode Society	25,000	-
Arnold Clark	2,000	-
Foundation for Integrated Transport	23,270	-
The Weinstock Fund	3,000	-
Community Land & Finance CIC	45,000	-
National Lottery Heritage	10,923	-
Clothworkers	6,500	-
Abrdn Financial Fairness Trust	16,650	-
Enterprise Dev	15,137	-
Other	-	2,000
	291,480	162,938

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

3 Income from: Charitable activities

	Unrestricted Funds £	Restricted Funds £	Total 2023 £
Fees received	295,524	-	295,524
Training income	21,960	-	21,960
	<u>317,484</u>	<u>-</u>	<u>317,484</u>

Prior year comparative - Restated

	Unrestricted Funds £	Restricted Funds £	Total 2022 £
Fees received	42,970	-	42,970
Training income	12,650	-	12,650
	<u>55,620</u>	<u>-</u>	<u>55,620</u>

4 Expenditure on: Charitable activities

	Staff costs £	Depreciation £	Other £	Total 2023 £
Advice, Advocacy & Projects	119,290	627	64,976	184,893
Outreach, Voice & Campaigns	148,654	627	100,028	249,309
Strategy, Management & Support	49,121	627	45,864	95,612
	<u>317,065</u>	<u>1,881</u>	<u>210,868</u>	<u>529,814</u>

Prior year comparative - Restated

	Staff costs £	Depreciation £	Other £	Total 2022 £
Advice, Advocacy & Projects	51,838	1,125	34,017	86,980
Outreach, Voice & Campaigns	13,478	1,125	35,056	49,659
Strategy, Management & Support	57,791	1,125	17,620	76,536
	<u>123,107</u>	<u>3,375</u>	<u>86,693</u>	<u>213,175</u>

TRANSPORT FOR ALL

NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

5 Net income/(expenditure) for the year

This is stated after charging:

	2023	2022
	£	£
Independent examiner's remuneration		
- Independent examination	2,000	2,000
Depreciation	1,881	3,375
Trustee expenses	-	-
	<u>-</u>	<u>-</u>

6 Staff costs and emoluments

	2023	2022
	£	£
Total staff costs were as follows :		
Wages and salaries	283,417	111,651
Social security costs	22,564	6,281
Pension contributions	11,084	5,175
	<u>317,065</u>	<u>123,107</u>

Particulars of employees:

The average number of employees during the year, calculated on the basis of average headcount, was 10 (2022: 5).

No employee received remuneration of more than £60,000 in the current or prior year.

Employment benefits received by key management personnel in the year were £62,423 (2022: £45,390).

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

7 Prior-year comparative Statement of Financial Activities - Restated

	Unrestricted Funds £	Restricted Funds £	Total funds 2022 £
Income from:			
Donations	105,988	59,550	165,538
Charitable activities	55,620	-	55,620
Total income	161,608	59,550	221,158
Expenditure on:			
Charitable activities	133,078	80,097	213,175
Total expenditure	133,078	80,097	213,175
Net income/(expenditure)	28,530	(20,547)	7,983
Transfers between funds	(33,347)	33,347	-
Net movement in funds	(4,817)	12,800	7,983
Reconciliation of funds:			
Total funds brought forward	43,414	-	43,414
Total funds carried forward	38,597	12,800	51,397

8 Tangible fixed assets

	Plant & machinery £	Computer equipment £	Total £
Cost			
At 1 April 2022	16,541	47,568	64,109
Additions	1,000	-	1,000
At 31 March 2023	17,541	47,568	65,109
Depreciation			
At 1 April 2022	14,515	46,596	61,111
Charge for the year	909	972	1,881
At 31 March 2023	15,424	47,568	62,992
Net book value			
At 31 March 2023	2,117	-	2,117
At 31 March 2022	2,026	972	2,998

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

9 Debtors

	2023 £	2022 £
Trade debtors	39,656	3,350
Prepayments and accrued income	17,674	1,807
	<u>57,330</u>	<u>5,157</u>

10 Creditors: amounts falling due within one year

	2023 £	2022 £
Trade creditors	2,454	1,410
Accruals and deferred income	6,858	5,268
Taxation and social security	12,282	19,250
Other creditors	3,143	62
	<u>24,737</u>	<u>25,990</u>

11 Movement in funds

Year ended 31 March 2023	As at 1-Apr-22 £	Income £	Expenditure £	Transfers £	As at 31-Mar-23 £
Restricted funds					
Trust for London	-	60,000	(60,000)	-	-
Ove Arup	9,050	-	(9,050)	-	-
Esmee Fairbairn	3,750	-	(3,750)	-	-
Clothworkers	-	6,500	(6,500)	-	-
National Lottery Heritage	-	21,705	(22,903)	1,198	-
Foundation for Integrated Transport	-	23,270	(23,270)	-	-
Abrdn Financial Fairness Trust	-	16,650	(16,650)	-	-
	<u>12,800</u>	<u>128,125</u>	<u>(142,123)</u>	<u>1,198</u>	<u>-</u>
Unrestricted funds					
General fund	25,991	503,284	(387,691)	(1,198)	140,386
Disability Equality Training	12,606	-	-	-	12,606
	<u>38,597</u>	<u>503,284</u>	<u>(387,691)</u>	<u>(1,198)</u>	<u>152,992</u>
Total funds	<u>51,397</u>	<u>631,409</u>	<u>(529,814)</u>	<u>-</u>	<u>152,992</u>

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

11 Movement in funds (continued)

Year ended 31 March 2022	As at 1-Apr-21 £	Income £	Expenditure £	Transfers £	As at 31-Mar-22 £
Restricted funds					
Trust for London	-	40,000	(71,020)	31,020	-
Edward Gostling Foundation	-	3,000	(5,327)	2,327	-
Ove Arup	-	9,050	-	-	9,050
Esmee Fairbairn	-	7,500	(3,750)	-	3,750
	-	59,550	(80,097)	33,347	12,800
Unrestricted funds					
General fund	30,808	161,608	(133,078)	(33,347)	25,991
Disability Equality Training	12,606	-	-	-	12,606
	43,414	161,608	(133,078)	(33,347)	38,597
Total funds	43,414	221,158	(213,175)	-	51,397

Restricted funds:

Trust for London - Funds received towards salaries for phone line and advice services

Edward Gostling Foundation - Funds received towards operating costs of the phone line and advice services

Ove Arup - Funds received for research into accessibility and the built environment

Esmee Fairbairn Foundation - Funds received to provide communications support

Clothworkers - Funds received towards IT equipment

National Lottery Heritage - Funds received towards preserving the history of campaigning for accessible transport

Foundation for Integrated Transport - Funds received for research into transport and accessibility

Abrdn Financial Fairness Trust - Funds received for research into financial barriers to transport

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

12 Analysis of net assets between funds

	Fixed assets £	Cash at bank £	Other net assets/ (liabilities) £	Total £
As at 31 March 2023				
Restricted funds	-	-	-	-
Unrestricted funds	2,117	118,282	32,593	152,992
	<u>2,117</u>	<u>118,282</u>	<u>32,593</u>	<u>152,992</u>

	Fixed assets £	Cash at bank £	Other net assets/ (liabilities) £	Total £
As at 31 March 2022				
Restricted funds	-	12,606	-	12,606
Unrestricted funds	2,998	56,626	(20,833)	38,791
	<u>2,998</u>	<u>69,232</u>	<u>(20,833)</u>	<u>51,397</u>

13 Reconciliation of net movement in funds to net cash inflow from operating activities

	2023 £	2022 £
Statement of Financial Activities: Net movement in funds	101,595	7,983
Depreciation	1,881	3,375
Increase/(decrease) in current liabilities	(1,253)	8,547
(Increase)/decrease in debtors	(52,173)	2,734
Net cash (outflow)/inflow from operating activities	<u>50,050</u>	<u>22,639</u>

14 Analysis of changes in cash during the year

	2023 £	2022 £	Change £
Cash at bank and in hand	<u>118,282</u>	<u>69,232</u>	<u>49,050</u>
	2022 £	2021 £	Change £
Cash at bank and in hand	<u>69,232</u>	<u>46,593</u>	<u>22,639</u>

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NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED 31 MARCH 2023

15 Related party transactions

There were no other related party transactions in the year or the prior year other than those disclosed elsewhere in these financial statements.