

# **CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST**

**Charity No. 1101929**  
**Registered number: 04943428**

**FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED**  
**31ST MARCH 2022**

## TRUSTEES REPORT – for the year ending 31 March 2022

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Trustees	<p><b>John Stewart, Chair</b></p> <p><b>David Buchan, Treasurer</b></p> <p><b>Helen Michaels, Vice Chair (resigned 26 Jan 2023)</b></p> <p><b>Mark Walker</b></p> <p><b>Shamit Gaiger</b></p> <p><b>Charlie Hamilton</b></p> <p><b>Nina Bell (resigned 26 Jan 2023)</b></p> <p><b>Ian Howes</b></p> <p><b>Matthew White</b></p> <p><b>Adrian Berendt</b></p> <p><b>Muniya Barua (resigned 26 Oct 2022)</b></p> <p><b>Richard Goldson</b></p>
Company registered	04943428
Charity registered	1101929
Registered office	Canopi, 7-14 Great Dover Street, London SE1 4YR
Chief executive officer	Paul Tuohy
Accountants	Hawsons, 32 Duncan Close, Northampton, NN3 6WL
Bankers	Unity Trust Bank, Four Brindley Place, Birmingham, B1 2JB.
Solicitors	Bates Wells, First Floor, 10 Queen Street Place, London EC4R 1BE
Independent Examiners	Hawsons, 32 Duncan Close, Northampton, NN3 6WL

## **CHAIRMAN'S INTRODUCTION**

This year laid the foundation for a significant increase in our output over the coming years. Thanks to the hard work of our chief executive, Paul Tuohy, and his team, we raised a considerable amount of money – the largest single amount in our history – that will enable us to engage additional staff which will strengthen all aspects of our work. It is an exciting time for the organisation!

It comes at a critical time for transport in the UK. There will be big decisions for Government and local authorities to take over the next year or so. I am pleased we will be in a position to influence these decisions.

I want to thank the team for all their hard work during the course of the year, and my fellow trustees whose expertise and knowledge is so important to the organisation.

I commend the report to you.

John Stewart

Chair Campaign for Better Transport

## **STRUCTURE, GOVERNANCE AND MANAGEMENT**

The charity is a company limited by guarantee. Its constitution is contained in its Memorandum and Articles of Association. People who are appointed to be trustees of the charity are, in law, directors of the company and charity trustees.

Trustees are elected and co-opted under the terms of the Articles of Association. There are a minimum of three Trustees in office at any given time - and no maximum number. Trustees are elected through an open recruitment process. Trustee candidates are normally invited to an interview comprising Trustees and the Chief Executive, and, if found suitable, be presented to the next general meeting for appointment.

Trustees periodically undertake a skills audit to review the skills the Trustees have against the skills needed for effective governance of the charity. The results of the skills audit help to inform the recruitment of new trustees. The duties of the Trustees include giving direction to the organisation and ensuring appropriate governance over people, finances, resources, legal obligations, accountability and independence of the charity. The day-to-day management and running of the charity is the responsibility of the senior leadership team, headed by Paul Tuohy, Chief Executive.

## **KEY MANAGEMENT REMUNERATION**

The remuneration of the Chief Executive and all staff are reviewed annually and normally increased to reflect a cost of living adjustment if organisational income allows, and is benchmarked against pay levels within the charity sector on a regular basis.

## **OBJECTIVES AND ACTIVITIES**

The objects, as set out in the Memorandum and Articles of Association, are:

- To advance the education of the public on transport and related topics and their impact upon environment and society, including biodiversity, health and poverty.
- The promotion for the public benefit of the use of sustainable modes of transport and patterns of living and transport which reduce the adverse effects of transport upon the environment, health, society and natural and historical landscapes within the United Kingdom and elsewhere.

A full strategic review addressed each part of the organisation and the focus of its work. The funding strategy was also reviewed and the funding model was adapted. The organisational strategy published in June 2019 (Our Strategy 2019-2024) outlines the focus and plans for the next five years to deliver against our charitable objects and is underpinned with internal processes to ensure the financial stability of the organisation, and to increase our impact.

Our vision is for all communities to have access to high quality, sustainable transport that meets their needs, improves quality of life and protects the environment.

Our mission is to make sustainable transport available to all and encourage its use.

Four strategic objectives underpin the programme of work over the next five years to accelerate the shift to sustainable transport:

- Make transport in urban areas more seamless, integrated, affordable and sustainable

- Ensure rural communities have access to sustainable transport
- Reform the financial structures and incentives to grow sustainable transport
- Harness the benefits of new technology to make transport more sustainable

We are an organisation that sets the agenda, influences national and local transport policy and delivery, and finds solutions to the future challenges that affect communities and people's lives. We are an expert voice with a strong track record of making transport more seamless, integrated, connected, accessible and affordable so that it meets the needs of communities and is sustainable.

Our campaigning to achieve change is evidence-based, and we are pragmatic and solutions-focused. We believe we can deliver greater impact through stronger partnerships with common goals that improve the transport system to make it more sustainable and deliver improved access to jobs, education, services and facilities and all-round improvements in quality of life. We shape the future of mobility by collaborating with national and local government, developers, employers, operators, NGOs, and communities to make transport better, greener, healthier and affordable. We will provide advice, support and guidance for local transport authorities, as well as recommendations for national government.

Alongside our objectives, there are seven strategic enablers that are the focus of internal changes to ensure we are successful in the future. We will maintain a focus on building our capability, a strong financial base, and investing in our team.

- Build the team to deliver against our aims
- Make us operationally fit to succeed
- Transform our communications function
- Improve our campaign development
- Strengthen relationships with priority stakeholders
- Develop a secure funding base
- Be more financially resilient

## ACHIEVEMENTS AND PERFORMANCE

With the help of our supporters, many thousands of whom joined in our campaigns, we pressed the Government to make transport better, greener and fairer. We met with government ministers, civil servants and transport leaders. We carried out research and published recommendations that had an impact. We spread the word through the media and social media about the brilliant benefits of sustainable transport.

### **The way forward is public transport**

As the year began, transport was still severely affected by the COVID-19 pandemic. Passenger numbers on public transport were low, bus and rail services were at risk, and car traffic was rising.

So we launched a major campaign, *the way forward is public transport*, calling on Government to fly the flag for public transport. We met with MPs and peers from across the political spectrum and put adverts up at Westminster tube station to catch parliamentarians' eyes. Online, our campaign videos, infographics and blogs prompted thousands of people to join the campaign. Hundreds of MPs were emailed by our supporters up and down the country.

The reaction was positive: the Transport Secretary expressed his ambition "to ensure that public transport recovers at least as well as private car use", emergency funding for public transport was renewed, and the campaign sowed the seeds for later interventions including the Great British Rail Sale and £2 bus fare cap.

### **Protecting buses**

Buses were kept afloat during the pandemic by emergency funding from the Government. However, the funding was due to end early in 2022, even though passenger numbers were still not back to

normal. The Confederation of Passenger Transport warned that if it ended too soon, bus services in England could be cut by 30 per cent.

We teamed up with organisations including bus users, the National Federation of Women's Institutes, and CPRE, the countryside charity, to call on the Government to keep the funding going. Powerfully, almost 3,000 of our supporters wrote to the Chancellor about the importance of buses for getting them to college, work, shops, doctors' surgeries, friends and family – and for cutting traffic and pollution. Happily, our campaign was successful: at the last moment, the Government agreed to extend the funding, with an extra £150 million for buses and light rail.

### **Railways that work**

The Williams-Shapps Plan for Rail was published by the Government. We had spent a long time pressing to make sure that the plan would put passengers at its heart, and the final plan reflected our campaigning. It promised simpler fares, contactless ticketing and better integration between rail and other modes, as well as short infill electrification – all things we had called for.

We saw progress towards growing the rail network: regular passenger services were restored on the Dartmoor Line, and work began on Bristol's first new railway station in 95 years, Portway Park & Ride, funded by the New Stations Fund which was our brainchild.

Flexible rail season tickets for part-time commuters were introduced after years of campaigning by us. With many people working flexibly after Covid, these tickets did not come a moment too soon, but they don't yet offer enough of a discount – we are pushing for them to be better.

### **Train not plane**

Flying emits seven times as much carbon as the equivalent train journey. But many people believe that when it comes to speed, plane beats train hands down. So we held a race from London to Glasgow, with our Chief Executive taking the plane and our Head of External Affairs catching the train. Door to door, plane beat train by just two minutes!

The race was covered by national media and caused a sensation on Twitter as we live-tweeted Paul and Norman's progress. Just one tweet was seen almost a quarter of a million times.

### **Fighting climate change**

In 2021-2, the devastating effects of climate change, from floods to wildfires, were felt around the world. We strove to highlight the connection between climate change and transport, which is the UK's largest emitting sector and the fastest-growing source of emissions globally.

As COP26 approached, politicians had plenty to say about electric cars and decarbonising aviation. We wanted them to acknowledge the vital importance of modal shift, i.e. switching many more journeys away from cars and planes and onto greener modes: public transport, walking and cycling. Together with an alliance of transport charities, we ran a successful event at COP26 which aimed to shift the narrative. Thanks in part to our work; recognition of the importance of public transport, walking and cycling was included in the final COP26 Transport Day declaration.

### **Cleaner air**

Polluted air is harming our health, and transport is the main culprit. Public transport is already a cleaner, more efficient way to move people around our towns and cities than cars, but what if it could be greener still? We worked to speed up the introduction of zero-emission buses, by publishing research and organising a summit which brought together local and central government representatives, bus manufacturers, transport operators and energy providers. The Mayor of London announced that all new buses purchased for the capital will now be zero-emission, and the Government announced £198 million of funding towards zero-emission buses.

## **Communications**

We continued to promote our key messages and campaign asks in national and local media generating 2,261 media articles, including 214 for The Way Forward campaign. We featured multiple times throughout the year in each of the national daily and Sunday newspapers and across the BBC's online platform. Altogether we generated 499 million opportunities to see our messages across print and online media with an equivalent advertising value of £13.5 million.

Our staff were interviewed 14 times on national and local TV, including for each of the main flagship news programmes, and 39 times on local and national radio.

We were equally active across our social media channels gaining 1,324 new followers to our twitter feed and 1,923 news subscribers to our emailing list.

Our communications-led fundraising appeals led to an additional 125 new individual donors this year.

Towards the end of the financial year, we began the process of finding a new donor database provider and a company to develop our new website. The securing of long-term funding for the organisation also allowed the communications team to plan for an additional communications officer post next year.

## **Policy and external engagement**

Throughout the year, we have continued engaging with key government departments such as the Department for Transport (DfT) and HM Treasury (HMT) and responding to relevant consultations and inquiries. These included submissions to HMT ahead of the Autumn Budget and Spending Review and a joint response with UK100 to the consultation on ending the sale of new, non zero-emission buses, coaches and minibuses. We also gave evidence to a number of committee inquiries in the House of Commons, House of Lords and the Welsh Senedd.

We promoted our research and policy recommendations through speaking at and participating in external events and roundtables, organised by, for instance, UK100, Transport for the North, IPPR (Institute for Public Policy Research), London First, Transport for London, the London Mayor's office and Adept.

We continued to engage external stakeholders regularly and amplified our messaging by working collaboratively with like-minded organisations through the Sustainable Transport Alliance, Green Alliance Traffic Reduction working group, Travel Smart working group and the Healthy Air Campaign.

## **FUTURE PLANS**

Successful fundraising during 2021-2 will enable us to grow our team and work more deeply, broadly and effectively. We will increase our capacity in campaigning, communications, research and policy work. We will build a fundraising team to help us grow even stronger over the coming years, as decisions are made nationally that set the future direction of our transport networks.

We will also be able to improve our office management and accounting processes, so that we can work as efficiently as possible, and replace our ageing website so that we can involve more people in our campaigns in a more effective way.

As the watershed approaches when emergency Covid funding for public transport ends, we will campaign for public transport to be supported in new, positive and sustainable ways. Drawing inspiration from countries such as New Zealand and Germany, which have cut public transport fares in response to the rising cost of living, we will call for similar incentives in the UK, which would both help struggling households and boost passenger numbers. Alongside this, we will call for ticketing to be made fairer and simpler.

We will continue our 'train not plane' campaign, calling for rail fares to be more affordable, and flying to be more honestly priced to better reflect its impact on the climate. We will work with business interest groups to prioritise sustainable public transport for business. This includes replacing business



flights with rail travel, promoting modal shift to train, bus and tram, and working with business groups to take the economic case for public transport to government.

We will publish a large piece of research examining public views on motoring taxation reform. As more drivers switch to electric vehicles, the revenue raised through fuel duty and vehicle excise duty will plummet, making reform necessary. We will recommend ways to make this reform fair and sustainable.

Through all our work, we will campaign for transport that works for everyone in society, that has minimal impact on the climate, and that does not harm our health.

## **ROLE OF VOLUNTEERS**

The charity occasionally makes use of volunteers. There is a volunteer policy that sets out the charity's responsibilities in this relationship. The volunteers are managed by the head of the team they work in.

The charity withdrew the licence to use its brand from local groups a number of years ago and no longer has volunteers connected to the charity at the local level.

## **FINANCIAL REVIEW AND FUNDRAISING**

The charity achieved a surplus of £82,453 (2020-21: £205,746) during a very challenging year for charities.

Income remained consistent with the increase seen during 2020-21 as we concentrated on building reserves to a sustainable level and also on long term fundraising. This proved to be very successful, with a new 3 year grant commencing in April 2022 which will allow the charity to transform its activities.

The costs of fundraising of £36,940 (2020-21: £35,335) remain low, with 90% of our expenditure being spent on charitable activities, which increased by 21% to £332,666 (2020-21: £276,062).

Net Assets rose by 44% to £269,216 (2021: £186,763).

### **Reserves Policy**

The reserves policy set in April 2021 stated that the charity should aim to hold unrestricted reserves equivalent to a minimum of 6 months' expenditure with a maximum of 12 months.

As at 31 March 2022, the unrestricted reserves of £221,465 represent approximately 4 months of forecast expenditure for 2022-23. However, reserves are expected to grow substantially, in line with expenditure, supported by new grant funding. The trustees therefore expect the reserves policy to be met during 2022-23.

The restricted reserves of £47,751 relate to income received for a project that is ongoing and expected to be completed by the end the calendar year of 2022.

### **Principal Risks and Uncertainties**

The Trustees consider there are no material uncertainties about the Charity's ability to continue as a going concern.

The successful application for a long term grant will enable the charity to grow in line with the strategy, and the appointment of a fundraising team during 2022-23 will also help to strengthen and diversify the income streams.



Cashflow forecasts and current risks are reviewed by Trustees on a quarterly basis, and reviewed and updated as necessary.

#### **STATEMENT OF PUBLIC BENEFIT**

The charity confirms the Trustees have complied with the duty in section 17 of the Charities Act 2011, to have due regard to public benefit guidance published by the Commission in determining the activity undertaken by the charity. The charity's aim is to bring benefits to all sectors of the public by influencing transport policy to improve access to public transport and reduce the need to drive, allowing a better quality of life and an improved environment.

There is no detriment or harm associated with our activities. The beneficiaries of our activities are all members of the public, regardless of geographical location and ability to pay, as we do not charge any fees to any members of the public. Our work benefits those who are socially excluded or isolated, and those whose access to education and employment is hindered, as it seeks to address transport poverty and improve connectivity. It benefits all by seeking to address the causes of pollution from transport that impact on health. There are no private benefits of our work, beyond the reasonable compensation of our staff for their work.

#### **STATEMENT OF TRUSTEES RESPONSIBILITIES**

The Trustees (who are also directors of Campaign for Better Transport Charitable Trust for the purposes of company law) are responsible for preparing the Trustees' 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;
- 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 business

The Trustees are responsible for keeping proper accounting records that disclose with reasonable accuracy at any time of 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.

The report of the Trustees has 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.

ON BEHALF OF THE BOARD:

 John Stewart – Chair

24 February 2023

## CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

(A company limited by guarantee)

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### INDEPENDENT EXAMINER'S REPORT TO THE TRUSTEES OF CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST FOR THE YEAR ENDED 31 MARCH 2022

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I report to the Trustees on my examination of the accounts of Campaign For Better Transport Charitable Trust for the year ended 31 March 2022 which are set out on pages 10 to 20.

#### **Respective responsibilities of trustees and examiner**

The Trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts in accordance with the requirements of the Companies Act 2006 ("the 2006 Act"). The trustees are satisfied that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and have chosen instead to have an independent examination.

Having satisfied myself that the accounts of the charitable 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 the charitable company's accounts as carried out under section 145 of the 2011 Act. In carrying out my examination I have followed the requirements of the applicable Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act.

#### **Independent examiner's statement**

Since the charity's income is in excess of £250,000, your examiner must be a member of a body listed in the 2011 Act. I can confirm that I am qualified to undertake the examination because I am a registered member of ICAEW which is one of the listed bodies.

I have completed my examination. I confirm that no matters have come to my attention giving me cause to believe that in any material respect:

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

*Hawsons*

David Owens ACA  
Hawsons  
Chartered Accountants  
Jubilee House  
32 Duncan Close  
Moulton Park  
Northampton  
NN3 6WL

*24 February 2023*

**Campaign for Better Transport Charitable Trust**  
**Statement of Financial Activities (including the Income Expenditure Account)**  
**For the year ended 31st March 2022**

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2022 £	Total Funds 2021 £
<b>Income from</b>					
Donations and legacies	2	305,404	-	305,404	428,662
Charitable activities	3	-	146,654	146,654	77,403
Investments	4	1	-	1	20
Other				-	11,058
<b>Total Income</b>		<b>305,405</b>	<b>146,654</b>	<b>452,059</b>	<b>517,143</b>
<b>Expenditure on</b>					
Raising funds	5	36,940		36,940	35,335
Charitable Activities	6	211,077	121,589	332,666	276,062
<b>Total Expenditure</b>		<b>248,017</b>	<b>121,589</b>	<b>369,606</b>	<b>311,397</b>
<b>Net Movement in Funds for the year</b>		<b>57,388</b>	<b>25,065</b>	<b>82,453</b>	<b>205,746</b>
<b>Reconciliation of Funds</b>					
Total funds brought forward		164,077	22,686	186,763	(18,983)
<b>Total funds carried forward</b>	13	<b>221,465</b>	<b>47,751</b>	<b>269,216</b>	<b>186,763</b>

The statement of financial activities includes all gains and losses in the year.  
All incoming resources and resources expended derive from continuing activities.

The notes on pages 13 to 20 form part of these financial statements.

**Campaign for Better Transport Charitable Trust**  
**Balance Sheet at 31st March 2022**

	Note	2022 £	2022 £	2021 £	2021 £
<b>Fixed Assets</b>	10				
<b>Current Assets</b>					
Debtors	11	69,622		15,969	
Cash at bank and in hand		<u>245,781</u>		<u>212,224</u>	
		315,403		228,193	
<b>Creditors: Amounts falling due within one year</b>	12	<u>(46,187)</u>		<u>(41,430)</u>	
<b>Net Current Assets</b>			<u>269,216</u>		<u>186,763</u>
<b>Total Assets less Current Liabilities</b>			<u>269,216</u>		<u>186,763</u>
<b>Creditors: Amounts falling due after more than one year</b>					
			<u>269,216</u>		<u>186,763</u>
<b>The Funds of the Charity</b>					
Unrestricted Funds			221,465		164,077
Restricted Funds	13		<u>47,751</u>		<u>22,686</u>
<b>Total Charity Funds</b>			<u>269,216</u>		<u>186,763</u>

For the financial year in question the company was entitled to exemption under section 477 of the Companies Act 2006 relating to small companies.

No members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 of the Companies Act 2006.

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

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies' regime.

The financial statements were approved by the Board of Trustees on 24 February 2023 and signed on its behalf by:

John Stewart  
Chairman

*John Stewart*

David Buchan  
Treasurer

*David Buchan*

The notes on pages 13 to 20 form part of these financial statements.

**Campaign for Better Transport Charitable Trust**  
**Statement of Cash Flows for the year ended 31 March 2022**

	Note	2022 £	2021 £
<b>Cash Flows from Operating Activities</b>			
Net Cash from Operating Activities	15	<u>33,556</u>	<u>163,001</u>
<b>Cash Flows from Investing Activities</b>			
Interest received	4	<u>1</u>	<u>20</u>
<b>Net Cash provided by Investing Activities</b>		<u>1</u>	<u>20</u>
<b>Change in cash and cash equivalents in the year</b>		33,557	163,021
<b>Cash and Cash Equivalents at the Beginning of the Year</b>		212,224	49,203
<b>Cash and Cash Equivalents at the End of the Year</b>	16	<u><u>245,781</u></u>	<u><u>212,224</u></u>

**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

**1 Accounting Policies**

The charity is a company limited by guarantee and has no share capital. In the event of the charity being wound up the liability in respect of the guarantee is limited to £1 per member of the charity.

**a) Basis of Preparation**

The financial statements have been prepared in accordance with 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 (FRS102) (effective 1 January 2019) - Charities SORP (SORP 2019), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

The Campaign for Better Transport Charitable Trust meets the definition of a public benefit entity under FRS102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant policy note(s).

Reconciliation with previously General Accepted Accounting Practice: in preparing the accounts, the Trustees have considered whether in applying the accounting policies required by FRS102 and the Charities SORP FRS 102 the restatement of comparative items was required.

**b) Going Concern**

After due consideration of all relevant factors, including recent temporary restrictions imposed as a result of the COVID19 pandemic, the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. Accordingly, they continue to adopt the going concern basis in preparing the annual report and accounts.

**c) Incoming resources**

Voluntary income and donations are taken into the accounts when received. The income from fundraising ventures is shown gross, with the associated costs included in fundraising costs.

**d) Resources expended**

All expenses are accounted for on an accruals basis. Wherever possible costs are allocated directly to the appropriate activity; other costs common to all activities are apportioned between those activities on the basis of the proportion of staff time spent during each year in connection with each activity (see Note 6).

Fundraising expenditure comprises costs incurred in asking people and organisations to donate to the charity's work. This includes the cost of advertising for donations and the staging of special fundraising events.

Expenditure incurred in connection with the specific objects of the charity is included under the heading Charitable Activities.

**e) Donated Services**

Donated services are recognised as income when the receipt of economic benefit from the use by the charity of the item is probable and that economic benefit can be measured reliably.

**f) Interest Receivable**

Interest on funds held on deposit is included when receivable and the amount can be measured reliably.

**g) Judgements and key sources of estimation**

In preparing the financial statements, the Trustees have considered how best to apply the Charity's accounting policies and make estimates in the preparation of the financial statements, where relevant. The Trustees have not made any significant estimates in these financial statements.

**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

**h) Pension costs**

The charity operates a defined contribution scheme with a charity contribution of 8% of salary costs.

**i) Value Added Tax (VAT)**

VAT is subject to partial exemption and VAT not recovered by the charity is included in relevant costs in the Statement of Financial Activities.

**j) Operating Leases**

The charity has no current operating leases.

General funds are unrestricted funds which are available for use at the discretion of the Trustees in furtherance of the general objects of the charity and have not been designated for other purposes.

Designated funds comprise funds which have been set aside by the trustees for particular purposes.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by donors or which have been raised by the charity for particular purposes. The costs of raising and administering such funds are charged against the specific fund.

**k) Taxation**

The charity is exempt from tax on income and gains falling within part 10 of the Income Tax Act 2007 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable activities.

<b>2 Income from donations and legacies</b>	<b>Unrestricted Funds £</b>	<b>Restricted Funds £</b>	<b>Total 2022 £</b>
Core grants and donations	<u>305,404</u>	<u>-</u>	<u>305,404</u>
<b>Prior Year</b>	<b>Unrestricted Funds £</b>	<b>Restricted Funds £</b>	<b>Total 2021 £</b>
Core grants and donations	<u>428,662</u>	<u>-</u>	<u>428,662</u>
<b>3 Income from charitable activities</b>	<b>Unrestricted Funds £</b>	<b>Restricted Funds £</b>	<b>Total 2022 £</b>
Research and Education	<u>-</u>	<u>146,654</u>	<u>146,654</u>
<b>Prior Year</b>	<b>Unrestricted Funds £</b>	<b>Restricted Funds £</b>	<b>Total 2021 £</b>
Research and Education	<u>500</u>	<u>76,903</u>	<u>77,403</u>



**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

4 Investment Income	Unrestricted Funds 2022 £	Unrestricted Funds 2021 £
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Deposit account interest	<u>1</u>	<u>20</u>
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5 Costs of raising funds	Unrestricted Funds £	Restricted Funds £	Total 2022 £	Unrestricted Total 2021 £
Direct staff costs	16,690	-	16,690	23,696
Direct other costs	18,000	-	18,000	7,513
Support costs	<u>2,250</u>	<u>-</u>	<u>2,250</u>	<u>4,126</u>
	<u>36,940</u>	<u>-</u>	<u>36,940</u>	<u>35,335</u>

**Analysis of support costs**

	2022 £	2021 £
Staff costs	-	-
Premises costs	233	489
Office costs	2,017	3,238
Governance costs	<u>-</u>	<u>399</u>
	<u>2,250</u>	<u>4,126</u>

6 Cost of Charitable Activities	Activities undertaken directly 2022 £	Support Costs 2022 £	Total Funds 2022 £
Research and Education	<u>258,591</u>	<u>74,075</u>	<u>332,666</u>

	Activities undertaken directly 2021 £	Support Costs 2021 £	Total Funds 2021 £
Research and Education	<u>221,845</u>	<u>54,217</u>	<u>276,062</u>

Cost of charitable activities of £332,666 (2021: £276,062) is represented by £211,077 (2021: £221,845) of unrestricted funds and £121,589 (2021: £54,217) of restricted funds.

**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

**Analysis of support costs**

	2022	2021
	£	£
Staff costs	30,164	41,927
Premises costs	3,030	5,626
Office costs	37,578	37,243
Governance costs	<u>3,303</u>	<u>4,591</u>
	<u>74,075</u>	<u>89,387</u>

Support costs are the costs of central management. These costs are apportioned to activities based on the staff costs and allocated overheads in proportion to allocated staff costs.

Governance costs include independent examiner's fees of £1,850 (2021:£2,355), Company Secretarial costs of £799 (2021: £736) and Trustee related costs of £654 (2021: £1,500).

**7 Net income is stated after charging**

	2022	2021
	£	£
Pension costs	56,244	23,446
Fees payable to the Charity's independent examiner in respect of: Independent examination	<u>1,850</u>	<u>2,355</u>

**8 Staff Costs**

	2022	2021
	£	£
Wages and Salaries	164,512	179,326
Social Security Costs	12,599	14,182
Pension Costs	56,244	23,446
	<u>233,355</u>	<u>216,954</u>

Pension Costs include £39,291 (2021:nil) salary sacrifice.

Termination payments totalling nil(2021:£2,000) are included in wages and salaries in respect of nil (2021: 1)staff members  
Receipts totalling nil(2021:£10,682) claimed from the Coronavirus Job Retention Scheme are included under Other Income.

The average number of persons employed by the Charity during the year was as follows:

	2022	2021
	No.	No.
Research and Education	5	4
Support	1	1
	<u>6</u>	<u>5</u>

**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

The number of employees whose employee benefits (excluding employer pension costs) exceeded £60,000 was:

	2022	2021
	No.	No.
in the band £70,001 - £80,000		1
in the band £80,001 - £90,000	1	

Key management personnel comprise the Trustees and the Chief Executive. The total employee benefits including employer pension contributions of key management personnel for the year were £84,070 (2021: £70,743).

**9 Trustees' remuneration and expenses**

The Trustees do not receive any remuneration or other benefits for their duties (2021: none).

Expenses of £nil (2021: £nil) were reimbursed to 0 (2021: 0) Trustees in respect of travel, accommodation and governance costs.

**10 Tangible Fixed Assets**

At 31 March 2022 the charity held no tangible fixed assets (2021: none).

**11 Debtors**

	2022	2021
	£	£
<b>Due within one year</b>		
Trade debtors	52,580	14,580
Other debtors	3,740	582
Prepayments & Accrued Income	13,302	807
	<u>69,622</u>	<u>15,969</u>

**12 Creditors: Amounts falling due within one year**

	2022	2021
	£	£
Trade creditors	29,626	15,985
Other taxation and social security	8,824	8,798
Other creditors	5,887	5,298
Accruals	1,850	11,349
	<u>46,187</u>	<u>41,430</u>

**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

**13 Statement of Funds**

Statement of funds - current year	Balance as at 01-Apr-21 £	Income £	Expenditure £	Balance as at 31-Mar-22 £
<b>Unrestricted Funds</b>				
General funds	164,077	305,405	(248,017)	221,465
<b>Restricted Funds</b>				
National Bus Strategy	-	16,690	(16,690)	-
Zero Emissions Bus Event	-	32,800	(32,800)	-
Way Forward Campaign	22,686	10,084	(32,770)	-
Road Pricing	-	86,080	(38,329)	47,751
Bespoke Support	-	1,000	(1,000)	-
	22,686	146,654	(121,589)	47,751
<b>Total of Funds</b>	186,763	452,059	(369,606)	269,216

The National Bus Strategy was a campaign to protect bus services and extend Government funding.

The Zero Emissions Bus Event included research and an event leading to Government announcing new funding towards zero emission buses.

The Way Forward Campaign was a large campaign with the objective to ensure that public transport was able to recover from the severe effects of the Covid pandemic.

Road Pricing is an ongoing piece of work examining motoring taxation reform.

We also received income for bespoke support for one of our corporate supporters.

Statement of funds - prior year	Balance as at 01-Apr-20 £	Income £	Expenditure £	Balance as at 31-Mar-21 £
<b>Unrestricted Funds</b>				
General funds	(18,983)	440,240	(257,180)	164,077
<b>Restricted Funds</b>				
Way Forward Campaign	-	76,903	(54,217)	22,686
<b>Total of Funds</b>	(18,983)	517,143	(311,397)	186,763

**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

**14 Analysis of Net Assets between Funds**

**Analysis of net assets between funds - current period**

	<b>Unrestricted Funds 2022 £</b>	<b>Restricted Funds 2022 £</b>	<b>Total Funds 2022 £</b>
Current assets	267,652	47,751	315,403
Creditors due within one year	46,187	-	46,187
Creditors due in more than 1 year	-	-	-
	<u>313,839</u>	<u>47,751</u>	<u>361,590</u>

**Analysis of net assets between funds - prior period**

	<b>Unrestricted Funds 2021 £</b>	<b>Restricted Funds 2021 £</b>	<b>Total Funds 2021 £</b>
Current assets	205,507	22,686	228,193
Creditors due within one year	(41,430)	-	(41,430)
Creditors due in more than 1 year	-	-	-
	<u>164,077</u>	<u>22,686</u>	<u>186,763</u>

**15 Reconciliation of Net Movement in Funds to Net Cash Flow from Operating Activities**

	<b>2022 £</b>	<b>2021 £</b>
Net income for the period (as per Statement of Financial Activities)	82,453	205,746
Adjustments for:		
Dividends, interests and rents from investments	(1)	(20)
(Increase) in debtors	(53,653)	(3,586)
Increase/(Decrease) in creditors due within One Year	4,757	(1,639)
Increase/(Decrease) in creditors due after more than One Year	-	(37,500)
Net Cash from Operating Activities	<u>33,556</u>	<u>163,001</u>

**Campaign for Better Transport Charitable Trust**  
**Notes to the Financial Statements for the year ending 31st March 2022**

<b>16 Analysis of cash and cash equivalents</b>	<b>2022</b>	<b>2021</b>
	<b>£</b>	<b>£</b>
Cash at bank and in hand	245,781	212,224
<b>Total cash and cash equivalents</b>	<b>245,781</b>	<b>212,224</b>

**17 Analysis of Net Debt**  
**Analysis of Net Debt - current year**

	<b>At</b>	<b>Cashflows</b>	<b>At</b>
	<b>01-Apr-21</b>		<b>31-Mar-22</b>
	<b>£</b>	<b>£</b>	<b>£</b>
Cash at bank and in hand	212,224	33,557	245,781
	<u>212,224</u>	<u>33,557</u>	<u>245,781</u>

**Analysis of Net Debt - prior year**

	<b>At</b>	<b>Cashflows</b>	<b>FIT</b>	<b>At</b>
	<b>01-Apr-20</b>		<b>Loan</b>	<b>31-Mar-21</b>
	<b>£</b>	<b>£</b>	<b>Movement</b>	<b>£</b>
Cash at bank and in hand	49,203	213,021	(50,000)	212,224
Debt due after 1 year	(37,500)	-	37,500	-
Debt due within 1 year	(12,500)	-	12,500	-
	<u>(797)</u>	<u>213,021</u>	<u>-</u>	<u>212,224</u>

**18 Operating lease commitments**

At 31 March 2022 the Charity had no commitments (2021: none) under non cancellable operating leases.

**19 Capital commitments**

At 31 March 2022 there are no capital commitments (2021: Nil)

**20 Related party transactions**

Other than the transactions in Note 9, there were no related party transactions in either year.