

CAMPAIGN FOR BETTER TRANSPORT CHARITABLE TRUST

Charity No. 1101929
Registered number: 04943428

FINANCIAL STATEMENTS

FOR THE YEAR ENDED

31ST MARCH 2025

TRUSTEES REPORT – for the year ending 31 March 2025

Trustees	Shamit Gaiger OBE, Chair David Buchan, Treasurer Adrian Berendt Richard Goldson Charlie Hamilton John Stewart Mark Walker
Company registered	4943428
Charity registered	1101929
Registered office	Unit 303, 164/180 Union Street, London, SE1 0LH
Chief Executive Officer	From March 2025: Ben Plowden To March 2025: Paul Tuohy
Independent examiners	Hawsons Chartered Accountants, Jubilee House, 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

CHAIR'S INTRODUCTION

Having served on Campaign for Better Transport's board of trustees since 2019, I was delighted this year to be appointed Chair. I took over from John Stewart, who retired as Chair after taking the charity from strength to strength over the previous six years.

It was an eventful year in which to take on the role, with a new Government promising sweeping reforms to public transport, changes to the planning system and further devolution. This report outlines how – in a shifting landscape – Campaign for Better Transport worked to ensure that the plethora of reforms would benefit passengers, communities and the environment. It details the real progress we made: our influence is helping to make train ticketing fairer, change the way buses are funded, improve bus stops and set the stage for new tram networks.

There was major change within our charity too, with Paul Tuohy retiring as Chief Executive and Ben Plowden taking over the reins. I would like to thank Paul for his hard work, dedication, and for transforming our charity - and to welcome Ben, with his wealth of experience, strategic vision, and passion for the benefits that sustainable transport can bring.

Finally, I would also like to thank our trustees for their unwavering support and commitment, the team at Campaign for Better Transport, and our wide range of supporters. Together we are making transport better, greener and fairer for all.

Shamit Gaiger

Shamit Gaiger OBE
Chair, Campaign for Better Transport

02/12/2025

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. One-third of the trustees are required to retire by rotation but are eligible for re-election. 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 shall normally be invited to an interview comprising three 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 Ben Plowden, 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. The Trustees benchmark against pay levels in other charities 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.

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.

STRATEGY

Three strategic objectives underpin Campaign for Better Transport's programme of work to accelerate the shift to sustainable transport:

Strategic Objective A: *Increase the proportion of journeys made using sustainable transport.* Increase provision and create the right political and fiscal environment to make sustainable transport the affordable and desirable option.

Strategic Objective B: *Expand and transform the bus and tram network.* Secure a reliable, affordable, safe and frequent bus and/or tram service for more communities.

Strategic Objective C: *Improve the rail network for passengers and the country.* Make rail tickets more affordable, with more services and more choice. Connect more communities, with a greener railway that provides better value on investment.

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 accessible, integrated, seamless, connected and affordable so that it meets the needs of communities and is sustainable.

Our campaigning to achieve change is evidence based. 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 more affordable. We will provide advice, support and guidance for local transport authorities, as well as recommendations for national government.

Alongside our objectives, there are four strategic enablers that are the focus of internal changes to ensure we are successful in the future:

- Develop campaigns that capture the support of government and public
- Develop a reliable, secure funding base
- Strengthen relationships with priority stakeholders
- Build the team to deliver against our aims

ACHIEVEMENTS AND PERFORMANCE

Here are some of the things we achieved, with the help of our supporters, in 2024-5.

Winning battles for bus users

We have been fighting for bus services to be given the attention and investment they deserve as the most-used form of public transport. This year we won some key battles. The Government introduced the Bus Services Bill, aimed at improving services and growing passenger numbers. Another thing we have long campaigned for – the Government promised that when awarding bus funding to local authorities, it will now be allocated according to *need*, rather than making local authorities compete by putting together glossy bids, a practice that often led to the neediest areas missing out.

The number of people using buses continued to rise, as a result of the fare cap that was our proud achievement.

Better bus stops

When bus stops are comfortable, with clear information on display, it makes catching the bus a pleasure and encourages more people on board. However, our December 2024 report *Better Bus Stops: Creating a national bus stop standard* revealed that many bus stops do not have shelters, seating, up-to-date timetables or information screens. The report calls for

a National Bus Stop Standard, which would require all stops to provide a minimum level of facilities and information, based on their size.

The report was widely covered in the press, and local authorities including Greater Manchester and Blackpool have already used it in their reviews of bus stop infrastructure. Best of all, the Government heeded our campaign. It announced that the Bus Services Bill will provide powers for the Transport Secretary to issue statutory guidance on the design of bus stops, and to require local authorities to improve bus stops. We will be helping to develop the guidance.

Rail reform that works for passengers

The Government launched a major programme of rail reform, nationalising passenger services and bringing track and trains together under the control of a new public body, Great British Railways. We have long supported the establishment of such a body.

Some of the key things we asked for were written into the reforms from the start. For instance, there will be a legal duty on Great British Railways to promote the use of rail freight. Train tickets will come with a 'best-price guarantee', so that you can be sure you are getting the best deal wherever and however you buy your ticket.

We have long campaigned to reverse the worst effects of the Beeching cuts, and this year, regular passenger services returned to the Northumberland Line for the first time in more than 60 years. Final funds were also agreed to bring back the Portishead to Bristol line, as we have called for, and work began on an additional, brand-new station on the reopened Dartmoor Line.

We are calling for fundamental reform of rail fares and ticketing, but we are already seeing progress in line with our campaigning. Pay-as-you-go ticketing will soon be introduced in more places; and, after our 'Let Me Book' campaign called for people to be able to book train tickets longer in advance, we learnt that the rail industry is working towards extending the booking window to six months across the board.

Runways to railways

International rail travel could soon become more affordable, after charges were cut for train operating companies to use the line which runs from London to the Channel Tunnel, in line with our campaigning.

The Chancellor listened to our calls to raise Air Passenger Duty on domestic flights – we will work to make sure the revenue raised will be used to make train travel an even better alternative. We had another win – taxes were increased on private jet travel, which is up to 14 times more polluting than commercial flights.

Time for trams

Popular, accessible and zero-emission, trams have the potential to transform local and regional transport networks and clean up our air. We launched Tram Network in partnership with think tank Create Streets, to raise the public and political profile of trams. We published 'Time for Trams', which looks at how to speed up the delivery of more networks across the country. We met with interested council officials in Hull, Bournemouth, Oxford and Westminster, with more activities planned for 2025.

Transport that works together

The Government is preparing an Integrated National Transport Strategy, painting a vision of a "seamlessly integrated transport network" - something we have long called for.

We fed into the new strategy, highlighting the need for much better integration between modes, but also between Government departments, and between central, regional and local government. We also motivated hundreds of our supporters to respond to the Government's 'call for ideas'. Our supporters put forward ideas for affordable, multi-modal tickets, safe cycling routes, and more car clubs so we can use cars when we need to without them being the default.

Better Transport Week

In June, we ran the second Better Transport Week – a celebration of sustainable transport in all its forms.

More than 150 partners got involved, including transport operators, local councils and charities. Twenty-one events took place around the country, starting with a launch at Wolverhampton Station, ending with the first ever Better Transport Conference, which was free to attend and attracted hundreds of passionate professionals, academics, local campaigners and travellers.

The positive message spread across social media, with initiatives including a 'scenic rail view' photo competition and a call for people to nominate Better Transport Heroes in their communities.

Communications

We continued to promote sustainable transport – and call for it to be improved – across national and local media. This year we were quoted in more than 4,000 news articles and our spokespeople or name appeared more than 800 times on radio and TV, reaching millions of people.

We were equally active across our social media channels, gaining more than 2,000 new followers. This year, as well as X, Facebook, Instagram and LinkedIn, we began posting on Bluesky. Social media is a key way in which we share our messages and generate support for our campaigns.

Policy and external engagement

As the General Election approached, we published our manifesto for better transport, and distributed it to all political parties and candidates. We encouraged our thousands of supporters to write to their own local MP candidates, saying that transport is an important issue for them as voters.

As the new Government took office, with its high-profile promises around rail and bus reform, devolution, and the planning system, we pressed for those reforms to put passengers and the planet front and centre.

We were heartened by the new Government's positive focus on public transport.

At times, though, the Government did things that were unhelpful to sustainable transport, like closing the Restoring Your Railway fund and increasing rail fares. When this happened, we spoke out and held it to account.

We continued to engage with key government departments such as the Department for Transport and HM Treasury, meeting and corresponding with Ministers, MPs, Peers and officials. We supported many local authorities too; for instance, we worked with Greater Manchester and Blackpool on improving the standard of bus stops, and with Hull, Bournemouth, Oxford and Westminster to make the case for new and expanded tram networks.

The new Government launched a large number of consultations, and we responded to no fewer than 20, on subjects including rail reform, town planning, and integrated transport. We were summoned to speak in front of the House of Commons Transport Committee on the vital issue of rural buses. And we published reports on areas in need of change – like how rail fares should be reformed, how bus funding can be made fairer, and how bus stops should be improved. Our recommendations are already influencing Government policies.

We continued to engage external stakeholders regularly, and amplified our messaging by working collaboratively with like-minded organisations: we campaigned as part of the Healthy Air Coalition; convened a group including CPRE and Sustrans to improve the way housing is planned; and worked with Create Streets to call for more tram networks.

TRANSFORMING OUR CHARITY

2024 was the final year of a transformational three-year grant from the Foundation for Integrated Transport. The grant has enabled our charity to change beyond recognition. Our team has grown, our ability to fundraise has increased, and most importantly, our influence and impact has rocketed. The end of the grant period sees us running larger campaigns, with significant influence at the heart of government and real impact on the ground.

The grant has underpinned all the achievements outlined in this and earlier reports, leading to tangible improvements in the transport system we all use every day and improving quality of life and people's life chances across the country. For instance, the grant enabled our successful campaign for a cap on bus fares, helping to make bus travel more affordable for millions, which in turn saved many at-risk bus services from being cut.

The changes to our charity took place under the leadership of our former Chief Executive, Paul Tuohy. As Paul approached retirement, we entered a new period of change. We were profoundly grateful that the Foundation for Integrated Transport – recognising our need for financial continuity through the transition to a new Chief Executive – made a further bridging grant to ensure that our momentum could continue.

Our new Chief Executive, Ben Plowden, took the reins in March 2025. Ben came with a wealth of experience, having worked in the transport and charity sector for over 30 years. He was the first Director of active travel charity Living Streets, and worked at a senior level at Transport for London for almost 20 years, as well as being Chair of the Transport Planning Society.

This year we also appointed a new Chair of Trustees, Shamit Gaiger OBE. Shamit has an extensive career in rail, with over 20 years' experience in developing national and sectoral policies and strategies. She has held leadership roles at the RSSB, the National Skills Academy for Rail and AECOM, and led the Rail Sector Deal on behalf of the Government at the Department for Transport. Shamit was appointed Managing Director of the West Coast Partnership Development in 2022.

FUTURE PLANS

With rail and bus reforms gathering momentum, devolution progressing apace, and the Integrated National Transport Strategy promising to set a course for transport for the next decade, 2025-6 will be a crucial year.

We will continue to campaign for all communities to have access to high-quality, sustainable transport that meets their needs, improves quality of life, reduces inequality, and supports a vibrant, productive and decarbonised economy. We will work to advance the following objectives:

- Sustainable transport is prioritised at the heart of government policy, funding, planning and practice.
- Government at all levels has the necessary capacity and capability to plan, fund, deliver and operate better transport.
- All communities have access to an improved transport system, with safe, accessible, affordable, reliable and integrated public transport at its heart.
- An increased proportion of journeys are made using sustainable transport.

We will work to ensure that the Government's programme of rail reform benefits passengers and the environment as well as boosting the rail sector. We will promote the benefits of light rail, and work to improve the provision of bus services and bus infrastructure.

We will identify capacity and capability constraints which are holding back transport improvements; we will determine solutions and engage with Government at all levels to implement them. We will help realise the potential of devolution through supportive research and policy recommendations and by working directly with local authorities.

We will continue promoting the benefits of sustainable transport, including through running our third annual Better Transport Week.

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.

FINANCIAL REVIEW AND FUNDRAISING

Income for the year shows a 20% uplift from 2024 primarily due to legacies and increased support from our Corporate donors. We also attracted various donations for Better Transport Week, which was hugely successful. During the next year we plan to build on the support that has been given for events and projects.

We are indebted to those who remember us in their wills and the impact that this can have on the activities of the charity.

We also managed to reduce our expenditure by £60K, resulting in a small deficit of £23,262.

Staff costs were in line with 2024.

With a new strategy in place for 2025-26 we will be looking to have a surplus for the year in

order to increase our reserves.

Reserves Policy

The reserves policy set in April 2021 stated that the charity should aim to hold unrestricted reserves equivalent to a minimum of six months' expenditure with a maximum of 12 months. This was reviewed during the year and remains unchanged.

As at 31 March 2025, the unrestricted reserves of £360,374 represent approximately 5 months of forecast expenditure for 2025-26, which is below the threshold that the charity aims for, being 6 months of forecasted expenditure. The trustees review the level of reserves held at regular intervals. With this in mind, the level of expenditure will be reduced during 2025-26 so that the charity can achieve the target set by the trustees by 31 March 2026.

The restricted reserves of £24,000 relate to income received for a project that is ongoing and expected to be completed during 2025-26.

Principal Risks and Uncertainties

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

Continued applications for long-term grants will enable the charity to grow in line with the strategy, and the re-alignment of staff posts will help to strengthen and diversify the income streams. Cashflow forecasts and current risks are reviewed by trustees on a quarterly basis 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 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:

Shamit Gaiger

..... Shamit Gaiger OBE – Chair

02/12/2025

Independent examiner's report to the Trustees of Campaign For Better Transport Charitable Trust

I report to the charity trustees on my examination of the accounts of the Charitable Company for the year ended 31 March 2025, which are set out on pages 12 to 20.

Respective responsibilities of trustees and examiner

As trustees of the Charitable 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'). 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 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 report

Since the Charitable Company's gross income exceeded £250,000 your examiner must be a member of a body listed in section 145 of the 2011 Act. I confirm that I am qualified to undertake the examination because I am a member of the ICAEW, 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 that in any material respect:

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

Hawsons

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

Campaign for Better Transport Charitable Trust
Statement of Financial Activities (including the Income Expenditure Account)
For the year ended 31st March 2025

	Note	Unrestricted Funds £	Restricted Funds £	Total Funds 2025 £	Total Funds 2024 £
Income from					
Donations and legacies	2	706,522	26,739	733,261	623,421
Charitable activities	3	-	77,872	77,872	50,010
Investments	4	7,749	-	7,749	11,297
Total Income		714,271	104,611	818,882	684,728
Expenditure on					
Raising funds	5	278,683	1,400	280,083	233,109
Charitable Activities	6	472,400	89,661	562,061	669,035
Total Expenditure		751,083	91,061	842,144	902,144
Net Movement in Funds for the year		(36,812)	13,550	(23,262)	(217,416)
Reconciliation of Funds					
Total funds brought forward		397,186	10,450	407,636	625,052
Total funds carried forward	13	360,374	24,000	384,374	407,636

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 15 to 20 form part of these financial statements.

Campaign for Better Transport Charitable Trust

Balance Sheet at 31st March 2025

	Note	2025 £	2025 £	2024 £	2024 £
Fixed Assets	10		4,949		-
			<hr/>		<hr/>
			4,949		-
Current Assets					
Debtors	11	101,150		65,584	
Cash at bank and in hand	16	<u>331,602</u>		<u>395,574</u>	
		432,752		461,158	
Creditors: Amounts falling due within one year	12	<u>(53,327)</u>		<u>(53,522)</u>	
Net Current Assets			<u>379,425</u>		<u>407,636</u>
Total Assets less Current Liabilities			384,374		407,636
Creditors: Amounts falling due after more than one year			-		-
			<u><u>384,374</u></u>		<u><u>407,636</u></u>
The Funds of the Charity					
Unrestricted Funds			360,374		397,186
Restricted Funds	13		<u>24,000</u>		<u>10,450</u>
Total Charity Funds			<u><u>384,374</u></u>		<u><u>407,636</u></u>

For the financial year ending 31 Mar 2025 the company was entitled to exemption from audit 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 02/12/2025 and signed on its behalf by:

Shamit Gaiger

Shamit Gaiger OBE
Chairman

David Buchan

David Buchan
Treasurer

The notes on pages 15 to 20 form part of these financial statements.

Campaign for Better Transport Charitable Trust

Statement of Cash Flows for the year ended 31 March 2025

	Note	2025 £	2024 £
Cash Flows from Operating Activities			
Net Cash from Operating Activities	15	<u>(71,721)</u>	<u>(227,538)</u>
Cash Flows from Investing Activities			
Interest received	4	7,749	11,297
Net Cash provided by Investing Activities		<u>7,749</u>	<u>11,297</u>
Change in cash and cash equivalents in the year		(63,972)	(216,241)
Cash and Cash Equivalents at the Beginning of the Year		395,574	611,815
Cash and Cash Equivalents at the End of the Year	16	<u><u>331,602</u></u>	<u><u>395,574</u></u>

Campaign for Better Transport Charitable Trust

Notes to the Financial Statements for the year ending 31st March 2025

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, 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

Income is recognised when the charity has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Where income has related expenditure, the income and related expenditure are reported gross in the Statement of Financial Activities.

Income from legacies is taken on a case by case basis at the earlier of the date on which: the charity is aware that probate has been granted, the estate has been finalised and notification has been made by the executor(s) to the charity that a distribution will be made, or when a distribution is received from the estate. Receipt of a legacy, in whole or in part, is only considered probable when the amount can be measured reliably and the charity has been notified of the executor's intention to make a distribution.

Donations, grants and gifts are recognised when receivable. In the event that a donation is subject to fulfilling performance conditions before the charity is entitled to the funds, the income is deferred and not recognised until it is probable that those conditions will be fulfilled in the reporting period. Income from Gift Aid tax reclaims is recognised for any donations with relevant Gift Aid certificates recognised in income for the year. Any amounts of Gift Aid not received by the year-end are accounted for in income and accrued income in debtors.

Interest on deposit funds held is included when receivable and the amount can be measured reliably by the charity which is normally upon notification of the interest paid or payable by the bank.

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 uncertainty

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.

h) Pension costs

The charity operates a defined contribution scheme with a charity contribution of 8% of salary costs. The cost of providing pensions for employees is charged to the Statement of Financial Activities in the year in which the contributions are paid.

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.

Campaign for Better Transport Charitable Trust

Notes to the Financial Statements for the year ending 31st March 2025

k) Funds

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.

l) 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.

m) Depreciation

Depreciation is provided in tangible fixed assets so as to write off the cost or valuation, less any estimated residual value, over their useful economic life as follows:

Asset Class	Depreciation method and rate
Fixtures and Fittings	25% straight line

2	Income from donations and legacies	Unrestricted Funds	Restricted Funds	Total 2025	
		£	£	£	
	Core grants and donations	706,522	26,739	733,261	
	Prior Year	Unrestricted Funds	Restricted Funds	Total 2024	
		£	£	£	
	Core grants and donations	623,421	-	623,421	
3	Income from charitable activities	Unrestricted Funds	Restricted Funds	Total 2025	
		£	£	£	
	Research and Education	-	77,872	77,872	
	Prior Year	Unrestricted Funds	Restricted Funds	Total 2024	
		£	£	£	
	Research and Education	30,680	19,330	50,010	
4	Investment Income		Unrestricted Funds	Unrestricted Funds	
			2025	2024	
			£	£	
	Deposit account interest		7,749	11,297	
5	Costs of raising funds	Unrestricted Funds	Restricted Funds	Total 2025	Unrestricted Total 2024
		£	£	£	£
	Direct staff costs	222,025		222,025	180,122
	Other direct costs	15,323	1,400	16,723	17,750
	Support costs	41,335	-	41,335	35,237
		278,683	1,400	280,083	233,109
	Analysis of support costs			2025	2024
				£	£
	Staff costs			6,147	5,161
	Premises costs			15,820	12,097
	Office costs			19,368	17,979
	Governance costs			-	-
				41,335	35,237
6	Cost of Charitable Activities	Unrestricted Funds	Restricted Funds	Total 2025	Total 2024
		£	£	£	£
	Direct staff costs	335,594	70,107	405,701	456,845
	Other direct costs	25,577	19,554	45,131	80,114
	Support costs	111,229	-	111,229	132,076
		472,400	89,661	562,061	669,035

Campaign for Better Transport Charitable Trust

Notes to the Financial Statements for the year ending 31st March 2025

Prior Year	Unrestricted Funds £	Restricted Funds £	Total 2024 £
Direct staff costs	450,814	6,031	456,845
Other direct costs	70,521	9,593	80,114
Support costs	130,600	1,476	132,076
	<u>651,935</u>	<u>17,100</u>	<u>669,035</u>

Analysis of support costs

	2025 £	2024 £
Staff costs	44,235	47,616
Premises costs	28,125	29,617
Office costs	34,431	44,018
Governance costs	4,438	10,825
	<u>111,229</u>	<u>132,076</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 examination fees of £3,270. In 2024 we had an audit which was £8,625. Company Secretarial costs of £0 (2024: £490) and Trustee related costs of £1,134 (2024: £1,710).

7 Net income is stated after charging

	2025 £	2024 £
Pension costs	111,156	100,194
Fees payable to the Charity's auditor in respect of:		
Audit	-	8,625
Independent Examination	3,270	-

8 Staff Costs

	2025 £	2024 £
Wages and Salaries	504,501	522,133
Social Security Costs	46,603	47,148
Pension Costs	111,156	100,194
	<u>662,260</u>	<u>669,475</u>

Pension Costs include £59,718(2024:£45,231) salary sacrifice.

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

	2025 No.	2024 No.
Research and Education	8	10
Income Generation	4	4
Support	1	1
	<u>13</u>	<u>15</u>

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

	2025 No.	2024 No.
in the band £60,001 - £70,000	1	
in the band £90,001 - £100,000		1
in the band £100,001 - £110,000	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 £107,111(2024: £103,940).

9 Trustees' remuneration and expenses

The Trustees do not receive any remuneration or other benefits for their duties (2024: none).

Expenses of £nil (2024: £nil) were reimbursed to 0 (2024: 0) Trustees in respect of travel, accommodation and governance costs.

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2025

10 Tangible Fixed Assets

	2025	2024
	£	£
Cost		
Additions	6,599	-
At 31 March 2025	<u>6,599</u>	<u>-</u>
Depreciation		
Charge for the year	1,650	-
At 31 March 2025	<u>1,650</u>	<u>-</u>
Net book value		
At 31 March 2025	<u>4,949</u>	<u>-</u>
At 31 March 2024	<u>-</u>	<u>-</u>

11 Debtors

	2025	2024
	£	£
Due within one year		
Trade debtors	76,632	27,154
Other debtors	14,118	10,897
Prepayments & Accrued Income	10,400	27,533
	<u>101,150</u>	<u>65,584</u>

12 Creditors: Amounts falling due within one year

	2025	2024
	£	£
Trade creditors	12,540	12,470
Other taxation and social security	21,180	13,358
Other creditors	8,212	8,711
Accruals	11,395	18,983
	<u>53,327</u>	<u>53,522</u>

13 Statement of Funds

Statement of funds - current year	Balance as at 01-Apr-24 £	Income £	Expenditure £	Balance as at 31-Mar-25 £
Unrestricted Funds				
General funds	<u>397,186</u>	<u>714,271</u>	<u>(751,083)</u>	<u>360,374</u>
Restricted Funds				
Parliamentary Reception	-	8,700	(8,700)	-
Better Transport Week	-	47,414	(47,414)	-
Carbon Comparison Project	-	1,345	(1,345)	-
Party Conferences	-	3,817	(3,817)	-
Runways to Railways	-	10,000	(10,000)	-
Rail Growth & Integration	-	24,000	-	24,000
Social Care project	10,450	9,335	(19,785)	-
	<u>10,450</u>	<u>104,611</u>	<u>(91,061)</u>	<u>24,000</u>
Total of Funds	<u>407,636</u>	<u>818,882</u>	<u>(842,144)</u>	<u>384,374</u>

Where a restricted project has been overspent, the balance is taken from unrestricted income.

We received funding for Better Transport Week which is a week long celebration of how better transport can help connect communities and bring people together.

We are also campaigning to move people from airlines to rail and undertaking research in to unlocking barriers of international rail.

We also received funding for our work with Government for a reception at the House of Commons and a visible presence at party conferences.

The work for two thought leadership pieces to promote growth and integration opportunities in rail will commence in April 2025.

The Social Care project included research into ways to support social care workers with the transition to greener transport options.

We were also commissioned to produce a report comparing carbon savings from switching from car to train.

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2025

Statement of funds - prior year	Balance as at 01-Apr-23 £	Income £	Expenditure £	Balance as at 31-Mar-24 £
Unrestricted Funds				
General funds	616,832	665,398	(885,044)	397,186
Restricted Funds				
Parliamentary Reception	8,220	0	(8,220)	-
Better Transport Week	-	5,000	(5,000)	-
Carbon Comparison Project	-	1,545	(1,545)	-
Social Care project	-	12,785	(2,335)	10,450
	8,220	19,330	(17,100)	10,450
Total of Funds	625,052	684,728	(902,144)	407,636

Where a restricted project has been overspent, the balance is taken from unrestricted income.
We received funding for Better Transport Week and the Parliamentary Reception.
We were also commissioned for specific projects.

14 Analysis of Net Assets between Funds
Analysis of net assets between funds - current period

	Unrestricted Funds 2025 £	Restricted Funds 2025 £	Total Funds 2025 £
Current assets	408,752	24,000	432,752
Creditors due within one year	(53,327)	-	(53,327)
	355,425	24,000	379,425

Analysis of net assets between funds - prior period

	Unrestricted Funds 2024 £	Restricted Funds 2024 £	Total Funds 2024 £
Current assets	450,708	10,450	461,158
Creditors due within one year	(53,522)	-	-53,522
	397,186	10,450	407,636

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

	2025 £	2024 £
Net (deficit)/income for the period (as per Statement of Financial Activities)	(23,262)	(217,416)
Adjustments for:		
Purchase of tangible fixed assets	(6,599)	-
Depreciation charges	1,650	-
Dividends, interests and rents from investments	(7,749)	(11,297)
Decrease/(Increase) in debtors	(35,566)	3,631
Increase/(Decrease) in creditors due within One Year	(195)	(2,456)
Net Cash from Operating Activities	(71,721)	(227,538)

16 Analysis of cash and cash equivalents

	2025 £	2024 £
Cash at bank and in hand	331,602	395,574
Total cash and cash equivalents	331,602	395,574

Campaign for Better Transport Charitable Trust
Notes to the Financial Statements for the year ending 31st March 2025

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

	At 01-Apr-24 £	Cashflows £	At 31-Mar-25 £
Cash at bank and in hand	395,574	(63,972)	331,602
	<u>395,574</u>	<u>(63,972)</u>	<u>331,602</u>

Analysis of Net Debt - prior year

	At 01-Apr-23 £	Cashflows £	At 31-Mar-24 £
Cash at bank and in hand	611,815	(216,241)	395,574
	<u>611,815</u>	<u>-216,241</u>	<u>395,574</u>

18 Operating lease commitments

At 31 March 2025 the Charity had no commitments (2024: Nil) under non cancellable operating leases.

19 Capital commitments

At 31 March 2025 there are no capital commitments (2023: Nil)

20 Related party transactions

There were no related party transactions (2024:Nil)