



COMMUNITY TRANSPORT ASSOCIATION UK

REPORT AND FINANCIAL STATEMENTS

For the year ended 31 March 2023

Charity Number (England & Wales): 1002222

Charity registered in Scotland: SC038518

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1. OUR PURPOSES AND ACTIVITIES

Addressing the transport accessibility gap is a central tenet of the Community Transport Association's philosophy, and our vision is of a world where people can shape and create their own inclusive transport solutions. Transport is an enabler – when people have good, reliable, accessible transport they can participate fully in society, whether that's getting to and from educational or employment opportunities, visiting family and friends, attending clubs and societies, going shopping, keeping up with health appointments and a myriad of other day-to-day activities.

CTA is dedicated to promoting the role of community transport to enable social inclusion, access, mobility and choice. Our charitable objects are to relieve age, financial hardship, ill-health or disability by the provision of education and support to charitable bodies or persons who supply transport to groups or individuals in need of such relief. With staff based in all four nations, CTA works to the public benefit of its members, non-members and community transport users who are affected by different policies, legislation and political agendas, and is recognised as the voice of community transport across the UK. Our extensive range of services helps many different organisations to deliver local solutions to meet specific transport needs in their communities. Including:

- championing, connecting, supporting and growing the community transport movement across every region, through the establishment and ongoing facilitation of peer networks and forums to share information and good practice, create opportunities for collaboration, and create space for forward thinking about the strategic development of the sector;
- policy work to influence government and others at national, regional and local level, to build support and investment for the community transport sector and build a strong case for systems level change. CTA works on behalf of its members to contribute to the formation of public policy where community-led transport solutions can improve access and inclusion. We develop relationships with government departments (particularly the Department for Transport and their equivalents in Wales, Scotland and Northern Ireland), as well as government Ministers;
- an expert advice and information service available across the UK - we are the only UK organisation providing a comprehensive free advice and information service on community transport issues. As the custodians of sector-led performance standards, our telephone and email advice service is a channel to support operators to maintain high quality, customer-focused services. The advice service is enhanced by a range of free print and digital resources for our members and supporters, including CTA's Journal, "Together", and regular newsletters to our members;
- CTA manages a national training programme (MiDAS) and works with partners to deliver training and related resources to members, ensuring the safe operation of community transport services and an in-depth understanding of the needs of passengers; and
- stakeholder relationship development: stewarding relationships with our members, funders and other external stakeholders to connect people and ideas, champion the role of inclusive and accessible transport and develop innovative projects for greater sector resilience.

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2. ACHIEVEMENTS AND PERFORMANCE

Membership

CTA has continued to maintain its membership at a steady level with 1200 members. The CTA membership includes CT operators in all parts of the UK, while operators in England make up the larger percentage (table 1), CTA continues to have a good membership as a proportion of CT operators in all nations.

England	Scotland	Wales	Northern Ireland
74%	13%	7%	6%

Table 1 – Breakdown of CTA Membership by Nation

The largest proportion of members have a turnover of less than £25,000 (38%) with over half of all CTA’s membership operating with a turnover of less than £100,000. Typically, the larger CTA members with a turnover of £500,000 or more are secondary providers who deliver community transport as a smaller part of their overall operation.

In 2022 CTA’s CEO carried out an exploratory consultation with members to get to the heart of what members felt. Asking them what they liked about CTA, what could be done better and what the focus should be. The findings showed that members valued:

- The usefulness of the advice, support and information offered;
- That CTA as a national body representing them, particularly on government/policy issues; and
- The peer aspect which meant they felt part of a community and a movement.

CTA recognised that there was not a clear and defined membership offer and during 2023-2024 will be undertaking a membership review to ensure all CTA UK members have a consistent offer of support.

Permits

CTA continues to act as a designated body offering our members access to Section 19 and Section 10B permits. In 2022/2023 CTA issued:

- 1170 Section 19 permits to 252 members. Most of the members were operating in England 78% with 14% in Scotland and 8% in Wales; and
- 14 Section 10B Permits to 8 members in Northern Ireland

On average members operating in

- England are applying for 5 permits,
- Wales and Scotland are applying for 3 permits, and
- Northern Ireland are applying for 2 permits

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CTA members have highlighted permits as an important part of the membership offer and overall, 66% of members hold a section 19 permit issued by CTA. To ensure we can provide this service effectively and meet our obligations, CTA will be undertaking a review of the permit process during 2023/2024.

Advice & Support

CTA prioritises supporting CT services to run safely and legally so they can maintain the confidence of regulators, commissioners and their passengers. To this end, we are the only organisation in the UK that provides a comprehensive and free advice and information service specifically for community transport. Our advice service tackles a wide range of issues including driver licensing, passenger safety, training enquiries and vehicle maintenance. Last year we responded to over 1030 advice calls and emails.

Alongside our advice line we also host a range of events and provide print and digital resources for our members and supporters. Our Advice Team facilitated 33 'Advice Drop In' sessions, creating and holding a virtual space for CT operators (CTOs) around the country to come together, share their knowledge and experience, ask for help if they need it, and offer peer-to-peer support. These sessions started in 2020 in response to the Covid-19 pandemic and will be further enhanced in 2023/24 with the rollout of monthly themed sessions delivered as part of the Advice & Support network, a CTA-led peer support network for CTA members.

Policy and Influencing

AMAP Campaign

CTA led a prominent UK-wide campaign calling for an urgent, fair and transparent review of the Approved Mileage Allowance Payment (AMAP) which is used to reimburse employees and volunteers using their own vehicles in the course of their duties. This was identified as a major priority for CTA members, especially volunteer car schemes, due to a 40% increase in motoring costs since AMAP was last reviewed in 2012.

We assembled an influential and broad-based coalition of ten organisations behind the campaign from across the voluntary and third sectors in England, Scotland, Wales and Northern Ireland, including NCVO, NAVCA and SCVO. We mobilised and supported CTA members to engage with their local MPs on this issue. We engaged with Ministers and officials from across the UK Government, as well as MPs from all political parties, alongside our partners. We secured support from many MPs, written and oral questions in the House of Commons and significant positive media coverage, including from the BBC and STV.

We submitted formal representations to HM Treasury ahead of both the Autumn and Spring Budget. We were disappointed that the Chancellor has not announced a review or committed to an inflationary uplift, but the campaign continues.

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Driver Licensing Review

The Department for Transport (DfT) launched a review of potential opportunities to improve the UK's driving licensing regime. It explored whether there were any further opportunities that could be available to change legislation to improve our testing and licensing regime. These included whether to grant drivers who have category B car licence entitlement additional entitlement to category C1 (7.5 tonnes) goods vehicle entitlement and whether to grant drivers who have a category B licence entitlement to a minibuss category D1 licence. The current system is a major barrier and cost for Community Transport operators and drivers across the UK and needs reform.

CTA engaged closely and regularly with DfT on this issue, hosted an online session with members, encouraged operators to respond to the call for evidence and submitted our own response on behalf of the sector. Based on significant engagement with members and the ongoing transformation of MiDAS, our response argued that changing D1 licencing to grant drivers who have a category B licence entitlement to a minibuss category D1 is vital for the future of the CT sector. This change would alleviate some of the current driver shortages that are caused by the current D1 licensing system that threaten the sector's future and the provision of essential transport services.

The review is ongoing, as is our engagement with DfT on this issue.

Training and MiDAS transformation

- The CTA signed a partnership agreement with Hampshire County Council (HCC), the original developers of MiDAS, to allow a more equitable and collaborative working partnership between CTA and HCC.
- CTA, in partnership with HCC, have agreed on the delivery model for MiDAS, which will move to an approach where there is an online training and online theory assessment, a face-to-face enhanced practical, and face-to-face practical assessment.
- An Editorial Board was set up to support and inform the transformation of MiDAS. This board includes several MiDAS experts, CTOs and DATs. The CTA has led the editorial board with the support of HCC and Kenny Duncan, our MiDAS consultant, who has been working on the transformation of the MiDAS content since Feb 2023.
- CTA completed a comprehensive survey of DATs and we have used the information from this survey to inform the MiDAS transformation.
- A communication strategy has been drafted and we are working with our Marketing and Communications team to get regular updates out to MiDAS trainers, key stakeholders, and CTOs to keep them up to date on the transformation.
- After reviewing the current training delivery model, CTA intend to build stronger relationships with stakeholders at each level- from the trainers of DATs to the learners. This move will see an enhancement of quality and safety in MiDAS delivery.

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CTA in England:

In April 2022 the new Director for England took up the role and began the work to revitalise our relationships with our members and key stakeholders. The England directorate was formed and focused on creating relationships with members and listening to their views and needs. To support this and encourage direct relationships we are working on a regional approach with the Development Officers creating connections in their specific areas. It has been a busy year for the team and CTA is pleased with the progress that has been made so far in increasing awareness of CTA with stakeholders and working towards improving the relationship that members have with CTA.

Work with Members

In January 2023 CTA launched the *conneCTing* programme. Through regional forums this programme aims to bring together community transport (CT) operators to work collectively and collaboratively with partners. 168 people from CT, and our stakeholders attended the first round of meetings and shared their views. These forums are not just a platform for exchanging ideas or holding debates but will also have a set of region-specific action items that they will focus on to establish and maintain connectivity in their respective areas. Each regional forum has identified the key challenges they will work on over the coming year. Additionally, we will disseminate the knowledge and insights gained through this process across England and with national stakeholders.

We have also provided 1-2-1 advice and support to members over the year. Examples include a member who had an opportunity to expand their community car scheme to include a minibus. We helped them to create a partnership agreement with a local care home to share their existing minibus. They also wanted to train their staff using MiDAS, so we connected them to a nearby CT provider who provide MiDAS training. We also advised them on for grant funding to pay for the training fees. As of April, their staff have completed the training and they now offer a new service using the minibus.

Research and insight on the sector

Tackling Loneliness through Community Transport: In May 2022 it was confirmed that CTA had secured £498,000 from the DfT Tackling Loneliness through Transport fund. The project has grant funded 18 pilots with the aim to have robust evidence on the impact of community transport on the levels of loneliness for passengers and volunteers. The pilots are also receiving additional capacity building support to support the resilience of these organisations. Delivery on the pilots ran until April 2023. Data and intelligence has been collected over the life of the project and initial projections show that there has been a positive impact on people's feelings of loneliness and lack of companionship. The project results were released in July 2023 and initial results released at the project conference in May 2023.

State of the Sector: CTA received approval from the DfT during 2022 to reallocate the underspend from the 2017 Community Minibus fund to support undertaking research into community transport in England. The funding will also support a Community Transport week which will be held in late 2023. The research project started in June 2023 and will run for 18 months.

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Policy and Influencing

The England team has been focused on developing relationships with the DfT and strategic regional organisations including the Sub-National Transport bodies. The relationship with the DfT continues to develop and it includes the development of a cross governmental group which the conneCTing programme will report into.

Through these relationships we have fed into national and regional strategies including:

- Transport for the North – Social Exclusion Strategy – this has led to the inclusion of CT in TfN Strategy.
- DfT – BSOG Uplift Review – CTA provided evidence from members on the need for the uplift to continue. This has led to the uplift continuing up to Sept 2023. CTA is continuing to provide evidence and oversight on this area.
- DfT - £2 Bus fare cap scheme – inclusion of CT in this scheme was raised and while S19 wasn't included it has instigated a conversation around S19 and CT inclusion in this and wider schemes.
- Clean Air Zones / ULEZ – CTA has provided responses to local areas on the financial impact on CT for fleet upgrades. This work is ongoing into 2023.
- Locally CTA provided a response to the plans to cut funds to the CT and dial-a-ride services in Kent.

CTA in Northern Ireland:

- CTA is grant funded by DFI (Department for Infrastructure) to directly support the rural community transport partnerships (RCTPs) and this is the focus of our NI Director's work. CTA has been working to amplify the partnerships' work and build relationships with key stakeholders, including NICVA, Volunteer Now, and different disability rights-led organisations in NI. CTA continues to provide bi-monthly secretariat support for the RCTP manager's meetings.
- Specific areas of lobbying in 2022/2023 have included raising the profile of the needs of the sector regarding the cost-of-living impacts on the NI members, specifically around the cost of fuel and the effects of the AMAP rate on volunteer drivers. This led to a BBC report on the issue, a video interview with CTA and volunteers impacted by the AMAP rate, and several radio interviews in August 2022.
- Given the differences between NI and GB, CTA's NI Director continues to provide advice and support directly to members.
- CTA was able to get written confirmation of the rationale for the licensing change in NI, which changed the licensing requirements for CT minibuses drivers.
- Given the cost-of-living pressures, we have pivoted our work in NI in 2022/23 to support more members to complete applications for additional funding streams.

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- CTA has been leading a campaign since the end of Feb 2023 regarding the potential of removal of funding from the sector due to NI budgetary pressures. CTA has been lobbying political parties and government both locally and in Westminster. We have undertaken a range of media interviews, both pre-recorded and live, as well as coordinated our members to get engagement and media coverage within their local areas. This campaign will continue to secure, as far as possible, funding for the remainder of 2023/2024.

CTA in Wales

Members

- Wales has around 120 CT operators, the vast majority of which are CTA members. Around one third are primary purpose providers, with the other two thirds of our membership made up of charities and other organisations using transport to enable their core activities, along with schools/local authorities.
- Funding support and capacity building has led to more than £1.2m of additional funding for the sector (across the UK).
- CTA have been working with a focus group of volunteer car scheme operators to develop the first of our 'service blueprint' products, offering an 'off the shelf' solution for communities seeking to develop a car scheme and overcome the barriers they perceive/experience. This is now at the design stage and will be launched in 2023.
- We have collaborated on pulling together resources and support for community transport providers exploring the use of E-bikes to support their communities, bringing together best practice and potentially co-developing a toolkit in partnership with Sustrans Cymru to pull learning from their E-Move project (to complete in 23/24).
- CTA coproduced and facilitated a series of Safeguarding training sessions alongside Lee Hinds from Pembrokeshire Association for Voluntary Service, which were very well attended with excellent discussion of this challenging and very important topic, and very positive feedback on how useful and relevant the session was for attendees. We hope to explore how this could become part of our member benefits and training offer in 2023.
- We have worked closely with a number across north Wales who were experiencing significant issues due to the non-payment of Bus Service Support Grant (BSSG), a grant allocated by the Welsh Government and administered by local authorities on a regional basis. North Wales continues to be slower and less transparent than all other regions in allocating and managing this grant, leaving operators open to risk of redundancies and service withdrawal. CTA provided advocacy and influencing on behalf of the members affected, including extensive communication with elected representatives and local authority staff. Once funding was awarded, we followed up by offering an ongoing support package to avoid the same issues recurring next year which we hope will be taken up by the lead authority.

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- CTA delivered extensive development work alongside a number of our members, supporting them to explore new opportunities, overcome challenges, and take up/develop new opportunities. Including:
 - Swansea sustainable travel project – a network which has developed from a small pot of funding secured by one of the partners to pilot hyper-local transport initiatives which tackle access barriers. We supported the project partners throughout, offering support and building connections which have been instrumental in delivering successful outcomes and creating a strong foundation for success. Following coproduction principles to deliver support as a scaffold for development, ‘doing with’ rather than ‘doing to’, and as we move into 23/24 the group are developing a wider project plan for the next phase to extend and expand this work.
 - In Pembrokeshire, CTA have been working alongside the community in Cardigan to explore potential solutions to transport barriers around access to health. We have delivered extensive engagement with operators, health settings, community members and elected officials to explore a wide range of potential solutions, culminating in the development of a new project and funding bid led by Pembrokeshire Rural Transport Association (Green Dragon). We hope to hear back from the Lottery by the end of Q1 23/24 whether the bid has been successful.
- CTA co-created a suite of online training and engagement sessions which we delivered in partnership with several external speakers. We averaged 8-10 members attending individual sessions across the programme and feedback has been excellent. The sessions included:
 - Working Well with funders
 - Working Well with volunteers (in partnership with WCVA)
 - Working Well using storytelling (in partnership with Natasha Hirst Photography)
 - Working Well and safeguarding
 - Working Well with your community (in partnership with CTA members PACTO and Bridges)
 - Working Well by developing talent (in partnership with the Cranfield Trust)

Events and notable achievements

- CTA hosted our first Cymru Conference for more than 5 years, ‘More than just a journey’ in March 2023, bringing operators and stakeholders together for a hybrid event in person and online. This was a valuable opportunity for us to connect with the network and enable them to connect with each other, and the feedback has been extremely positive from attendees and speakers alike.

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- The Western Valleys project officially launched in Llanelli on 23rd September, with the support of Lee Waters MS, Deputy Minister for Climate Change with responsibility for transport.
- CTA led a pan-UK effort to develop and deliver a programme of online events for ‘Great Big Green Week’ in September, focusing on sessions designed to address learning needs identified by members. This included sessions on myth busting around electric vehicles, clean air and CT, green fundraising and policy shaping.
- The Wales showcase at the ‘Local Transport Summit’ from Local Transport Today and sponsored by TfW in December 2022, gave an opportunity for our Director for Wales to speak to 100+ transport professionals from across the UK about the work CTA and our members are doing alongside TfW and with the support of Welsh Government to deliver accessible, inclusive and sustainable transport networks.
- The Western Valleys project launched in September with operators receiving their funds at the end of 21/22. This project has allowed us to work in a community-led way to empower our delivery partners (4 CTA members) to design and deliver projects that meet the needs of their communities. We have seen a range of new, low carbon vehicles launched, new projects developed and partnerships grown, leading to a range of multi-modal and accessible transport options designed to support those living on low incomes.
- Aneurin Bevan University Health Board have funded the Gwent Transport to Health project in 2021/22 and 2022/23. To date, the health board has invested £214,000 in the project (with a small additional investment from Caerphilly NCN secured in Y1 for Caerphilly projects), and £128,168.98 has been allocated to 10 community-led organisations to grow, develop, and enhance demand-responsive transport to health services across the Health Board’s footprint. The remainder has covered the cost of a Regional Coordinator for the project, a vital resource that has allowed us to map and share the scale and scope of the existing transport to health services in the region, as well as work alongside the groups and organisations bidding into the project fund. As the previous Coordinator left her post in December 2022, the remainder of the allocation for her salary/oncosts has reverted back to CTA.
- CTA are continuing work to map the CT sector in Wales and translate all the rapidly changing policy and regulatory reform to identify where the opportunities are for our operator network.

Policy and Influencing

CTA contributed to the following responses in Wales:

- The National Transport Development Plan
- ‘One Network, One Timetable, One Ticket’ – Wales’ blueprint for the future of bus services
- WelTAG – Transport Planning guidance for wellbeing
- Social Prescribing

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- Draft Strategy for public engagement on climate change
- Readiness for Net Zero Carbon by 2030 – WG consultation and Senedd Climate Change, Environment and Infrastructure Committee review.

Each of these responses retains the key messages we have been engaging with partners on since 2020, focusing on the importance of the CT sector and network to enable equity for communities, our place as a key part of delivering a sustainable, inclusive and integrated transport network for Wales, and the power of community-led approaches in both design and delivery.

CTA have supported Members of the Senedd from across the political landscape through the Senedd's Climate Change, Environment and Infrastructure Committee, to hold the government to account by scrutinising the approach being taken to bus and rail, in order to deliver a transport network that meets citizens' needs both now and for future generations. CTA and our members have fed into focus groups, 1-2-1 interviews, and a formal evidence session at the Senedd itself alongside representatives of the commercial bus sector.

Our Director for Wales has worked closely with officials leading the Welsh Government's development of the new Transport Bill for Wales. This is the first significant review of transport legislation since the Transport Act 1985, and represents a significant shift which has the potential for wide-ranging effects. We are exploring the opportunities for further devolution of powers as well as the potential for change to the permit exemption regime which (if adopted) could set a precedent for the rest of the UK. We will continue this work into 23/24 with a series of focus groups with officials and CTA members, exploring the options and intended/unintended consequences before submitting written proposals in Q2/3.

CTA in Scotland

Work with members

The CTA team in Scotland has prioritised providing in-depth 1-2-1 support to local charities and community groups to develop their own transport solutions and establish new Community Transport schemes in the face of rising demand. Demand for support from CTA's Development Officers from local communities and groups across Scotland grew significantly during 2022-23 in response to the lifting of COVID-19 restrictions; growing interest in community-led, transport-related climate action; an evolving local and national policy context; an ageing population; and further cuts to local bus services.

The Community Transport sector continued to grow in Scotland, as did CTA's membership. CTA's membership grew in Scotland over the period to 169 operators across our urban, rural and island communities. 14 new members with a diversity of projects and passenger groups came on board, from The Royal Edinburgh Military Tattoo and Badenoch Ladies Shinty Club to Glenfarg Community Transport Group and PedalHub in Glasgow.

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In January 2023, CTA launched a new Climate Action programme in Scotland. It developed new advice, information, insights, investment, resources and support for CTA members to decarbonise their fleets and services, deliver new sustainability projects and empower communities to take climate action.

It is a growing focus of CTA members north of the border. For example, Climate Action Strathaven launched a highly successful Section 22 community bus service between the Lanarkshire market town and Glasgow city centre to reduce car dependency, improve connectivity and boost sustainable tourism.

Advice and support

We developed and rolled out a new 'Intro to CT' programme in Scotland to introduce local communities and groups to Community Transport, its benefits and opportunities, its regulations and CTA's offer. Comprehensive, wraparound advice, information and support throughout an organisation's journey from ideation to community engagement to launch of new transport services has been provided to several groups.

Glenfarg Community Transport Group is an outstanding example of success, which illustrates the potential of the sector in Scotland where local communities partner with CTA, local government and other operators. Glenfarg Community Transport Group (GCTG) was established in 2022 as a community response to dwindling public transport options in the local area and fill the gaps left by the loss of scheduled buses by commercial operators.

The contract for the 55 Bus, which was previously operated by Earnside Coaches, was passed on to GCTG as part of a new Public Social Partnership with Perth and Kinross Council. The 55 Bus will develop into an hourly service throughout the day and a fully flexible, demand responsive service backed by new digital systems. It has been heralded as the start of 'a new era in public transport for Glenfarg' for hundreds of passengers with support from Stagecoach as well as CTA and the local authority.

Training

All of the CTA team in Scotland have completed carbon literacy training as we upskill our staff with the climate knowledge and green skills they need to better support CTA members through our Climate Action programme.

Events

The CTA Scotland Conference 2022 in September in Perth was a major success. Our first in-person event north of the border since the pandemic, it convened 55 delegates from all over Scotland to participate in 6 sessions with a diverse range of 11 speakers.

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Our new Climate Action Forums on Electric Vehicles, Car Clubs and Active Travel have brought together Community Transport operators for peer-to-peer learning, as well as to hear about challenges and opportunities from experts, funders and leaders, in new online spaces.

Our programme of online Members' Meetings has also continued with sessions on Digital Demand Responsive Transport, the Bus Taskforce, protecting vulnerable groups and funding opportunities.

During this year, CTA has represented the voices and interests of the Community Transport sector at a range of conferences, meetings and seminars, including presenting at the Cross-Party Group on Social Enterprise in the Scottish Parliament, the Mobility and Access Committee for Scotland (MACS) and local and regional Community Transport forums.

Research, policy and influencing

Our Scottish local election manifesto, *Sustainable Transport For All*, and campaign to engage and influence candidates and councillors was successful in raising awareness and winning backing for our sector ahead of the vote on 5 May 2022. We secured commitments to support Community Transport from Scottish Labour's national manifesto, the SNP's Dundee manifesto and the Glasgow Green Party. We secured personal support from individual SNP, Labour, Green, Liberal Democrat and Volt candidates across Angus, Dumfries & Galloway, Dundee, Edinburgh and Glasgow for our #CTpledge.

Our engagement with local government has also led to opportunities to shape proposals for a new local funding settlement for the sector in Aberdeenshire; develop new proposals for a citywide Community Transport network in Dundee; influence SPT's new Regional Transport Strategy for the West of Scotland to reflect the sector's priorities; and secure new funding for a Community Transport pilot in North Ayrshire.

CTA was also a key part of campaigns to protect local bus routes and protect funding for Community Transport – for example in Midlothian, where essential council funding for Lothian Community Transport Services and Handicabs Lothian was under threat.

In September 2022, we published our map of Community Transport in Scotland and our *More Than a Minibus* report. By the end of 2022-23, the map had been used more than 8,000 times by operators, stakeholders, funders and members of the public. It is also now part of Transport Scotland's nationwide 'Choose the Bus' campaign.

Meanwhile, our *More Than a Minibus* report, full of data, evidence and insights into the Community Transport sector, has gained a wide and important audience among politicians, policymakers and stakeholders. Its findings and recommendations have challenged perceptions and stereotypes about the sector, as well as informed and influenced thinking on the Fair Fares Review, the National Care Service and beyond.

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CTA was appointed to the Transport Minister's Bus Taskforce in October 2022 as part of efforts to work together to address the immediate challenges facing Community Transport and the wider bus sector of patronage growth, driver shortages and community engagement. Our Director for Scotland was appointed as Chair of the Sub-Group on Community Engagement, leading on the development of new best practice guidance in this area. CTA has led on co-production with commercial bus operators, Community Transport operators, local authorities, regional transport partnerships and other key stakeholders. The guide will be published later in 2023.

CTA worked closely with Transport Scotland and Energy Saving Trust to support, and maximise the positive impact of, the 2022-23 round of the Plugged-In Communities Grant Fund. A total of £1.6 million in funding was secured by CTA to help Community Transport operators to purchase Electric Vehicles, including buses, minibuses and vans.

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3. FINANCIAL REVIEW

Income

Incoming resources were £1.52m (2022, £4.05m). 71% of this is grant funding income with the remainder comprised of membership fees, income earned from the sales of training, consultancy and other services and advertising/corporate partnerships.

Expenditure

Operating expenses were £1.59m (2022, £3.59m). Of this figure, £1.13m was restricted fund expenditure. All restricted funding from each of the Scottish and Welsh governments, and the RTF grant in Northern Ireland has been used solely for the purposes intended and in accordance with the terms and conditions of grant.

As a result, CTA produced a deficit of in year income over expenditure of £66k (2022, surplus £462k). CTA's operating surplus on its unrestricted income before fund transfers was £50k (2022, £252k). The in year deficit resulted from expenditure on designated funds approved by the trustee board, and restricted funds received in previous accounting periods.

Investment policy

Investment income relates to bank interest received from balances held on the deposit account. In view of the level of average deposits it is not considered to be material to the charity's objectives. The charity's objectives are maintained mainly through grants and charitable trading income. Priority is given to the charity's need to maintain predefined levels of annual cash flow to cover spending requirements incorporated in the latest business plan.

Reserves policy and going concern

The trustees have previously adopted a reserves policy, the objective of which was to protect CTA and its charitable activities by ensuring adequate liquidity while the organisation adjusts to changes in the financial and operating environment in the immediate short term (two to three months). At the same time, the trustees wanted to ensure reserves were not too high in order to maximise the resources applied to CTA's charitable purpose.

Following this policy, the trustees determined a target range of reserves of £200,000 to £290,000 in 2012/13. Free reserves sat at £538,315 at the end of the last financial year but have decreased in the 2022/23 year through the operating deficit.

Free reserves totalled £509k at the end of the 2022/23 year, with total reserves reaching £1.02m (2022, £1.08m).

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Reserves policy and going concern (continued)

The Trustees are still committed to the existing reserves policy and have identified ways in which the surplus free reserves can be invested back into the business to the benefit of members. At the same time, the trustees intend to then replenish those reserves through improved income generation activities over the next five years and have set budgetary targets for 2023/24 accordingly.

The upper target level of free reserves of £290k was exceeded at the end of 2022/23. The balance sheet now has net current assets of £1.0m (2022, £1.07m). The Trustees regularly review the circumstances of CTA and consider that adequate resources continue to be available to fund the activities of the charity for the foreseeable future. The Trustees are of the view that CTA is a going concern for the future.

Total funds held on 31 March 2023 were £1,021,531 (2022, £1,087,684). The categorisation and purpose of these funds is as follows:

	2021/22	2022/23
Unrestricted Reserves		
General Reserve – being the accumulated surpluses of the organisation	£538,315	£509,061
Designated Reserve 1 - being a fund to cover the organisation’s financial commitment to the costs of developing driver training services	£60,000	£100,000
Designated Reserve 2 – being a fund to cover the financial costs of recruiting a new Chief Executive	£30,000	-
Restricted Reserves		
DfT Minibus Project Fund – being a fund provided to cover costs associated with the administration and distribution of the DfT’s minibus purchase grants.	£191,779	£178,269
Big Lottery Fund – being a fund to support digitisation of the CTA’s admin processes	£10,000	£5,000
Electric Vehicle Fund – being a fund to support the purchase of electric vehicles for members in Wales	£25,000	£25,000

COMMUNITY TRANSPORT ASSOCIATION UK

TRUSTEES REPORT

For the year ended 31 March 2023

Social Care Winter Pressures Fund – being a fund for distribution to members in Wales to support community activities in winter	£87,590	£87,590
Western Valleys Funding – being a fund to pilot a demand responsive transport solution that will connect communities across the valleys	£45,000	£40,310
Transport to Health Project Fund – being funding received from the Aneurin Bevan Health Board to continue to develop the Gwent Transport to Health Project	£100,000	£47,088
Tackling Loneliness – being a fund to support various pilot schemes in order to develop evidence on how community transport can reduce the number of people feeling lonely across communities in England	-	£29,213
TOTAL	£1,087,684	£1,021,531

Whilst unrestricted reserves are currently higher than the policy boundaries, the trustees' intention is to use the surplus reserves to invest in the organisation's digital capacity, specifically through the procurement and implementation of new customer relationship management system during 2023/24, and the redevelopment of the MiDAS training scheme.

Across the year, there was a net inflow of cash to the organisation of £30,748.

Fundraising

CTA derives its income from the following core sources: government and other grant funding, memberships, retailing services to members (eg driver training), and corporate advertising in publications and at events. To this end, the organisation does not engage in raising funds directly from the general public or indirectly through a fundraising agent. As such, there is no expenditure from the charity's resources on raising funds directly from the public.

COMMUNITY TRANSPORT ASSOCIATION UK

TRUSTEES REPORT

For the year ended 31 March 2023

4. FUTURE PLANS

A new CEO started in post in September 2022 and led an exploratory research exercise in Winter 2022 which involved consultation with staff, members, trustees and stakeholders. The findings of this exercise informed CTA's operational plan for 2023/4. The CEO identified four pillars of CTA, spanning across all nations:

1. Membership, members and permits;
2. Advice and support;
3. Evidence, influencing and policy; and
4. Training.

The CEO worked with the board and leadership group to establish 'working groups' for each of the four pillars, with each group being led by a country director who is the 'technical lead', a mixture of staff from different nations, and involving at least one 'trustee champion'. This way of working promotes sharing information and best practice, improving communications, and eventually should provide more opportunity for staff development and career progression. In 2023/4 CTA will use the structure of these working groups to harness floating capacity within the organisation and the spirit of collaboration to enable CTA to lead a thriving community transport movement throughout the UK. During 23/4, CTA will develop and implement a new CRM, carry out a full membership and permit review, launch the transformed MiDAS standard training, draft a manifesto ahead of the general election, and establish a new 5-year strategic direction.

COMMUNITY TRANSPORT ASSOCIATION UK

TRUSTEES REPORT

For the year ended 31 March 2023

5. REFERENCE AND ADMINISTRATIVE DETAILS

Trustees

Applications for trusteeship are sought by advertisement. Trustees serve for an initial three years and can be re-elected for a further three year period. The board has the power to appoint additional trustees as it considers fit to do so. The trustees serving during the year and since the year end were:

Alan Jones (Chair)	Susan Dever
Sue Leighton (Vice Chair)	Elizabeth Esnouf
Alison O'Dornan (Treasurer)	Nigel Hinch (appointed 18 November 2022)
Chris Kutesko	Martin Heffer (appointed 18 November 2022)
Oxana Grishina	Martin Duffy (appointed 18 November 2022)
Steven Craker	

Chief Executive	Victoria Armstrong (From 19 September 2022)
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Registered office	12 Hilton Street Manchester M1 1JF
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Auditors	Dains Audit Limited Suite 2, Albion House 2 Etruria Office Village Forge Lane Etruria Stoke on Trent ST1 5RQ
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Bankers	Charities Aid Foundation Bank 25 Kings Hill Avenue Kings Hill West Malling Kent ME19 4JQ
	The Royal Bank of Scotland plc 1 Corporation Street Hyde SK14 1AQ

COMMUNITY TRANSPORT ASSOCIATION UK

TRUSTEES REPORT

For the year ended 31 March 2023

Finance, legal and business advisors

Counterculture Partnership LLP
Unit NH.204
E1 Studios
7 Whitechapel Road
London E1 1DU

Charity numbers

1002222 (England & Wales)
SC038518 (Scotland)

Company number

01985361

Key management personnel:

Victoria Armstrong
Stuart Bowler
Roger Goodwin
Caroline Whitney
Gemma Lelliott
Noeleen Lynch
David Kelly

Chief Executive (from 19 September 2022)
Director of People & Operations (to 31 December 2022)
Director of People & Operations (from 1 February 2023)
Director for England
Director for Wales
Director for Northern Ireland
Director for Scotland

COMMUNITY TRANSPORT ASSOCIATION UK

TRUSTEES REPORT

For the year ended 31 March 2023

6. STRUCTURE, GOVERNANCE & MANAGEMENT

Governing Document

Following a special resolution passed at the charity's Annual General Meeting in November 2018 the organisation converted from a charitable company limited by guarantee to a charitable incorporated organisation (CIO) in July 2019 and a change in governing document to a CIO constitution was effected on conversion.

The Community Transport Association UK (CTA) is a Charitable Incorporated Organisation, governed by its constitution dated 29 July 2019, and amended on 19 November 2019. It is registered as a charity with the Charity Commission. The charity's objective and its principal activity continues to be to relieve age, financial hardship, ill-health or disability by the provision of education and support to charitable bodies or persons who supply transport to groups or individuals in need of such relief.

Appointment of Trustees

As set out in the CIO constitution, the Board is composed of up to six Trustees elected by the members from among candidates nominated by the Governance Committee at least two of whom must be based in two of either Wales, Scotland, or Northern Ireland. The Board may also co-opt up to a further five Trustees to meet such skills, experience and diversity requirements as the Governance Committee may from time to time specify. The Chair, Vice Chair and Treasurer are selected from amongst the Trustees.

When considering co-opting trustees, the Board has regard to the requirement for any specialist skills needed.

Trustee Induction and Training

Induction of new members of the Board is a shared responsibility between the Governance Committee, the Chair, external clerk to the Board and the senior management team. In Autumn 2021 the Board refreshed their induction process; introducing a full Board induction and development day to connect new and existing Board members which will refresh knowledge of the role and responsibilities of trustees and understanding the current work and context of CTA. Trustees can also be briefed on the governance structure of CTA and its committees and decision-making processes, the current strategic objectives and the recent financial performance of the charity. This will be supported by orientation, meeting key staff and visits to member organisations (physically or virtually). An ongoing trustee and Board development programme will be agreed for 2023.

COMMUNITY TRANSPORT ASSOCIATION UK

TRUSTEES REPORT

For the year ended 31 March 2023

Organisation

The Board of Trustees administers the charity. The Board meets quarterly and there are sub committees covering Governance, Policy and Finance and Audit. The committees also meet on a quarterly basis. A Chief Executive is appointed by the Trustees to manage the day-to-day operations of the charity. To facilitate effective operations, the Chief Executive has delegated authority, within terms approved by the Trustees, for operations including finance, employment, external relations, public policy and public affairs and other related activity.

Related Parties and Co-operation with Other Organisations

None of the trustees receive remuneration or other benefit from their work with the charity other than reimbursement for out of pocket expenses. Any potential connection between Trustees, senior managers, or their extended families and any potential related party must be disclosed to the full Board of Trustees. In the current year, no such related party transactions were reported.

Pay Policies for Senior Staff

The Trustees consider the Trustee Board and the senior management team to comprise the key management personnel of the charity in charge of directing, controlling, running and operating the charity on a day to day basis. All Trustees give of their time freely and no Trustee received remuneration during the year. Details of Trustees' expenses and related party transactions are given in notes 8 and 10 to the accounts.

The pay of the senior staff is subject to the organisation's internal pay policy, approved by the Board in March 2019. The policy sets out the organisation's pay scales, role evaluation criteria, and how any cost of living award is considered and implemented by the Trustee Board. In view of the nature of the charity, the Trustees specifically benchmark the Chief Executive's pay against levels in other similar sized membership organisations. Details of the total remuneration and expenses received by senior staff members are provided in note 8.

Principal Risks and Uncertainties

The trustees have a risk management strategy that comprises:

- A regular review by the Finance and Audit Committee of the principal risks and uncertainties that the charity faces;
- The establishment of policies, systems, and procedures to mitigate those risks identified; and
- The implementation of procedures designed to minimise or manage any potential impact on the charity should those risks materialise.

COMMUNITY TRANSPORT ASSOCIATION UK

TRUSTEES REPORT

For the year ended 31 March 2023

This work has identified the following five key risks for the organisation:

- Poor data and digital infrastructure
- Cyber Security
- Vulnerability of earned income, particularly through membership scheme
- Failure to make measurable progress on key issues identified by members as priorities for policy attention
- Internal administrative support for member services

The trustees receive a quarterly update on the significant risks and the management strategies in place to mitigate them. As a result, the Trustees are confident that the identified key risks are controlled.

COMMUNITY TRANSPORT ASSOCIATION UK TRUSTEES REPORT

For the year ended 31 March 2023

8. STATEMENT OF TRUSTEES' RESPONSIBILITIES

The charity trustees are responsible for preparing a trustees' annual report and financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

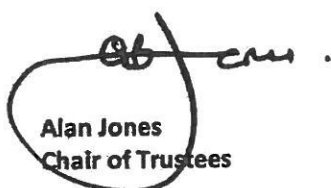
Charity law requires the charity trustees to prepare accounts for each financial year which give a true and fair view of the state of affairs of the charity and of the incoming resources and application of resources, including the income and expenditure, of the charity for that period. In preparing these accounts, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP 2019 (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 accounts;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charity will continue in operation.

The trustees are responsible for keeping proper accounting records that disclose with reasonable accuracy at any time the financial position of the charity and to enable them to ensure that the accounts comply with the Charities Act 2011, the Charities (Accounts & Reports) Regulations 2008, and the provisions of the constitution. The trustees are also responsible for safeguarding the assets of the charity and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The trustees are responsible for the maintenance and integrity of the charity and financial information included on the charity's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Approved by the Board of Trustees and signed on its behalf



Alan Jones
Chair of Trustees

13 September 2023

COMMUNITY TRANSPORT ASSOCIATION UK

AUDITORS REPORT

For the year ended 31 March 2023

Independent Auditor's Report to the Trustees of Community Transport Association UK

Opinion

We have audited the financial statements of Community Transport Association UK ('the charity') for the year ended 31 March 2023 which comprise the Statement of Financial Activities, Balance Sheet, the statement of cash flows and the notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland* (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the charity's affairs as at 31 March 2023, and of its incoming resources and application of resources, including its income and expenditure, for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Charities Act 2011.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the charity in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the Trustees' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the Charity's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the Trustees with respect to going concern are described in the relevant sections of this report.

COMMUNITY TRANSPORT ASSOCIATION UK

AUDITORS REPORT

For the year ended 31 March 2023

Other information

The trustees are responsible for the other information. The other information comprises the information included in the trustees' report, other than the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Matters on which we are required to report by exception

We have nothing to report in respect of the following matters in relation to which the Charities (Accounts & Reports) Regulations 2008 requires us to report to you if, in our opinion:

- the information given in the financial statements is inconsistent in any material respect with the trustees' report; or
- sufficient accounting records have not been kept; or
- the financial statements are not in agreement with the accounting records; or
- we have not received all the information and explanations we require for our audit.

Responsibilities of trustees

As explained more fully in the trustees' responsibilities statement, the trustees are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the trustees are responsible for assessing the charity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the trustees either intend to liquidate the charity or to cease operations, or have no realistic alternative but to do so.

COMMUNITY TRANSPORT ASSOCIATION UK

AUDITORS REPORT

For the year ended 31 March 2023

Auditor's responsibilities for the audit of the financial statements

We have been appointed as auditor under section 144 of the Charities Act 2011 and report in accordance with regulations made under section 154 of that Act.

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an Auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

Our approach to identifying and assessing the risks of material misstatement in respect of irregularities, including fraud and non-compliance with laws and regulations, was as follows:

- *the senior statutory auditor ensured that the engagement team collectively had the appropriate competence, capabilities and skills to identify or recognise non-compliance with applicable laws and regulations;*
- *we identified the laws and regulations applicable to the charity through discussions with directors and other management, and from our commercial knowledge and experience of the sector;*
- *we focused on specific laws and regulations which we considered may have a direct material effect on the financial statements or the operations of the charity, including the financial reporting legislation, Charities Act 2011, taxation legislation, anti-bribery, employment, and environmental and health and safety legislation;*
- *we assessed the extent of compliance with the laws and regulations identified above through making enquiries of management and inspecting legal correspondence; and*
- *identified laws and regulations were communicated within the audit team regularly and the team remained alert to instances of non-compliance throughout the audit.*

We assessed the susceptibility of the charity's financial statements to material misstatement, including obtaining an understanding of how fraud might occur, by:

- *making enquiries of management as to where they considered there was susceptibility to fraud, their knowledge of actual, suspected and alleged fraud; and*
- *considering the internal controls in place to mitigate risks of fraud and non-compliance with laws and regulations.*

To address the risk of fraud through management bias and override of controls, we:

- *performed analytical procedures to identify any unusual or unexpected relationships;*
- *tested journal entries to identify unusual transactions;*
- *assessed whether judgements and assumptions made in determining the accounting estimates set out in Note 1 were indicative of potential bias; and*
- *investigated the rationale behind significant or unusual transactions.*

COMMUNITY TRANSPORT ASSOCIATION UK

AUDITORS REPORT

For the year ended 31 March 2023

In response to the risk of irregularities and non-compliance with laws and regulations, we designed procedures which included, but were not limited to:

- *agreeing financial statement disclosures to underlying supporting documentation;*
- *reading the minutes of meetings of those charged with governance;*
- *enquiring of management as to actual and potential litigation and claims; and*
- *reviewing correspondence with HMRC, relevant regulators and the charity's legal advisors.*

Because of the inherent limitations of an audit, there is a risk that we will not detect all irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with a law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our Auditors' report.

Use of our report

This report is made solely to the charity's trustees, as a body, in accordance with part 4 of the Charities (Accounts & Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charity's trustees those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charity and the charity's trustees as a body, for our audit work, for this report, or for the opinions we have formed.



Dains Audit Limited
Statutory Auditor.

Suite 2, Albion House
2 Etruria Office Village
Forge Lane
Etruria
Stoke on Trent
ST1 5RQ
13 September 2023

Dains Audit Limited is eligible to act as auditor in terms of Section 1212 of the Companies Act 2006

COMMUNITY TRANSPORT ASSOCIATION UK
STATEMENT OF FINANCIAL ACTIVITIES

For the year ended 31 March 2023

	Notes	Unrestricted Funds			Total funds	Total funds
		General Funds	Designated Funds	Restricted Funds	Year to 31 March 2023	Year to 31 March 2022
Income from:		£	£	£	£	£
Charitable Activities	2	377,269	-	1,086,917	1,464,186	3,858,615
Other Trading Activities	3	58,175	-	-	58,175	190,368
Investments	4	3,629	-	-	3,629	1,200
Total		439,073	-	1,086,917	1,525,990	4,050,183
Expenditure on:						
Raising Funds		75,229	-	-	75,229	106,143
Charitable Activities		313,098	70,000	1,133,816	1,516,914	3,482,027
Total resources expended	6	388,327	70,000	1,133,816	1,592,143	3,588,170
Net income/(expenditure)	7	50,746	(70,000)	(46,899)	(66,153)	462,013
Transfers between funds		(80,000)	80,000	-	-	-
Net movement in funds		(29,254)	10,000	(46,899)	(66,153)	462,013
Total funds brought forward		538,315	90,000	459,369	1,087,684	625,671
Total funds carried forward		509,061	100,000	412,470	1,021,531	1,087,684

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

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

The notes on pages 31 to 44 form part of these financial statements

COMMUNITY TRANSPORT ASSOCIATION UK
BALANCE SHEET

As at 31 March 2023

	Notes	As at 31 Mar 23 £	As at 31 Mar 22 £
Fixed assets			
Tangible assets	12	18,439	11,794
Investment	13	<u>100</u>	<u>100</u>
		18,539	11,894
Current assets			
Stocks	14	14,758	20,906
Debtors	15	192,566	304,274
Current Investments	16	204,980	203,860
Cash at bank and in hand	23	<u>800,632</u>	<u>769,884</u>
		1,212,936	1,298,924
Creditors: amounts falling due within one year	17	<u>(209,944)</u>	<u>(223,134)</u>
Net current assets		<u>1,002,992</u>	<u>1,075,790</u>
Net assets	20	<u>1,021,531</u>	<u>1,087,684</u>
Funds			
Unrestricted funds	21	509,061	538,315
Designated Funds	21	100,000	90,000
Restricted funds	21	412,470	459,369
Total funds		<u>1,021,531</u>	<u>1,087,684</u>

The financial statements were approved and authorised for issue by the board of trustees on 13 September 2023 and were signed below on its behalf:



Alison O'Dornan
Trustee

The notes on pages 31 to 44 form part of these financial statements

COMMUNITY TRANSPORT ASSOCIATION UK
STATEMENT OF CASH FLOWS

For the year ended 31 March 2023

	Notes	2023 £	2022 £
Net cash provided by/(used in) operating activities	22	<u>58,166</u>	<u>455,275</u>
Cash flows from investing activities:			
Purchase of fixed assets		(26,299)	(9,839)
Purchase of current investments		(206,483)	(914)
Sale of current investments		205,363	-
Net cash provided by /(used in) investing activities		<u>(27,419)</u>	<u>(10,753)</u>
Change in cash and cash equivalents in the year		<u>30,748</u>	<u>444,522</u>
Cash and cash equivalents at the beginning of the year		769,884	325,362
Cash and cash equivalents at the end of the year	23	<u>800,632</u>	<u>769,884</u>

Analysis of changes in net debt

	1 April 2022 £	Cash flows £	31 March 2023 £
Long-term borrowings	-	-	-
Short-term borrowings	-	-	-
Lease liabilities	-	-	-
Total liabilities	<u>-</u>	<u>-</u>	<u>-</u>
Cash and cash equivalents	(769,884)	(30,748)	(800,632)
Total net debt	<u>(769,884)</u>	<u>(30,748)</u>	<u>(800,632)</u>

The notes on pages 31 to 44 form part of these financial statements.

COMMUNITY TRANSPORT ASSOCIATION UK

NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

1. Accounting policies

Community Transport Association UK (CTA UK), which is a charitable incorporated organisation and limited to £1 per member has adopted the following accounting policies:

a) Basis of accounting

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 (FRS 102) (issued in October 2019) – (Charities SORP FRS 102), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102), the Charities Act 2011 and UK Generally Accepted Accounting Practice.

Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note(s).

b) Public Benefit Entity

Community Transport Association UK meets the definition of a public benefit entity under FRS102.

c) Going Concern

The COVID19 pandemic had an impact on the revenues from driver training products and minibus permits, though the CTA was able to make appropriate overhead reductions to mitigate the lost income as well as utilising unrestricted reserves. Product sales have now returned to pre pandemic levels. The trustees consider therefore that there are no material uncertainties about the charity's ability to continue as a going concern.

d) Group Financial Statements

Group accounts have not been applied as the charity's subsidiary is permitted to be excluded from group accounts by virtue of being dormant. These financial statements therefore present information about the charity as an individual undertaking and not its group.

e) Legal status of the charity

The charity is a charitable incorporated organisation 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.

f) Income

All incoming resources are included in the Statement of Financial Activities when the charity is legally entitled to the income and the amount can be quantified with reasonable accuracy. Where income is received in respect of a future period, the amounts are reflected within deferred income.

For legacies, entitlement is the earlier of the charity being notified of an impending distribution or the legacy being received.

Gifts in kind donated for distribution are included at valuation and recognised as income when they are distributed to the projects. Gifts donated for resale are included as income when they are received. Donated facilities are included at the value to the Charity where this can be quantified and a third party is bearing the cost. No amounts are included in the financial statements for services donated by volunteers.

g) Government Grant Income

Income from government grants are included in restricted funds and recognised when the charity has entitlement to the funds, its receipt is probable and its amount can be measured reliably.

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

h) Fund accounting

General funds are unrestricted funds which are available for use at the discretion of the trustees in the furtherance of the general objectives of the charity.

Designated funds are unrestricted funds which have been designated for a specific purpose.

Restricted funds are funds which are used in accordance with specific restrictions imposed by donors.

i) Expenditure

Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably. Expenditure is classified under the following activity headings:

- Costs of raising funds comprise the cost of commercial trading activities including monthly journal production costs, corporate advertising costs, insurance commission costs and the costs associated with consultancy work.
- Expenditure on charitable activities includes costs related to government grants, memberships, member services and support, and training and conferences.

j) Allocation of support costs

Support costs are costs that cannot be directly attributed to particular headings and have been allocated to activities on a basis consistent with use of the resources. These costs relate to functions that assist the work of the charity but do not directly undertake charitable activities. The method of allocation of support costs is shown in note 7.

k) Operating leases

Rental charges are charged on a straight line basis over the term of the lease.

l) Tangible fixed assets and depreciation

Tangible fixed assets costing more than £100 are capitalised at cost.

Depreciation is provided on the cost of the tangible fixed assets at rates calculated to write off their cost, less residual value, on a straight line basis over their expected life-span as follows:

Computer equipment	-	over 3 years
Fixtures and fittings	-	over 3 to 5 years

m) Stock

Stock consists of purchased goods for resale. Stock is valued at the lower of cost and net realisable value.

n) Debtors

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

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

o) Current asset Investments

Current asset investments are short term highly liquid investments and are held at fair value. These include cash on deposit and cash equivalents with a maturity of less than one year.

p) Cash at bank and in hand

Cash at bank and cash in hand includes cash and short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.

q) Creditors and provisions

Creditors and provisions are recognised where the charity has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle the obligation can be measured or estimated reliably. Creditors and provisions are normally recognised at their settlement amount after allowing for any trade discounts due.

r) Pension costs

The charity operates a defined contribution scheme that is auto-enrolment compliant. Contributions are charged to the SOFA as they become due and are managed by a third party.

s) Value Added Tax

The Charity is registered for VAT. Income and expenditure is shown excluding VAT except to the extent that VAT is not recoverable.

t) Judgements made by Management

In the process of applying the above accounting policies the management have made the following judgements in preparing the financial statements:

	2023	2022
	£	£
Stock write off provision	1,973	2,055
Bad Debt Provision	5,405	10,959

u) Financial instruments

The charity only has financial assets and financial liabilities of a kind that qualify as basic financial instruments. Basic financial instruments are initially recognised at transaction value and subsequently measured at their settlement value with the exception of bank loans which are subsequently measured at amortised cost using the effective interest method.

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

2. Income from charitable activities

	2023	2022
	£	£
<u>Restricted</u>		
Grants received (see note 5)	1,086,917	3,478,695
	1,086,917	3,478,695
<u>Unrestricted</u>		
Memberships	174,329	171,496
Member Services & Support	202,940	208,424
	377,269	379,920

3. Income from other trading activities

	2023	2022
	£	£
Consultancy Fees	16,667	140,640
Monthly Journal Subscriptions	23,188	21,806
Advertisement Fees	1,320	4,723
Insurance Commission	17,000	23,199
Sundry Income	-	-
	58,175	190,368

4. Investment income

	2023	2022
	£	£
Bank Interest	3,629	1,200
	3,629	1,200

5. Grants received

The charity enjoys a close working relationship with each of the Government bodies of the United Kingdom who provide funding to enable the charity to carry out its charitable objectives.

Funding has also been received from non-government commercial entities.

The following is a summary of the funding provided by these entities.

	2023	2022
	£	£
Department for Transport Grant	200,000	200,000
Scottish Government Grant	138,837	138,600
Department for Infrastructure (NI) Grant	55,100	48,100
Welsh Assembly Government Grant	216,646	198,982
Tackling Loneliness	476,334	-
EU Project Funding (clawback)/receipt	-	(17,635)
Big Lottery Fund	-	50,000
Electric Vehicle Fund	-	1,249,798
Western Valleys Fund	-	1,063,675
Social Care Winter Pressures Fund	-	447,175
Transport for Health Fund	-	100,000
	1,086,917	3,478,695

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

6. Analysis of Expenditure 2023

	Cost of Sales £	Staff Costs £	Other Costs £	Governance costs £	Support Costs £	2023 Total £	2022 Total £
Raising Funds	-	24,700	23,912	556	26,061	75,229	106,143
	-	24,700	23,912	556	26,061	75,229	106,143
Charitable Activities:							
Grant Expenditure	-	533,735	522,389	12,089	65,601	1,133,815	3,268,987
Memberships	-	36,437	71	418	78,096	115,021	52,628
Member Services & Support	44,384	20,478	41,090	1,213	90,913	198,078	160,412
Designated costs	-	40,000	30,000	-	-	70,000	-
	44,384	630,650	593,550	13,720	234,610	1,516,914	3,482,027
	44,384	655,350	617,462	14,276	260,671	1,592,143	3,588,170

Analysis of Expenditure 2022

	Cost of Sales £	Staff Costs £	Other Costs £	Governance costs £	Support Costs £	2022 Total £	2021 Total £
Raising Funds	-	36,089	25,903	85	44,066	106,143	117,754
	-	36,089	25,903	85	44,066	106,143	117,754
Charitable Activities:							
Grant Expenditure	-	471,533	2,656,294	9,865	131,295	3,268,987	657,608
Memberships	-	12,608	304	18	39,698	52,628	88,431
Member Services & Support	40,582	16,684	54,747	154	48,245	160,412	88,342
	40,582	500,825	2,711,345	10,037	219,238	3,482,027	834,382
	40,582	536,914	2,737,248	10,122	263,304	3,588,170	952,136

Of the total expenditure, £458,327 was unrestricted (2022: £319,184) and £1,133,816 was restricted (2022: £3,268,989).

The support costs have first been allocated against the grant funded activities and then on the basis of activity income.

The governance costs have first been allocated against the cost of raising funds and then on the basis of activity expenditure.

In addition to the staff costs above, there are a further £85,091 (2022: £97,566) which are included in support costs.

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

6. cont.

Support costs can be analysed as follows:

	2023	2022
	£	£
Staff costs	85,091	97,566
Facility costs	24,484	24,246
Office costs	36,075	15,055
Travel, subsistence & meeting costs	6,369	234
Legal & professional	38,559	76,094
IT/Website costs	31,374	15,595
Sundry costs	38,719	34,514
	<u>260,671</u>	<u>263,304</u>

7. Net income/(expenditure) for the year

This is stated after charging/ (crediting):

	2023	2022
	£	£
Depreciation	7,641	4,712
Operating lease rentals – property	33,103	41,946
Operating lease rentals – equipment	1,757	2,808
Bad debts incurred/(recovered)	(5,110)	9,726
Loss on disposal of fixed assets	12,086	
Auditors remuneration:		
Audit	6,800	6,450
Corporation Tax Computation	-	-
	<u>-</u>	<u>-</u>

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

8. Analysis of staff costs, trustee remuneration and expenses, and the cost of key management personnel.

	2023	2022
	£	£
Staff costs were as follows:		
Salaries and wages	642,866	544,489
Redundancy and termination costs	-	12,478
Social security costs	60,392	49,152
Employer's contribution to a defined contribution pension scheme	26,199	23,737
Other forms of employee benefits	10,984	4,624
	740,441	634,480

The following number of employees received total employee benefits (excluding employer pension costs) during the year between:

	2023	2022
	No.	No.
£60,000 - £69,999	-	-
£70,000 - £79,999	-	1
£80,000 - £89,999	-	-

The total employee benefits including pension contributions of the key management personnel were £292,080 (2022: £172,804)

The charity trustees were not paid nor received any other benefits from employment with the charity in the year (2022: £nil). No charity trustee received payment for professional or other services supplied to the charity (2022: £nil).

Trustees' expenses represent the payment or reimbursement of travel and subsistence costs totalling £2,666 (2022: £3,972) incurred by 8 (2022: 8) trustees relating to attendance at meetings of the trustees.

9. Staff Numbers

The average number of employees (head count based on staff employed) during the year was as follows:

	2023	2022
	No.	No.
Raising Funds	0.7	1.0
Grant Funded Activities	15.6	13.4
Memberships	1.1	0.4
Member Services and Support	0.6	0.5
Governance	0.2	0.2
Support	2.3	2.6
	20.5	18.1

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

10. Related Party Transactions

The charity had no transactions with related parties during 2023 (2022: £nil).

The charity has a subsidiary company CTA Trading Limited which was dormant throughout 2022 and 2023.

As at 31 March 2023 the amounts owed by the subsidiary amounted to £nil (2022: £nil).

The assets and liabilities of the subsidiary were:	2023 £	2022 £
Current assets	100	100
Creditors: amounts falling due within one year	-	-
Total net assets	100	100
Aggregate share capital and reserves	100	100

11. Taxation

The charity is exempt from corporation tax as all of its income is charitable and is applied for charitable purposes.

12. Tangible Fixed Assets

	Computer Equipment £	Fixtures & Fittings £	Total £
Cost			
At 1 April 2022	68,118	15,452	83,570
Additions	26,299	-	26,299
Disposals	(12,504)	(939)	(13,443)
At 31 March 2023	81,913	14,513	96,426
Depreciation			
At 1 April 2022	60,550	11,226	71,776
Charge for the year	6,350	1,291	7,641
Disposals	(602)	(828)	(1,430)
At 31 March 2023	66,298	11,689	77,987
Net book value			
At 31 March 2023	15,615	2,824	18,439
At 31 March 2022	7,568	4,226	11,794

Capital expenditure contracted for, but not provided for in the financial statements, was £nil (2022: £nil).

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

13. Investment

The charity's investment of £100 relates to the 100% holding in its wholly owned subsidiary, CTA Trading Limited. (see note 10).

14. Stock

	2023 £	2022 £
Purchased goods for resale	14,758	20,906
	<u>14,758</u>	<u>20,906</u>

The value of stock impaired at the year end was £2,055 (2021: £2,110).

15. Debtors

	2023 £	2022 £
Trade debtors	54,745	164,263
Other Debtors	864	868
Prepayments & Accrued Income	136,957	139,143
	<u>192,566</u>	<u>304,274</u>

16. Current Investments

	2023 £	2022 £
Carrying value and market value at the beginning of the year	203,860	202,916
Additions to investments at cost	206,483	914
Sale of current investments	(205,363)	-
	<u>204,980</u>	<u>203,860</u>

17. Creditors: amounts falling due within one year

	2023 £	2022 £
Amounts due to subsidiary undertaking	100	100
Trade creditors	46,288	68,746
Other taxation and social security	21,318	17,813
Accruals	115,693	110,571
Deferred income	26,545	23,010
Sundry Creditors	-	2,894
	<u>209,944</u>	<u>223,134</u>

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

18. Deferred Income

Deferred income comprises corporate supporter income and trainer agent fees which are spread over the period to which they relate, plus any conference income invoiced in advance.

	2023	2022
	£	£
Balance brought forward	23,010	20,325
Amount released to income in the year	(23,010)	(20,325)
Amount deferred in the year	26,545	23,010
Balance carried forward	<u>26,545</u>	<u>23,010</u>

19. Financial Instruments

	2023	2022
	£	£
Financial assets measured at amortised cost	1,156,188	1,241,867
Financial liabilities measured at amortised cost	(176,752)	(200,025)

Financial assets held at amortised cost comprise trade debtors, other debtors, accrued income, current asset investments and cash at bank.

Financial liabilities held at amortised cost comprise trade creditors, sundry creditors, other taxation and social security and accruals.

The Charity's income, expense, gains and losses in respect of financial instruments are:

	2023	2022
	£	£
Total interest income for financial assets held at amortised cost	3,629	1,200
Total interest expense for financial liabilities held at amortised cost	3,733	2,726

20. Analysis of group net assets between funds – current year

	General Funds	Designated Funds	Restricted Funds	Total
	£	£	£	£
Tangible fixed assets	18,539	-	-	18,539
Current assets	700,466	100,000	412,470	1,212,036
Creditors due within one year	(209,944)	-	-	(209,944)
	<u>509,061</u>	<u>100,000</u>	<u>(412,470)</u>	<u>1,021,531</u>

Analysis of group net assets between funds - prior year

	General Funds	Designated Funds	Restricted Funds	Total
	£	£	£	£
Tangible fixed assets	11,794	-	-	11,794
Current assets	721,019	90,000	488,005	1,299,024
Creditors due within one year	(194,498)	-	(28,636)	(223,134)
	<u>538,315</u>	<u>90,000</u>	<u>459,369</u>	<u>1,087,684</u>

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

21 Statement of funds movement

	1 April 2021	Incoming Resources	Resources Expended	Transfers	31 March 2022
	£	£	£	£	£
Restricted funds					
Dept for Transport grant	-	200,000	(200,000)	-	-
Scottish gov't grant	-	138,600	(138,600)	-	-
Dept for Infrastructure – NI grant	-	48,100	(48,100)	-	-
Welsh gov't grant	-	158,982	(198,982)	-	-
DFT minibus grant	191,779	-	-	-	191,779
EU Connecting Communities Fund	19,881	(17,635)	(2,246)	-	-
DFT – MiDas Development	38,000	-	(38,000)	-	-
Big Lottery Fund	-	50,000	(40,000)	-	10,000
Electric Vehicle Fund	-	1,249,798	(1,224,798)	-	25,000
Western Valleys Fund	-	1,063,675	(1,018,675)	-	45,000
Social Care Winter Pressures Fund	-	447,175	(359,585)	-	87,590
Transport for Health Fund	-	100,000	-	-	100,000
Total restricted funds	249,660	3,478,695	(3,268,986)	-	459,369

Unrestricted Funds					
General Funds	356,011	571,488	(319,184)	(70,000)	538,315
Designated Fund – Judicial Review	20,000	-	-	70,000	90,000
Total unrestricted funds	376,011	571,488	(319,184)	-	628,315

	1 April 2022	Incoming Resources	Resources Expended	Transfers	31 March 2023
	£	£	£	£	£
Restricted funds					
Dept for Transport grant	-	200,000	(200,000)	-	-
Scottish gov't grant	-	138,837	(138,837)	-	-
Dept for Infrastructure – NI grant	-	55,100	(55,100)	-	-
Welsh gov't grant	-	216,646	(216,646)	-	-
DFT minibus grant	191,779	-	(13,510)	-	178,269
Big Lottery Fund	10,000	-	(5,000)	-	5,000
Electric Vehicle Fund	25,000	-	-	-	25,000
Western Valleys Fund	45,000	-	(4,690)	-	40,310
Social Care Winter Pressures Fund	87,590	-	-	-	87,590
Transport for Health Fund	100,000	-	(52,912)	-	47,088
Tackling Loneliness	-	476,334	(447,121)	-	29,213
Total restricted funds	459,369,	1,086,917	(1,133,816)	-	412,470
Unrestricted Funds					
General Funds	538,315	439,073	(388,327)	(80,000)	509,061
Designated Fund – MiDas Development	60,000	-	(40,000)	80,000	100,000
Designated Fund – CEO/Trustee Recruitment	30,000	-	(30,000)	-	-
Total unrestricted funds	628,315	439,073	(458,327)	-	609,061

COMMUNITY TRANSPORT ASSOCIATION UK NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

Purposes of restricted & designated funds

The 4 Government grants are grants awarded in order to enable the charity to support charitable bodies or persons who supply transport to groups or individuals in need of mobility which would otherwise be denied.

The DFT minibus grant related to a grant awarded in order for the charity to administer the provision of minibuses awarded by the Department of Transport to various community transport charities. All of the minibuses have now been allocated and the balance of the grant is being used to fund further DFT projects.

The Wales EU Connecting Communities Fund relates to a grant awarded by the European Union in order to develop innovative solutions and projects to solve community transport issues in Wales. A provision has been made for the refund of unused grant funding.

The DFT MiDAS development grant relates to funding to support the development of MiDAS (Minibus Driver Awareness Scheme).

The Big Lottery Fund relates to funding to be used to develop and improve the organisations infrastructure.

The Electric Vehicle Fund relates to funding received from the Welsh Government in order to administer and distribute grants to members for the purchase electric vehicles.

The Western Valleys Fund relates to funding for the CTA to pilot a demand responsive transport solution that will connect communities across the valleys, supplementing gaps in existing transport provision, increasing availability of accessible transport for those with mobility needs, and driving behaviour change for those currently using private transport.

The Social Care Winter Pressures Fund relates to a grant from the Welsh Government to support the delivery of activities over the winter months.

The Transport for Health Fund relates to funding from the Aneurin Bevan Health Board in order to continue to develop the Gwent Transport to Health project, connecting patients, visitors and staff with health settings across the health board's footprint.

The Tackling Loneliness Fund supports various pilot schemes in order to develop evidence on how community transport can reduce the number of people feeling lonely across communities in England.

The designated funds relate to funds set aside to cover costs of the MiDAS Development Project.

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

22. Reconciliation of net income/(expenditure) to net cash flow from operating activities

	2023	2022
	£	£
Net movement in funds	(66,153)	462,013
Add back depreciation charge	7,641	4,712
(Profit)/Loss on disposal of fixed assets	12,013	-
(Increase)/decrease in stocks	6,148	10,557
(Increase)/decrease in debtors	111,708	(70,045)
Increase/(decrease) in creditors	(13,191)	48,038
	58,166	455,275

23. Analysis of cash and cash equivalents

	2023	2022
	£	£
Cash in hand	300	300
Current accounts	632,379	616,949
Deposit accounts	167,953	152,635
	800,632	769,884

24. Operating lease commitments

As at 31 March 2023 the charity had future minimum lease payments under non-cancellable operating leases as set out below:

	Property		Equipment	
	2023	2022	2023	2022
	£	£	£	£
Within one year	32,932	38,572	1,168	1,757
Within two to five years	57,909	-	4,088	4,672
After more than five years	-	-	-	584
	90,841	38,572	5,256	7,013

25. Pension Costs

CTA operates a defined contribution pension scheme through Royal London. The scheme is fully compliant with auto-enrolment legislation. There are two versions of the scheme in operation. For all employees who joined the scheme after the auto-enrolment date of 1 October 2015, contributions are split as 5% from the employer and 3% from the employee. For employees who were members of the scheme prior to the auto-enrolment date, contributions are related to their length of service rising to a maximum of 6% from the employer. In order for that version of the scheme to remain auto-enrolment compliant as the statutory contribution rates increase, employees were required to make either a 2% or 3% personal contribution to the scheme from 1 October 2018.

Total employer contributions to the scheme in the year were £26,199 (2022: £23,737)

The total amounts paid into the scheme in the year were £38,552 (2022: £34,602).

26. Capital Commitments

There are no capital commitment as at 31st March 2023 (2022: £nil)

COMMUNITY TRANSPORT ASSOCIATION UK
NOTES TO THE ACCOUNTS

For the year ended 31 March 2023

27. Comparative Statement of Financial Activity

		Unrestricted Funds	Designated Funds	Restricted Funds	Total funds Year to 31 March 2022
Income from:	Notes	£		£	£
Charitable Activities	2	379,920	-	3,478,695	3,858,615
Other Trading Activities	3	190,368	-	-	190,368
Investments	4	1,200	-	-	1,200
Total		571,488	-	3,478,695	4,050,183
Expenditure on:					
Raising Funds		106,143	-	-	106,143
Charitable Activities		213,041	-	3,268,986	3,482,027
Total resources expended	6	319,184	-	3,268,986	3,588,170
Net income/(expenditure)	7	252,304	-	209,709	462,013
Transfers between funds		(70,000)	70,000	-	-
Net movement in funds		182,304	70,000	209,709	462,013
Total funds brought forward		356,011	20,000	249,660	625,671
Total funds carried forward		538,315	90,000	459,369	1,087,684

