Registered Charity Number: 1194533

# Northampton Transport Heritage

## FINANCIAL STATEMENTS AND ANNUAL REPORT

## FOR THE YEAR ENDED 31 DECEMBER 2025

# Northampton Transport Heritage

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# Northampton Transport Heritage

The Trustees present their annual report and financial statements for the year ended 31st December 2025.

**Reference and Administrative Information**

| | |
|---|---|
| **Charity Name:** | Northampton Transport Heritage |
| **Other Names the Charity is Known By:** | NTH |
| **Charity Registration Number:** | 1194533 |
| **Registered Office:** | C/O The Doddridge Building, 109 St James Road Northampton, NN5 5LD |

**Board of Trustees (Executive Committee):**

| | |
|---|---|
| Graham Croucher | Chair |
| Malcolm Tales | |
| Neil Farmer | |
| Phillip Curtis | |
| Andrew Rhodes | |
| Georgina Jeyes | |

**Management Committee:**

| | |
|---|---|
| Graham Croucher | Chair |
| Malcolm Tales | Events & Membership |
| Neil Farmer | Archives & General Duties |
| Phillip Curtis | PR and Media Officer |
| Andrew Rhodes | General Duties |
| Georgina Jeyes | General Duties |
| Mr Karl Tecklenberg | Treasurer |
| Vacant | Secretary |
| Vacant | Technical & Maintenance Officer |
| Vacant | Fundraising & Marketing |

| | |
|---|---|
| **Independent Examiner:** | Neil Hook |
| **Bankers:** | Lloyds Bank, George Row, Northampton, |

## GOVERNANCE, STRUCTURE AND MANAGEMENT

### Governing Document

A Charitable Incorporated Organisation (CIO) – Northampton Transport Heritage – incorporated and registered as a charity on 19th May 2021. The charity was established under a Memorandum of Association, which established the objects and powers of the charitable organisation and is governed under its Articles of Association.

### Trustees' Responsibilities, Management and Organisation

The Executive Committee are responsible for preparing the Trustees' Annual Report and the financial statements in accordance with applicable law and regulations.

Charity law requires the Executive Committee to prepare financial statements for each financial year. Under that law the Executive Committee have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the Executive Committee must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resource, including the income and expenditure account, 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 judgments and estimates that are reasonable and prudent;
- state whether applicable 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 charity will continue in business.

The Executive Committee are responsible for keeping adequate accounting records that are sufficient to show and explain the charitable company's transactions and 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 Board of Trustees are responsible for the maintenance and integrity of the financial information included on the charity website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

### Recruitment and Appointment of Trustees

The Trustees of the charity are also charity Trustees for the purpose of charity law. Some are also known as members of the Management Committee.

The Memorandum & Articles of Association provides for a minimum of three Trustees. Trustees can be appointed by the charity in a general meeting as co-opted until formally ratified at the next Annual General Meeting (AGM), by other Trustees. Northampton Transport Heritage formally applied for charitable status in 2020 and was granted the status on 19th May 2021 with the purpose of preserving local transport objects and documents for the purpose of education through experiential learning, free events and participation with other agencies to promote transport heritage throughout the County of Northampton.

The members of the Executive Committee (the Trustees) are elected annually and offer a wide range of skills in the fields of community involvement, public transport, and finance. Trustees identify and approach individuals to fill any perceived gaps in skills or knowledge and ensure the Executive Committee reflects the local community, as far as can be achieved.

**Trustee Induction and Training**

Most Trustees are already familiar with the practical work of the charity, mainly being drawn from regular participants and volunteers to our events. New Trustees are provided with a Trustee Induction Pack which includes copies of the Policies & Procedures adopted by the charity, the latest Annual Report, Accounts and Governing Documents. They are also made aware of the history and ethos of the organisation to familiarise themselves with the charity and the context in which it operates.

**Future Plans**

The financial statement show that the Trust has continued to progress satisfactorily during the year and are expected to do so throughout 2026, although the restricted funds are likely to reduce with the professional restoration of Daimler 197. With a budget in-place, restoration funding can be prioritised to ensure that the Trust has sufficient funds to meet its on-going needs, and such commitments will only be made once additional income has been received, often through benefactors.

Our aim is to eventually create a Museum of Transport to exhibit our collection and for people to access our archive collection in a more direct manner. This will be achieved incrementally and most likely with the assistance of local authority partners.

Our collection of vehicles continues to be curated alongside our policy of important examples of local transport history, but it is not expected to grow substantially in the next few years, and we will consolidate with what we have. A departure from this rule would be an exceptional vehicle at risk or that fills a gap in our collection.

Our biggest challenge is recruitment and retainment of volunteers. We have lost vital members of our volunteer pool due to age related conditions, and our overall demographic is aging. We have though begun to recruit some younger volunteers who are very keen but need careful development.

We need to fill the vital roles of Technical and Maintenance Officer, Fundraising and Marketing Officer if we are to strengthen our operations and be sustainable. This work is continuing and we are, at every opportunity seeking the right people for these vital roles.

Funding opportunities are slim, mainly due to our work not seemingly fitting into categories within many grant funding schemes. Some small, project specific grants are available locally, but competition for funds are strong. We continue to seek opportunities to obtain grant funding and look to further hone our skills at writing applications.

We will continue to attend as many events as is possible with the restricted pool of volunteers we have, who are an amazing group of people. Our focus is on our flagship events, but we like to attend as many community events as is possible too and will always look to assist other groups where possible. Members events will always be a feature of our organisation but only if they are feasible and patronised.

Our financial position is modest and without any grant funding we remain exposed to a potential lack of freewill donations, which are a key part of our sustainability. We are always looking for new ethical fundraising opportunities to help keep our vehicles on the road, the costs of which include maintenance, repairs and storage fees. The quest for more suitable storage facilities that can potentially double as visitor facility with better facilities for volunteers is always on our horizon, and we are always looking for new premises.

Our program of events, the professionalism that they are delivered with, and our reputation are an attraction for many across the country, as well as locally. We will look to consolidate this but build upon it where resources and opportunities allow.

**Risk Management**

The Executive Committee has assessed the major risks to which the charity is exposed, in particular those related to the operations and finances of the charity and are satisfied that systems are in place to mitigate our exposure to the major risks. The Trustees do not believe the charity is subject to any substantial risk beyond the liabilities disclosed in the Annual Report and Accounts. The organisation has public liability

and employer liability insurance to protect the charity in the case of a claim. All of the Trust's vehicles are insured depending upon the vehicle serviceable status.

The Trustees, having taken advice, have introduced risk management processes to assess risks and implement risk management strategies. These include regular risk assessments by Trustees and outside organisations at executive meetings.

**Organisational Structure**

Currently, the Executive Committee consists of six Trustees who meet approximately every eight weeks and are responsible for the strategic direction and policy of the charity. The management committee (which comprises the trustees) manage day to day operations and regular meetings comprise both Trustees and committee members.

The combined management/Trustee committee has overall responsibility of the charity; its fundraising, its profile and networks, new opportunities, premises, volunteers and general management of the charity and its building(s).

**OBJECTIVES AND ACTIVITIES**

**Our Purposes and Objectives**

Our primary purpose is to provide, promote and use the Charity's knowledge and expertise in local (Northamptonshire) Transport Heritage, providing anyone to have access to our collection of vehicles, and our archives, at events and for the Charity to use our vehicles for display or for use for the benefit of local people. Our objects contained in the charity's constitution are:

1. The display of items of historical and technical interest which will include but not limited to, vehicles, books, drawings, films, photographs, and recordings of all forms of the above sphere of interest.

2. Encouraging the co-ordination of the transport preservation movement to advise and assist in all aspects of the public promotion of the above, including hosting and displays of historical transport.

3. Seeking to procure suitable premises for storage, conservation, display, and access of its artefacts for leisure, education, and research purposes with the aim of establishing a museum.

4. Educating in the key objective by engaging with schools, colleges, universities and local communities and groups in order that our exhibits, records, and knowledge can be imparted for the furtherance of education and research.

5. Recognising the importance of the younger generation in providing a future for the group and its objectives by encouraging them to participate in all aspects of its operations through engagement and practical experience.

6. Working in partnership with local authority representatives, businesses, and compatible groups, with similar objectives, for mutual benefit.

7. Raising funds to enable it to support its objectives; and working independently and not supporting any political party.

Nothing in this constitution shall authorise an application of the property of the CIO for the purposes which are not charitable in accordance with section 7 of the Charities and Trustee Investment (Scotland) Act 2005 and section 2 of the Charities Act (Northern Ireland) 2008." The aim of our charity is to continue to provide the highest quality experiences for our members and the general public, non-profit organisations and community groups providing them with the best opportunities through our range of events and experiences that we host or attend throughout the year. We host, in conjunction with the local authorities, four "flagship" events each year which are free to anyone who wishes to attend. We also visit some schools each year to assisting with curriculum work, as well as visiting and helping other community events with our range of classic buses.

We have an office which houses our archive collection, mainly the records of Northampton Corporation Tramways/Transport but other local operators, including railways, are represented too. This also includes an extensive photographic and ephemera collection.

**Ensuring our work delivers our aims**

Each year we review our objectives and activities to ensure they continue to reflect our aims. We refer to the Charity Commission's general guidance on public benefit when carrying out this review and when planning our future activities. The review helps us to ensure our aim, objectives and activities remain focused on our stated purposes.

**Public Benefit Statement**

All our activities are undertaken to further our charitable purposes for the public benefit.

**ACHIEVEMENTS AND PERFORMANCE**

**Events**

Our activities in 2025 continued to promote and work with the public, various community and other groups and with both West and North Northamptonshire Councils and other Authorities.

We have a good relationship with other enthusiast groups and work closely with the Leicester Transport Heritage Trust, the 794 Group, the United Counties Preservation Group, and the 654 Group and mutually support each other's efforts. The 654 Group comprises members of Northampton Transport Heritage including Trustees and collectively own shares in three vehicles, H654 VVV, CDB 778K and TBD 278G.

During the year we have mainly used the NTH Crossley 146, Daimler 267, Bristol MW coach 260 and Mercedes minibus 301, supported by the 654 Group Leyland Olympian and Bristol VR on a variety of commitments made up of:

1 Members Outing
12 Bus Rallies and Running Days
28 Community Events
6 School or Nursery Educational Visits

Many of the Rallies and Running Days also featured as Members Outings.

The Community Events included Classic Vehicle Rallies, Church Fetes, promotions for Northampton, Daventry and Wellingborough Town Councils, West Northamptonshire Council and Heritage Open Days in Daventry, Northampton and Wellingborough.

During the course of these activities (2024 figures in brackets), our buses and visiting vehicles have travelled 8453 (6251) miles with 8000 (5555) on our own buses. We have had 15865 (16849) passenger journeys taken and given 320 (34) primary school children a ride as part of an educational visit. The cost of running our buses averaged out at £3.84 (£3.78) per mile. This figure is based on direct running costs (fuel), insurance, storage and repairs incurred during the year.

Additionally, we helped with:

5 (1) Members' Birthday
2 (1) School Prom
2 (3) Weddings
1 (3) Funeral
1 (1) Photoshoot

We were unable to hold any social events mainly due to other pressures on the Committee. We did hold the AGM at Kingsley Park Working Mens Club on 23rd February 2026 which was attended by 22 (16) Members. Hopefully we can return to holding social meetings during this year although it was agreed at an earlier AGM that these would not take place during the summer months.

# Northampton Transport Heritage

Our now four major annual events started with Wellingborough Bus Rally on 12th and 13th April. This was the second time that we had organised this event which was previously arranged by our friends in the 794 Preservation Group in conjunction with the Wellingborough Museum. The 794 Preservation Group continued to manage the stalls and sales whilst NTH took on the arrangements for the bus rally and running days.

There were a few minor changes based on the previous year and routes were slightly amended operating to Orlingbury, Finedon and Irthlingborough as a circuit in each direction and Wollaston, Earls Barton and a railway station circular. We also had a feeder from Northampton with a midday return journey. Sunday also saw a couple of journeys to Irchester Country Park where the ironstone railway was open. The layby on Castle Way was used for setting down and picking up bus stops with layover being taken on Commercial Way with thanks to North Northamptonshire Council for allowing this and also for the use of the bus lane/gate.

On the Saturday we took 146, 267, 301 and 778 which were joined by six visiting buses covering 418 (446) miles and gave 2322 (3394) passenger journeys. The Sunday saw us take the same buses which were joined by eight visiting buses and eight vehicles on display. We operated 397 (418) miles and gave 2518 (3317) passenger journeys. Numbers were considerably down in 2024.

Saturday 14th June saw our return to Transport Day at Abington Park Museum. The event followed our established arrangements with buses 146,654 and 778 joined by United Counties 111 and Poynters Routemaster. We introduced a new route to operate six journeys an hour on three routes in rotation with journey times of between 20 and thirty minutes. The buses covered 259 (268) miles, and we carried 1352 (1041) passengers.

Saturday 13th September was Daventry Heritage Buses, and our team of volunteers collected 260, 267, 278, 301, 654 and 778 to take to the event with 260 heading to Long Buckby and 654 to Northampton to start services to Daventry. We are operated services to Badby, Staverton, Braunston, Welton and Ashby St Ledgers, Long Buckby and Weedon as well as a second journey from Northampton. We were supported by four visiting buses supplied by the United Counties Group with 111, Roger Burdett, Dominic Sinclair at Poynters Coaches and Chris Fosbury with Bristol VR 952. The timetables were scheduled to allow a departure every 10 minutes and in addition we operated four dedicated SEND journeys. As usual, the event was very busy and we gave 2468 (3590) passenger journeys and operated 485 (432) miles.

Our second Heritage event was a new venture on Sunday 14th September by Wellingborough Town Council who tried a Celebrate Wellingborough heritage event. To support the Town council, we took along 146,154 and 267 to operate three routes from castle Way to participating venues. Attendance though was disappointing with only 119 passenger journeys covering 263 miles.

Our final Heritage Open Days event saw us in Northampton on Saturday 20th and Sunday 21st September with excellent help and assistance from West Northamptonshire Council. Early meeting ensured that the national registration website and search facilities had been greatly improved and made gathering details of participating venues a lot easier.

On Saturday buses 154, 267, 278, 301 and 654 were joined by two additional two vehicles kindly provided by Dominic Sinclair and the United Counties Group. We operated services to Brixworth, Earls Barton, Yardley Hastings and Towcester as well as central, northern and southern circulars and a few short tours in Northampton. We also offered a Plumpton and Slapton churches service from Towcester. The Saturday was quieter than previous years with 946 (1127) passenger journeys and the buses have covered 407 (369) miles. Sunday saw buses 146,154,260,267,278,301 and 654 in service along with buses provided by Jamie Vendy and Ka at CommMiniBus. Routes were as Saturday apart from the short tours around Northampton and to Brixworth, although compensated with trips to Weedon. Passenger journeys were 905 covering 503 miles.

Once again there was an approach from Wellingborough Town Council to provide a shuttle service between their beach at the Market Place and the Splash Pool at The Embankment and we were pleased to be able to help with this on Wednesdays throughout August.

Other community events included the Polish Great Orchestra of Christmas Charity, Eastfield and Abington Festival, Earls Barton Village Festival, Grafton Regis Church Fete, Brook House Care Home at Towcester for their 'D' Day commemoration, Roade Model Railway Show, Diwali and the Christmas Lights Switch-

on in Northampton. We also supported village events including the Crick Scarecrow and Music Festival, the Long Buckby Classic Vehicle event, and Roade Transport Fair.

For the Northampton Town Council, we took judges around Northampton's entry for Britain in Bloom competition. Buses also did school prom bus and Hardingstone Junior School for their leavers party and the Doddridge Centre for their Father Christmas bus taking presents around to those less fortunate.

Our buses also provided transport for our friends at the "Weekly Wind-Up Club" on their annual visit to the area, the local CAMRA group to the Straw Bear Festival to Whittlesey and a Rutland trip. Five members had birthday outings and two had wedding buses. Sadly, we were honoured to provide transport for friends, family and mourners at David Pratt's funeral. Dave had been a hardworking and much valued volunteer and a great friend of NTH and are having a memorial plaque installed on 267, his favourite bus.

We have also supported other groups with their events at Biggleswade, Oadby CarFest, the two-day event at Quorn and Woodhouse Station in conjunction with the Great Central Railway.

Members trips also saw buses go to Delaine at Bourne, The Big Bus show at Stonham Barns and Aldridge Transport Museum, and Wheelnuts at Sywell.,

Educational visits saw us making a visit to Headlands School, St Lukes School at St Crispin's, Exeter Leaning Centre in Corby, Brixwoth School, Dream Days Play Group in Wellingborough and Wollaston and Strixton Pre-school.

This year the professional photoshoot featured 267.

#### Archive and Storage

Our archive collection has been fully documented and with no further grant to fund the storage office, notice was given to vacate the Dorridge Centre as the expense can no longer be justified while we seek new accommodation for our vehicles which will almost certainly be much more expensive. It is planned that the archive collection will be going into temporary storage at Corby until another opportunity that is still under discussion with Northampton Town Council comes to fruition.

### Vehicle Collection

During the year, the 654 Group purchased a United Counties Bristo RELH dual-purpose coach. Since NTH is a member of the 654 Group, we duly purchased our share with existing members donating the NTH share of the purchase price. This coach has already proved beneficial as it is in excellent condition and its top speed allows distant events to be attended.

### Vehicle Storage Centres

This has been the biggest issue to face the Trust during the latter part of year and continues to do. Towards the end of the year, we were aware that the landlord was trying to change the lease The changes in the proposed new lease were and are very restrictive in terms of allowing NTH to operate properly so that we can attend events to fundraise to obtain funds for our on-going existence. We sought alternative premises, finding five options but those found were either too expensive, required building work for access, or required more vehicles than the Trust owns to make the property viable.

Therefore, in the meantime we were obliged to sign a new lease from 1st April 2026 and while on favourable rates, the terms restrict our operation in many ways, especially with the new restrictive access times of 08:00 to 20:00 which will result in attendance at some events being declined. This will impact our income stream, although not as much as signing-up to more expensive premises. We will continue to seek new premises forthwith.

### Members

Membership retention remains reasonable with most members renewing and providing additional donations. The year began with a membership of 98 including four outstanding, and the Trust ended the year with 99 including two outstanding renewals. Of this, nine were new with the loss of 8 during the year. The membership consists of 77 Ordinary Members, 11 Family Members, 3 Junior Members, 2 Honorary

Members, and 6 Discretionary Members of which four are operators who are particularly supportive of our activities and two individuals who make generous donations.

Members' events continue to be organised, although attendance has been poor. The publication of the quarterly members magazine, Traffic Notice, has not occurred due to other commitments of the editor. However, an electronic Events Notice is issued on a monthly basis to all members with emails which provided updates on all events and the fleet status.

## FINANCIAL REVIEW

### Annual Review

The Trust considered the financial results for the period satisfactory as a result of continued management of expenditure during the year despite some heavy maintenance costs. Membership fees and donations remained our main source of steady income with most available for Gift Aid. The Trust received no direct grant funding, and all our funds are raised by freewill donations and our fundraising stall sales. We receive expenses from event partners for specific flagship events that go towards storage of our vehicles and event costs.

The Trust reported a small surplus of £453 against a backdrop of heavy maintenance costs on both the MW coaches and the new minibus totaling around £11,000 although this has been partially offset by generous contributions from Malcolm Tales to cover the painting of the minibus, and clutch and brake repairs of £7,000 on the MW coaches.

Total receipts were a creditable £40,926, over £7,688 more than 2024 with a welcome increase in event donations through members using vehicles for family occasions and attendance at local community and council events. However, collections were substantially down on previous years and members' trips struggled to cover their fuel costs.

Our bank balance ended at £20,794 with £6,887 of these Restricted funds for 197 restoration and support towards the production of Traffic Notice. This has meant that our unrestricted funds have increased by £4,495.

The financial statements have been prepared in compliance with FRS 102. 'The Financial Reporting Standard applicable in the UK and the Republic of Ireland', the Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and the Republic of Ireland (FRS 102) (Charities SORP (FRS 102)) and the Charities Act 2011.

Northampton Transport Heritage has charitable status controlled and managed by the Trustees who are individually named in the Annual Report.

### Fixed Assets

The only recorded assets are the non-monetary insurance values of the Trust's heritage vehicles.

### Funds held as custodian trustee on behalf of others

The 654 Group was originally set up by five enthusiasts to purchase former United Counties Leyland Olympian number 654. One of the group members relinquished their ownership and transferred their share as a gift to NTH. With shared ownership, NTH pays a monthly charge which, along with the other four shareholder payments, covers the storage, MOT, road tax and insurance costs. Repairs, maintenance and extraordinary expenses are paid equally by the shareholders as required. Fuel is usually (although not always) paid for out of the NTH account as use is usually down to NTH work. The vehicles are used equally as one of the NTH vehicles and any donations at events are received into NTH accounts. During the year a former United Counties Bristol RELH dual-purpose coach TBD 278G was purchased by the group which now holds three vehicles which the Trust has shared ownership.

Two vehicles were purchased by Malcolm Tales, a trustee, and have been used effectively as NTH vehicles and the vehicles have subsequently been transferred to NTH ownership. However, an additional agreement was made that the vehicles return to Malcolm in the event of NTH ceasing to exist during his lifetime. After that they should be offered to the United Counties Group.

### Income

All income is included in the financial statements when the charity receives the income. No amounts are included in the financial statements for services donated by volunteers.

### Fund Accounting

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

Restricted funds comprise of unrestricted funds that have been set aside by the Trustees for particular projects. The aim and use of each designated fund is set out in the notes to the financial statements. 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 cost of raising and administering such funds are charged against the specific fund. The aim and use of each restricted fund is set out in the notes to the financial statements.

**Intangible Income**

Intangible income, in the form of donated facilities and voluntary help etc., is not included in the financial statements since it is not considered practicable to quantify such income.

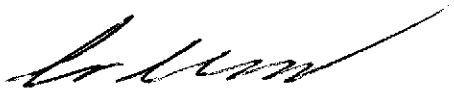
**Expenditure**

Expenditure is stated inclusive of value added tax and brought into account when paid out of funds.

**Reserves Policy**

The charity had previously not had a reserve policy, although now that the Trust has matured with additional vehicles and a more detailed budget, a formal policy has been adopted. Based on the annual budget, a minimum of six months net costs is to be held in reserve which based on the 2026 budget was deemed to be £6,000. This will be held in a separate savings notice account. The reserves policy amount will be reviewed annually with the setting of the new budget.

Approved by the Executive Committee on 25/03/2026 and signed on its behalf by:



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Graham Croucher - Chair of Trustees

# Northampton Transport Heritage

**RECEIPTS AND PAYMENTS ACCOUNT**
**FOR THE YEAR ENDED 31st DECEMBER 2025**

| | Notes | Unrestricted | Restricted | 2025 | 2024 |
|---|---|---|---|---|---|
| | | £ | £ | £ | £ |
| **Income** | | | | | |
| Donations and legacies | 1 | 36,766 | | 36,766 | 30,145 |
| Income from charitable activities | 2 | 4,160 | | 4,160 | 3,093 |
| **Total Income** | | 40,926 | 0 | 40,926 | 33,238 |
| **Expenditure** | | | | | |
| Charitable activities | 3 | 36,432 | 4,041 | 40,473 | 36,361 |
| **Total Expenditure** | | 36,432 | 4,041 | 40,473 | 36,361 |
| **Net Income (Expenditure) before other recognised gains and losses** | | 4,494 | -4,041 | 453 | -3,123 |
| **Transfer between funds** | | 0 | 0 | 0 | 0 |
| **Total funds brought forward** | | 9,413 | 10,928 | 20,341 | 23,464 |
| **Total funds carried forward** | | 13,907 | 6,887 | 20,794 | 20,341 |

All activities derive from continuing operations.

| | Notes | Unrestricted | Restricted | 2025 | 2024 |
|---|---|---|---|---|---|
| | | £ | £ | £ | £ |
| **Monetary Assets** | | | | | |
| Treasurers Account | | 13,887 | 6,887 | 20,774 | 20321 |
| Cash in Hand | | 20 | | 20 | 20 |
| | | 13,907 | 6,887 | 20,794 | 22,345 |
| **Non-Monetary Assets** | | | | | |
| Heritage Vehicles | | 77,000 | - | 77,000 | 72,000 |

The Charity's Trustees consider that an audit is not required for this year under section 43 (2) of the Charities Act 1993 (the Act) and that an independent examination is required.

**Approved by:**
Graham Croucher (Chair of Trustees)

**Date:** 25.03.26

The notes on pages 15 form part of the financial accounts.

# Northampton Transport Heritage

## NOTES TO THE ACCOUNTS

| | Unrestricted £ | Restricted £ | 2025 £ |
|---|---|---|---|
| **1 Donations and legacies** | | | |
| Membership | 2,710 | | 2,710 |
| Donations | 25,758 | | 25,758 |
| Sponsorship | 5,104 | | 5,104 |
| Gift Aid | 3,165 | | 3,165 |
| Northampton Lottery | 29 | | 29 |
| | 36,766 | 0 | 36,766 |
| **2 Income from charitable activities** | | | |
| Sales | 3,920 | | 3,920 |
| Online shop fundraising | | | |
| Misc. income | 240 | | 240 |
| | 4,160 | 0 | 4,160 |
| **3 Charitable expenditure** | | | |
| Maintenance and restoration costs | 15,579 | | 15,579 |
| 197 Restoration | 0 | 1,080 | 1,080 |
| Other vehicle costs | 1,500 | | 1,500 |
| Insurance | 2,158 | | 2,158 |
| Fuel | 4,990 | | 4,990 |
| Vehicle Storage | 7,196 | 1,340 | 8,536 |
| Stock | 760 | | 760 |
| Misc. | 1,392 | | 1,392 |
| | **33,575** | **2,420** | **35,995** |
| **Support costs** | | | |
| Postage/Stationery/Printing | 676 | | 676 |
| Office Rent | 1,833 | 1,621 | 3,454 |
| Office/Admin costs | 348 | | 348 |
| | **2,857** | **1,621** | **4,478** |
| **Total Charitable Costs** | **36,432** | **4,041** | **40,473** |

**4 Creditors**

The Trust has no outstanding liabilities

| **5 Restricted Funds** | **01.01.2025 £** | **In £** | **Out £** | **31.12.2025 £** |
|---|---|---|---|---|
| | 10,928 | - | 4,041 | 6,887 |

## INDEPENDENT EXAMINER'S REPORT TO THE TRUSTEES OF NORTHAMPTON TRANSPORT HERITAGE

I report on the accounts of Northampton Transport Heritage charity for the year ended 31st December 2025 which are set out on the following pages.

### Respective responsibilities of Trustees and Examiner

As Trustees, you are responsible for the preparation of the accounts; you consider that an audit is not required for this year under section 144 (2) of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed. It is my responsibility to examine the accounts under section 145 of the 2011 Act; to follow the procedures laid down in the General Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act; and to state whether particular matters have come to my attention.

### Basis of Independent Examiner's report

My examination was carried out in accordance with the General Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the Trust and a comparison of the accounts with those records. It also includes considering any unusual items or disclosures in the accounts and seeking explanations from you as Trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit, and consequently no opinion is given as to whether the accounts present a "true and fair view" and the report is limited to these matters set out in the statement below.

### Independent examiner's statement

I have completed my examination. I confirm that no material 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 Trust as required by section 130 of the Act; or
2. the accounts do not accord with those records.

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.

Signed: N Hook .....
Name: Neil Hook
Qualification: Former member of C.I.M.A.
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