

The Transport Trust

Annual Report and Financial Statements Year Ended 31 October 2020

Company registration number: 1509733

Charity registration number: 280943



Trading as the National Transport Trust

Supporting the preservation of our Transport Heritage.



1949 Kew Dodge Lorry owned and restored by the Griffin Trust, Ellesmere Port.

Winner of the Ron Wilsdon restoration Award, in 2019.

Comprehensive information on the Trust, its initiatives to preserve our Transport Heritage and to Join, can be found on our web site www.nationaltransporttrust.org.uk.

We also have a Virgin giving page for donations at

<https://uk.virginmoneygiving.com/charities/transporttrust>

The Transport Trust – Trading as the National Transport Trust

Patron: HRH Anne, Princess Royal

President: Judy, Lady McAlpine

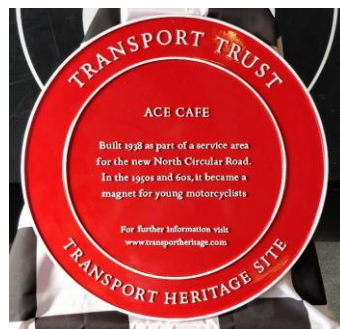
Deputy President: David Morgan MBE TD

Vice Presidents: Sir Gerald Acher CBE
Air Chief Marshal Sir John Allison, KCB, CBE, ADC, FRAeS
Richard Muir Beddall
Peter Blond
John Cameron
Denis Dunstone
Lord Glendonbrook CBE
Tony Hales CBE
Bryan Heatley TD
The Rt. Hon. Lord Hesketh KBE, PC
Sir Torquil Norman CBE
The Rt. Hon. Lord Montagu of Beaulieu
Alan Moore CBE
The Lord O'Neill TD
Air Chief Marshal Sir John Rogers, KCB, CBE, FRAeS
Phil Samson
S Martin Summers
Dame Margaret Weston DBE
Alan Winn

The Transport Trust – Trading as the National Transport Trust

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The Transport Trust – Trading as the National Transport Trust

Reference and Administrative Details

Trustees

Stuart Wilkinson, **Chairman**

John Broad

Paul Brook

Keith Gibbins

Christopher Heaps

Michael Lunch

Stephen Middleton

Robert Owen, (Ratified at the AGM on 25th October 2020)

Tracey Parkinson

Robert Fleming FRAeS

Robert Shortland-Ball

Peter Stone TD

Jerry Swift

Peter Waller, (Ratified at the AGM on 25th October 2020)

Roy Watts MBE

Senior Management Team

Jon Jolliffe, Office Manager

David Morgan MBE TD, Secretary

Richard Norton, Treasurer

Principal Office

First Floor
Old Bank House
26 Station Approach
Hinchley Wood
Surrey, KT10 0SR

The charity is incorporated in England.

The Transport Trust – Trading as the National Transport Trust

Reference and Administrative Details

Company Registration Number

1509733

Charity Registration Number

280943

Bankers

CAF Bank Ltd
25 King Hill Avenue
West Malling
Kent
ME19 4JQ

Lloyds TSB
P.O.Box 100
Andover
BX1 1LT

CCLA Investment Management Ltd
COIF Charity Funds
80 Cheapside
London
EC2V 6DZ

Independent Examiner

Francis Clark LLP
North Quay House
Sutton Harbour
Plymouth
Devon
PL4 0RA

The Transport Trust – Trading as the National Transport Trust

Trustees' Report

The Trustees, who are directors for the purposes of company law, present the annual report together with the financial statements of the charitable company for the year ended 31 October 2020.

Objectives and activities

Objects and aims

The Trust is the United Kingdom's only national charity whose aim is to promote and support the conservation of Britain's air, water, rail and road transport heritage.

The aim of the National Transport Trust is to promote and encourage awareness, preservation and the use of Britain's transport heritage in all its form. In the furtherance of these aims, the Trust sets out to promote and facilitate co-ordination of the transport preservation movement. The Trust also lobbies on behalf of transport heritage related matters.

The Trust makes financial grants and loans to those undertaking transport heritage restoration projects and recognises personal effort and achievement through its annual awards.

In addition the Trust marks sites of transport significance by means of a plaque scheme which is backed by an online database.

Britain's place in the history and development of transport is second to none; the Trust's aim is to ensure that future generations have the opportunity to study and enjoy our achievements in water, road, rail and air transport, by preventing the loss of irreplaceable relics and material and providing accommodation and maintenance facilities for those that are saved.

The Trust offers practical advice and financial assistance and seeks to increase public awareness of the achievements and needs of the transport heritage sector. The Heritage Lottery Fund and others have in the past made use of the Trust's unique knowledge of all aspects of transport preservation.

Public benefit

The trustees have reviewed the objects, goals, services and objectives of the charity in the light of this requirement and can confirm that The Transport Trust serves the public benefit. This Trustees' Annual Report continues to evidence how the charity strives to meet needs.

The trustees confirm that they have complied with the requirements of section 4 of the Charities Act 2011 to have due regard to the public benefit guidance published by the Charity Commission for England and Wales.

Review of the year

The Trust has incurred net expenditure of £5,284 on unrestricted funds and net expenditure of £6,500 on restricted funds for the year. The balance held in unrestricted funds as at 31 October 2020 was £258,062 (2019: £263,346) of which £4,220 (2019: £4,220) is represented by fixed assets and is not therefore readily available. The balance held on restricted funds at the year-end was £6,750 (2019: £13,250).

One of the Trust's main projects - The "Red Wheel" Transport Heritage plaques scheme, continues to increase its coverage albeit with fewer unveilings this year due to Covid-19 restrictions, but that said we have some plaques installed but not unveiled and some with Heritage Groups for installation once conditions allow.

This project raises both the profile of The Transport Trust within the transport preservation world, but also exposes the history of the sites themselves.

The trustees meet four times a year, previously travelling into London from all parts of the country, but this year online meeting via zoom has become the norm and online meetings will feature into 2021 and beyond.

The Transport Trust – Trading as the National Transport Trust

Trustees' Report continued

Covid-19 and its impacts have dominated everything this year and the Transport Heritage sector has been impacted financially. The Trust has throughout this year, been keeping in touch with our Affiliate members and representing their interest through to Government via the Heritage Alliance. We have tried to ensure the voice of mobile heritage has been heard and we were pleased to see the level of Grant support focused on our sector.

For the Trust, Covid-19 restriction caused the cancellation of our AGM weekend, the postponed to 2021 of our awards ceremony and the cessation of our visits program. We also decided not to hold our annual raffle. Being a ratepayer, we were entitled to a £10,000 Covid-19 grant. The end result financially for the Trust is that funds we would normally spend have been delayed to 2021, resulting in less net spending this year.

Introduction of a “Trading as” name

After much debate amongst trustees on the extensive role the Trust plays in preserving transport heritage across the UK, it was decided to move toward a name change which better reflects our role in the nationwide preservation movement. The first stage was to adopt a “trading as” name for the Trust of the National Transport Trust.

Eventually the aim is to rename our legal entity, but with Covid-19 impacting all areas of business, it was decided that a two-stage approach was best, with the trading name being stage one.

Our Royal Patron

During the year, our Patron HRH Prince Michael of Kent, stepped down. We were pleased to announce in the spring that HRH Anne, Princess Royal had agreed to fill this important role for the Trust, and we welcome her to the organisation.

Annual Awards

A major part of the Trust's work is to support restorers and to recognise their worth; each year we make personal recognition awards and restoration awards. The restoration awards are linked to a donation to these projects to assist them to completion.

From 2012 to 2020 the Trust has expensed approximately £163,000 from reserves on the awards programme and of this approximately £122,000 has been actual donations to the many restoration projects supported, £9,200 was donated via special awards and £4,000 has been donated to young preservationists of the year.

The 2020 awards ceremony was due to be hosted at the Brooklands Museum, Weybridge, at which time our new patron, Princess Anne, was to present the Awards. Because of Covid-19 restrictions the event has been moved to 2021.

The Preservationist of the Year award – the Trust's highest honour – this year went to Tony Agar for his 50-year project to restore a de Havilland Mosquito. One Lifetime Achievement Award was made, to David Ogilvy for his contribution over more than 60 years to the preservation of historic aircraft.

Our Young Preservationist of the Year award went to Lewis Perry a 17 year-old who restored a 1952 Excelsior motorcycle.

More information on award winners can be found on our web site www.nationaltransporttrust.org.uk.

The Transport Trust – Trading as the National Transport Trust

Trustees' Report continued

Visits/events programme

The visits programme, comprising around a dozen visits each year, allows Trust members to visit many locations mainly in the South and Midlands.

In 2020 our visits plans were greatly curtailed by Covid-19 restrictions and only one visit, to the RAF Museum occurred before all planned visits had to be put on hold until 2021.

Many thanks must go to our visit organisers – Alan Wallwork, Richard Peregrine, Mike Trapp and Jon Jolliffe for their efforts in trying to keep visits going.

Annual General Meeting and weekend of visits

The AGM venue this year was to be centred in Southend and all the organisation had been sorted by Jon Jolliffe, but again Covid-19 caused the AGM weekend to be cancelled, A virtual AGM was eventually held via Zoom on 25th October 2020. Hopefully, normality may be able to return in 2021.

Finances, Funding and Support

The Trust's underlying position remains capital-rich but regular income-poor. Regular income is from membership subscriptions and individual generous one-off donations. Most operating costs are covered by this regular income, but our Restoration Awards and Red Wheel programmes are funded from our reserves. Legacies, therefore, remain an important source of funding for the Trust. We take the opportunity on a regular basis to remind members of the opportunity to support the awards and Red Wheel programmes via legacies.

The Trust continues to seek good low-risk returns on its long-term funds. We do make loans to affiliate members for qualifying projects at interest rates beneficial to both parties.

The Trust has one Affiliate loan in place at the end of the financial year. This supports the Locomotive Conservation and Learning Trust, which trains young persons in the skills needed to restore and conserve railway artefacts. Training the next generation of restorers is a key part in ensuring the future viability of the Heritage Railway movement. LCLT also provides technical support to locomotive owners and groups. The loan to the Gwili Vintage Carriage Group which enabled them to complete a cosmetic restoration of Taff Vale No 28 in time for a major event, was repaid in full during the year.

The tangible assets of the Trust, shown in the accounts at £4,220 is the silver model of SS Great Britain awarded to the Preservationist of the Year annually. The Trust also owns the 1830 built Locomotive Invicta. This asset was purchased in 1977 for the sum of £1, to afford it future protection. The locomotive has been on show for some years at Canterbury Heritage Museum in Kent and has now been successfully moved to the Whitstable Museum.

The administrative work of the Trust makes maximum use of electronic communications and Cloud-based systems to reduce postage and other costs to a minimum. Our prior move to online systems has worked well for us during the lockdowns. The Trust's activities are undertaken entirely by volunteers without whom the Trust would not be able to carry out its work. Trustees wish to express their gratitude to this small loyal group.

The Transport Trust – Trading as the National Transport Trust

Trustees' Report continued

Heritage Alliance

The Trust is a member of The Heritage Alliance, the biggest alliance of heritage interests in the UK. The Alliance acts as an authoritative, respected, and influential advocate for the non-government heritage sector; it plays a pivotal role in the heritage sector and beyond; and connects heritage with the big issues in 21st Century society. The Trust has a key input into the Mobile Heritage Advocacy Group via Trust Chairman Stuart Wilkinson who chairs this group.

The Trust is also a member of the Heritage Fuels Alliance which was formed to lobby on behalf of the mobile heritage sector in the context of the UK Government's plans to ban the burning of coal in non-industrial applications, and was successful in securing an exemption for mobile heritage.

Membership

Membership of the Trust has reduced slightly during the year - the average age of core Trust members is quite high, but recruitment activity and the ability to join online via the Trust's new website should deliver benefits in the longer term.

The Trust's membership recruitment leaflet is circulated widely. We had at end October 2020, 437 (2019 - 463) members of which 128 (2019 134) are life/honorary members, 79 (2019 82) affiliate organisation members from within all spheres of the transport preservation arena and 230 (2019 247) individual members.

Transport Heritage Database and Red Wheels

The Trust maintains a comprehensive searchable online database of transport heritage sites on a national basis. This database is fully accessible from our Transport Trust web site at www.nationaltransporttrust.org.uk. Sites which are of profound Transport Heritage importance, either nationally or internationally, are progressively being marked with a Transport Trust Heritage plaque (Red Wheel).

The Plaques show a web site link which takes members of the public to the Red Wheel section of our web site where further information on the site can be found.

The web site link being: <https://www.nationaltransporttrust.org.uk/red-wheels/red-wheel-sites>.

This initiative started in 2009 and since then we have had 133 plaques manufactured, most of which have been installed. Over this period a total of £51,700 has been expended by the Trust on this project and many thanks must go to Peter Stone for driving this project and to those who have assisted him.

In 2019/20 6 new plaques were installed. Our 125th installed plaque being at the Stowe Maries aerodrome. In a normal year unveiling and installation run together but not in 2020. This year we have 3 plaques erected but not yet officially unveiled and we have a further 8 plaques not in the 125 which are at the sites but awaiting installation and unveiling. We will catch up once the impacts of Covid-19 pass.

Transport Digest and Website

The Trust's quarterly *Transport Digest* continues to impress, with content and quality of a very high standard for a special-interest magazine. We constantly seek ways to increase the distribution of the magazine, not only to meet our educational objectives, but also because the magazine acts as an excellent ambassador for the Trust. Members of the Trust can access, and download, all past copies of these digests via our web site and also its predecessor publications. A search function also exists to aid research.

The Transport Trust – Trading as the National Transport Trust

Trustees' Report continued

The Trust's comprehensive website www.nationaltransporttrust.org.uk, went live at the beginning of 2017 and continues to be enhanced. The site works seamlessly with Smartphones, Tablets and PCs. Many thanks to Chilliapple for their work on the set up of our site. The website includes the Red Wheel and Transport Heritage databases and also supports our membership records. The new site has a specific member's area, where past copies of Digest Magazine can be searched and downloaded, as well as membership records updated and for affiliate members, we have just introduced micro web sites so they can increase their own web presence.

The Communication Sub-Committee has the responsibility for guiding the Digest and Website.

Reserves Policy

The Trust aims to maintain a minimum reserve of the equivalent of two years' operating costs. The rationale is that a period of two years would be enough time for trustees to decide how to deal with a life-threatening problem and to implement the identified actions. At the 31 October 2020 £258,062 was held in unrestricted funds (Free reserves) and £6,750 was held in restricted funds. Free reserves are sufficient for our needs.

Going concern

The normal activities of the Trust have been disrupted by the impacts of Covid-19, with some of our spending being pushed to 2021 but thankfully only a small impact on our individual membership. We have further enhanced our representation of the moving heritage sector, to ensure it is supported financially during the lockdown period until recovery is possible. Our affiliate members continue to support our work even though many have experienced financial shortfalls.

We have gratefully received a £10k Coronavirus Grant, being a ratepayer, and this has meant we do not expect to suffer financially this or next year and we will be able to continue highlighting the need for support for the sector.

The level of free reserves are wholly sufficient to cover the foreseeable future and the trustees consider that there are no material uncertainties about the charity's ability to continue as a going concern nor any significant areas of uncertainty that affect the carrying value of assets held by the charity.

Structure, Governance and Management

Nature of governing document

The charity is limited by guarantee, having no share capital. It is a registered charity.

The charity was incorporated on 29 July 1980 and is bound by its Memorandum and Articles of Association.

Recruitment and appointment of trustees

The Board aims to have trustees representing all forms of transport including railway, aviation, road vehicles (car, motorcycle and commercial), military, maritime, waterway and agricultural vehicles, keeping a balance of interest between them.

A candidate will be discussed by the existing trustees. On approval he or she will be approached and asked as to their willingness to serve. A positive response will then lead to nomination, secondment and appointing at the AGM, possibly following co-option if midway through the year.

Peter Waller and Robert Owen joined us through this process during the year and their appointments were ratified at our Zoom 25th October 2020 AGM.

Major risks and management of those risks

The trustees of The Transport Trust are fully aware of, and implement policies to cover, any risks appropriate to the charity.

The annual report was approved by the trustees of the charity on and signed on its behalf by:

.....
Stuart Wilkinson
Chairman and Trustee

The Transport Trust – Trading as the National Transport Trust

Statement of Trustees' Responsibilities

The trustees (who are also the directors of The Transport Trust for the purposes of company law) are responsible for preparing the trustees' report and the financial statements in accordance with the United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice) and applicable law and regulations.

Company law requires the trustees to prepare financial statements for each financial year. Under company law the trustees 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 its incoming resources and application of resources, including its income and expenditure, for that period. In preparing these financial statements, the trustees are required to:

- select suitable accounting policies and apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable company will continue in business.

The trustees are responsible for keeping 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.

In so far as the trustees are aware:

- there is no relevant accounts information of which the charitable company is unaware; and
- the trustees have taken all steps that they ought to have taken to make themselves aware of any relevant accounts information and to establish that the accountant is aware of that information.

The trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company'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 trustees of the charity on and signed on its behalf by:

.....
Stuart Wilkinson
Chairman and Trustee

The Transport Trust – Trading as the National Transport Trust

Independent Examiner's Report to the trustees of The Transport Trust

I report on the accounts of the charity for the year ended 31 October 2020 which are set out on pages 14 to 25.

Respective responsibilities of trustees and examiner

The trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts. The trustees 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.

Having satisfied myself that the charity is not subject to audit under company law and is eligible for independent examination, 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 charity and a comparison of the accounts presented with those records. It also includes consideration of 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 those matters set out in the statement below.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

(1) which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 386 of the Companies Act 2006; and
- to prepare accounts which accord with the accounting records, comply with the accounting requirements of section 396 of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities

have not been met; or

(2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.

.....
Duncan Leslie ACA

North Quay House
Sutton Harbour
Plymouth
Devon
PL4 0RA

Date:.....

The Transport Trust - Statement of Financial Activities

Year Ended 31 October 2020

(Including Income and Expenditure Account and Statement of Total Recognised Gains and Losses)

2020	Note	Unrestricted funds £	Restricted funds £	Total 2020 £
Income and Endowments from:				
Donations, Grants and Legacies	3	16,278	1,331	17,609
Charitable activities	4	62	-	62
Trade Subscriptions	5	16,092	-	16,092
Investment income	6	1,085	-	1,085
Total Income		33,517	1,331	34,848
Expenditure on:				
Charitable activities	7	(38,801)	(7,831)	(46,632)
Total Expenditure		(38,801)	(7,831)	(46,632)
Net (expenditure)		(5,284)	(6,500)	(11,784)
Net movement in funds		(5,284)	(6,500)	(11,784)
Reconciliation of funds				
Total funds brought forward		263,346	13,250	276,596
Total funds carried forward	18	258,062	6,750	264,812
2019				
	Note	Unrestricted funds £	Restricted funds £	Total 2019 £
Income and Endowments from:				
Donations and legacies	3	6,962	5,000	11,962
Charitable activities	4	6,618	-	6,618
Trade Subscriptions	5	16,974	-	16,974
Investment income	6	1,774	-	1,774
Total Income		32,328	5,000	37,328
Expenditure on:				
Charitable activities	7	(52,384)	(1,000)	(53,384)
Total Expenditure		(52,384)	(1,000)	(53,384)
Net (expenditure)/income		(20,056)	4,000	(16,056)
Net movement in funds		(20,056)	4,000	(16,056)
Reconciliation of funds				
Total funds brought forward		283,402	9,250	292,652
Total funds carried forward	18	263,346	13,250	276,596

The Transport Trust – Trading as the National Transport Trust

Balance Sheet

31 October 2020

	Note	2020 £	2019 £
Fixed assets			
Heritage assets	13	4,220	4,220
Current assets			
Debtors	14	4,170	6,824
Cash at bank and in hand		264,139	277,003
		<u>268,309</u>	<u>283,827</u>
Creditors: Amounts falling due within one year	15	<u>(6,294)</u>	<u>(10,700)</u>
Net current assets		<u>262,015</u>	<u>273,127</u>
Total assets less current liabilities		266,235	277,347
Creditors: Amounts falling due after more than one year	16	<u>(1,423)</u>	<u>(751)</u>
Net assets		<u>264,812</u>	<u>276,596</u>
Funds of the charity:			
Restricted funds		6,750	13,250
Unrestricted funds		<u>258,062</u>	<u>263,346</u>
Total funds	18	<u>264,812</u>	<u>276,596</u>

For the financial year ending 31 October 2020 the charity was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

Directors' responsibilities:

- The members have not required the charity to obtain an audit of its accounts for the year in question in accordance with section 476; and
- The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

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

The financial statements on pages 13 to 24 were approved by the Trustees and authorised for issue on and signed on their behalf by:

.....

Stuart Wilkinson
Chairman and Trustee

Company Registration Number: 1509733

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

1 Charity status

The charity is a company limited by guarantee and consequently does not have share capital. Each of the members is liable to contribute an amount not exceeding £1 towards the assets of the charity in the event of liquidation.

2 Accounting policies

Summary of significant accounting policies and key accounting estimates

The principal accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all the years presented, unless otherwise stated.

Statement of compliance

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) (effective 1 January 2019) - (Charities SORP (FRS 102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Companies Act 2006.

Basis of preparation

The Transport Trust meets the definition of a public benefit entity under FRS 102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy notes.

Going concern

The normal activities of the Trust have been disrupted by the impacts of Covid-19, with some of our spending being pushed to 2021 but thankfully only a small impact on our individual membership. We have further enhanced our representation of the moving heritage sector, to ensure it is supported financially during the lockdown period until recovery is possible. Our affiliate members continue to support our work even though many have experienced financial shortfalls.

We have gratefully received a £10k Coronavirus Grant, being a ratepayer, and this has meant we do not expect to suffer financially this or next year and we will be able to continue highlighting the need for support for the sector.

The level of free reserves are wholly sufficient to cover the foreseeable future and the trustees consider that there are no material uncertainties about the charity's ability to continue as a going concern nor any significant areas of uncertainty that affect the carrying value of assets held by the charity.

Exemption from preparing a cash flow statement

The charity has adopted Bulletin 1 published on 2 February 2016 and have therefore not included a cash flow statement in these financial statements.

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

Income and endowments

All income is recognised once the charity has entitlement to the income, the income will be received, and the amount of the income receivable can be measured reliably.

Donations and legacies

Donations are recognised when the charity has been notified in writing of both the amount and settlement date. In the event that a donation is subject to conditions that require a level of performance by the charity before the charity is entitled to the funds, the income is deferred and not recognised until either those conditions are fully met, or the fulfilment of those conditions is wholly within the control of the charity and it is probable that these conditions will be fulfilled in the reporting period.

Legacy gifts are recognised on a case-by-case basis following the grant of probate when the administrator/executor for the estate has communicated in writing both the amount and settlement date. In the event that the gift is in the form of an asset other than cash or a financial asset traded on a recognised stock exchange, recognition is subject to the value of the gift being reliably measurable with a degree of reasonable accuracy and the title to the asset having been transferred to the charity.

Deferred income

Deferred income represents amounts received for future periods and is released to incoming resources in the period for which, it has been received. Such income is only deferred when:

- The donor specifies that the grant or donation must only be used in future accounting periods; or
- The donor has imposed conditions which must be met before the charity has unconditional entitlement.

Expenditure

All expenditure is recognised once there is a legal or constructive obligation to that expenditure, it is probable settlement is required and the amount can be measured reliably. All costs are allocated to the applicable expenditure heading that aggregate similar costs to that category.

Charitable activities

Charitable expenditure comprises those costs incurred by the charity in the delivery of its activities and services for its beneficiaries. It includes both costs that can be allocated directly to such activities and those costs of an indirect nature necessary to support them.

Governance costs

These include the costs attributable to the charity's compliance with constitutional and statutory requirements, including audit, strategic management and Trustees meetings and reimbursed expenses.

Taxation

The charity is considered to pass the tests set out in Paragraph 1 Schedule 6 of the Finance Act 2010 and therefore it meets the definition of a charitable company for UK corporation tax purposes. Accordingly, the charity is potentially exempt from taxation in respect of income or capital gains received within categories covered by Chapter 3 Part 11 of the Corporation Tax Act 2010 or Section 256 of the Taxation of Chargeable Gains Act 1992, to the extent that such income or gains are applied exclusively to charitable purposes.

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

Tangible fixed assets

Fixed assets are included at cost. The Trust's policy is not to capitalise items under £250.

Heritage assets

For financial statement purposes, no value is attributed to relics and collections donated to the charity. Where these have been purchased by the charity they are initially recorded at cost.

Depreciation and amortisation

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

Asset class	Depreciation method and rate
Furniture and office equipment	25% reducing balance
Library shelving	10% reducing balance
Exhibition stand	25% reducing balance
Trophies, relics and collections	Nil

Fund structure

Unrestricted income funds are general funds that are available for use at the trustees' discretion in furtherance of the objectives of the charity.

Restricted income funds are those donated for use in a particular area or for specific purposes, the use of which is restricted to that area or purpose.

3 Income from donations, legacies and grants

	Unrestricted General fund	Restricted funds	Total 2020	Total 2019
	£	£	£	£
Donations and legacies;				
Donations from individuals	5,278	1,331	6,609	10,962
Grants	10,000	-	10,000	-
Legacies	1,000	-	1,000	1,000
	<u>16,278</u>	<u>1,331</u>	<u>17,609</u>	<u>11,962</u>

4 Income from charitable activities

	Unrestricted General fund	Total 2020	Total 2019
	£	£	£
Event income	62	62	4,465
Raffle and sundries	-	-	2,153
	<u>62</u>	<u>62</u>	<u>6,618</u>

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

5 Income from Trade Subscriptions

	Unrestricted General fund £	Total 2020 £	Total 2019 £
Membership subscriptions	16,092	16,092	16,974
	16,092	16,092	16,974

6 Investment income

	Unrestricted General fund £	Total 2020 £	Total 2019 £
Interest	1,085	1,085	1,774
	1,085	1,085	1,774

7 Expenditure on charitable activities

	Unrestricted General fund £	Restricted funds £	Total 2020 £	Total 2019 £
Grants and awards	11,199	6,568	17,767	15,273
Cost of Digest	10,800	-	10,800	10,800
Web site project	(1,378)	500	(878)	6,289
Red Wheel Heritage Scheme	3,469	763	4,232	4,080
Event/Raffle costs	285	*	285	4,549
Support costs (Note 8)	12,643	-	12,643	10,670
Governance costs (Note 8)	1,783	-	1,783	1,723
	38,801	7,831	46,632	53,384

£38,801 (2019 - £52,384) of the above expenditure was attributable to unrestricted funds and £7,831 (2019 - £1,000) to restricted funds.

During the year, the charity awarded £16,000 for restoration awards.

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

8 Analysis of governance and support costs

Support costs allocated to charitable activities

	Basis of allocation	Other support costs £	Total 2020 £	Total 2019 £
Management expenses	100%	2,366	2,366	2,477
Rent payable	100%	6,139	6,139	5,988
Stationery, postage and telephone	100%	1,425	1,425	1,195
Insurance	100%	434	434	560
Computer and website costs	100%	858	858	450
Advertising	100%	1,421	1,421	-
		<u>12,643</u>	<u>12,643</u>	<u>10,670</u>

	Unrestricted General fund £	Governance costs Total 2020 £	Total 2019 £
Independent examiner's fee			
Examination of the financial statements	1,770	1,770	1,710
Other governance costs	13	13	13
	<u>1,783</u>	<u>1,783</u>	<u>1,723</u>

9 Net income / (expenditure)

Net expenditure for the year includes:

	2020 £	2019 £
Independent examiner's fee	1,770	1,710

10 Trustees remuneration and expenses

No trustees, nor any persons connected with them, have received any remuneration from the charity during the year.

Travel expenses of £2,035 (2019: £3,101) were reimbursed to 4 trustees (2019: 8) during the year supporting Grants, Awards, Red Wheel and support activities. The use of Zoom for trustee meetings has reduced travel costs.

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

11 Taxation

The Trust is a registered charity and is therefore exempt from taxation.

12 Tangible fixed assets

	Furniture and office equipment £	Library shelves £	Exhibition stand £	Total £
Cost				
At 1 November 2019	4,882	2,757	200	7,839
At 31 October 2020	4,882	2,757	200	7,839
Depreciation				
At 1 November 2019	4,882	2,757	200	7,839
At 31 October 2020	4,882	2,757	200	7,839
Net book value				
At 31 October 2019	-	-	-	-
At 31 October 2020	-	-	-	-

13 Heritage assets

	Trophies, relics and collections £	Total £
Cost		
At 1 November 2019	4,220	4,220
At 31 October 2020	4,220	4,220
Depreciation		
At 1 November 2019	-	-
At 31 October 2020	-	-
Net book value		
At 31 October 2019	4,220	4,220
At 31 October 2020	4,220	4,220

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

The Trust has two assets in which it has an interest.

The first is the steam locomotive *Invicta*, built in 1830 by Robert Stephenson and purchased by the Trust in 1977 for the sum of £1, to enable its rescue from display on an exposed outdoor pedestal in Kent. The locomotive was then restored to 1838 condition, funded by donations, and the locomotive was then loaned to Canterbury City Council and put on display at the Canterbury Heritage Museum. During 2019 it was successfully moved to a new location, the Whitstable Museum. The value of the locomotive is set at zero in the Trust's accounts as it is an historic museum artefact. For insurance purposes the Trust has agreed a value of £120,000 with the council but consider, because the locomotive is a unique heritage object, it has no resale value.

The second asset is a 1923 Garrett 10-ton steam road roller works number 34265 and named *Consuelo Allen*. This steam roller was sold to the Long Shop Museum, Leiston, for £1 in 2008. The agreement states that in the event of the Museum ceasing to exist for any reason that it shall revert to the Trust on the payment of £1. This asset again has no value assigned in the Trust's accounts.

14 Debtors

	2020	2019
	£	£
Prepayments	608	434
Accrued income	62	135
Other debtors	3,500	6,255
	<u>4,170</u>	<u>6,824</u>

In March 2013 a loan of £3,500 was made to the Locomotive Conservation and Learning Trust. This loan is repayable over a period of 5 years at an interest rate of 3% plus base rate per annum. This loan has been extended for a further 5 years.

In December 2013 a loan of £5,000 was made to the Gwili Vintage Carriage Group to speed up the completion of the cosmetic restoration of *Taff Vale No. 28*. The balance on this loan was repaid in full in the year.

Debtors includes £3,500 (2019: £3,500) receivable after more than one year.

	2020	2019
	£	£
Other debtors	<u>3,500</u>	<u>3,500</u>

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

15 Creditors: amounts falling due within one year

	2020	2019
	£	£
Funds due to RHRP	65	65
Accruals	3,144	7,370
Subscriptions/fees paid in advance	3,085	3,265
	<u>6,294</u>	<u>10,700</u>

16 Creditors: amounts falling due after one year

	2020	2019
	£	£
Subscriptions/fees paid in advance	<u>1,423</u>	<u>751</u>

	2020
	£
Deferred income at 1 November 2019	751
Resources deferred in the period	672
Amounts released from previous periods	<u>-</u>
Deferred income at 31 October 2020	<u>1,423</u>

17 Obligations under leases and hire purchase contracts

Operating lease commitments

Total future minimum lease payments under non-cancellable operating leases are as follows:

	2020	2019
	£	£
Land and buildings		
Within one year	<u>1,500</u>	<u>1,500</u>

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

18 Funds

	Balance at 1 November 2019 £	Incoming resources £	Resources expended £	Balance at 31 October 2020 £
Unrestricted funds				
General	263,346	33,517	(38,801)	258,062
Restricted funds				
Forest of Dean Fund	2,000	-	(1,500)	500
Friends of Number 3	6,250	-	-	6,250
Other donations	5,000	1,331	(6,331)	-
Total restricted funds	13,250	1,331	(7,831)	6,750
Total funds	276,596	34,848	(46,632)	264,812

Restricted Funds

The Forest of Dean Fund held a balance of £500 as at 31 October 2020 (2019: £2,000). This fund is to be used for railway purposes and the Trustees are using the fund for awards to Railway projects within its awards programme.

The Trust is assisting a group called the Friends of Number 3 in its effort to restore this locomotive. At 31 October 2020 a balance of £6,250 was held (2019: £6,250), these donated funds can only be used for this purpose. An initial spend on this project has occurred in November 2020.

In 2019 a donation of £5,000 was received toward the charity's 2020 awards and a further £1,331 was received during the year. This fund balance of £6,331 was fully expensed during the year.

	Balance at 1 November 2018 £	Incoming resources £	Resources expended £	Balance at 31 October 2019 £
Unrestricted funds				
General	283,402	32,328	(52,384)	263,346
Restricted funds				
Forest of Dean Fund	3,000	-	(1,000)	2,000
Friends of Number 3	6,250	-	-	6,250
Awards donation	-	5,000	-	5,000
Total restricted funds	9,250	5,000	(1,000)	13,250
Total funds	292,652	37,328	(53,384)	276,596

The Transport Trust – Trading as the National Transport Trust

Notes to the Financial Statements

Year Ended 31 October 2020

19 Analysis of net assets between funds

	Unrestricted General Funds 2020 £	Restricted Funds 2020 £	Total Funds 2020 £
Heritage assets	4,220	-	4,220
Current assets	261,559	6,750	268,309
Current liabilities	(6,294)	-	(6,294)
Creditors over 1 year	(1,423)	-	(1,423)
Total net assets	258,062	6,750	264,812

	Unrestricted General Funds 2019 £	Restricted Funds 2019 £	Total Funds 2019 £
Heritage assets	4,220	-	4,220
Current assets	270,577	13,250	283,827
Current liabilities	(10,700)	-	(10,700)
Creditors over 1 year	(751)	-	(751)
Total net assets	263,346	13,250	276,596

20 Related party transactions

There were no related party transactions in the year which require disclosure in the accounts.

The charity is under the effective control of its Trustees.

The Transport Trust - Management information schedule

(A Company Limited by Guarantee)

Income and expenditure account for the year ended 31 October 2020

	2020		2019	
	£	£	£	£
Recurring income				
Subscriptions		16,092		16,974
Donations - unrestricted		2,189		2,628
Donations - restricted		1,331		5,000
Income Tax recovered		3,089		3,334
Visits and meetings		62		4,465
Raffle and sundries		1		2,153
		<u>22,764</u>		<u>34,554</u>
Non-recurring income				
Legacies		1,000		1,000
Grants		10,000		-
		<u>33,764</u>		<u>35,554</u>
Expenditure				
		-		-
Grants, awards, POTY	11,199		14,273	
Grants and awards restricted funds	6,568		1,000	
Management expenses	2,367		2,477	
Property costs	6,139		5,988	
Stationery, postage, telephone	1,425		1,195	
Governance	1,783		1,723	
Cost of Digest	10,800		10,800	
Web site project	(1,378)		6,289	
Web site restricted funds	500			
Insurance	434		560	
Information Technology	858		450	
Advertising and Marketing	1,421		-	
Red Wheel	3,469		4,080	
Red Wheel restricted funds	763			
Visits, meetings	258		4,315	
Raffle costs	27		234	
		<u>(46633)</u>		<u>(53,384)</u>
Operating (Deficit)		(12,869)		(17,830)
Bank Interest receivable		948		1,322
Loan Interest receivable		137		452
(Deficit) for the year		(11,784)		(16,056)
Comprising:				
Restricted funds		(6,500)		4,000
Unrestricted funds		<u>(5,284)</u>		<u>(20,056)</u>