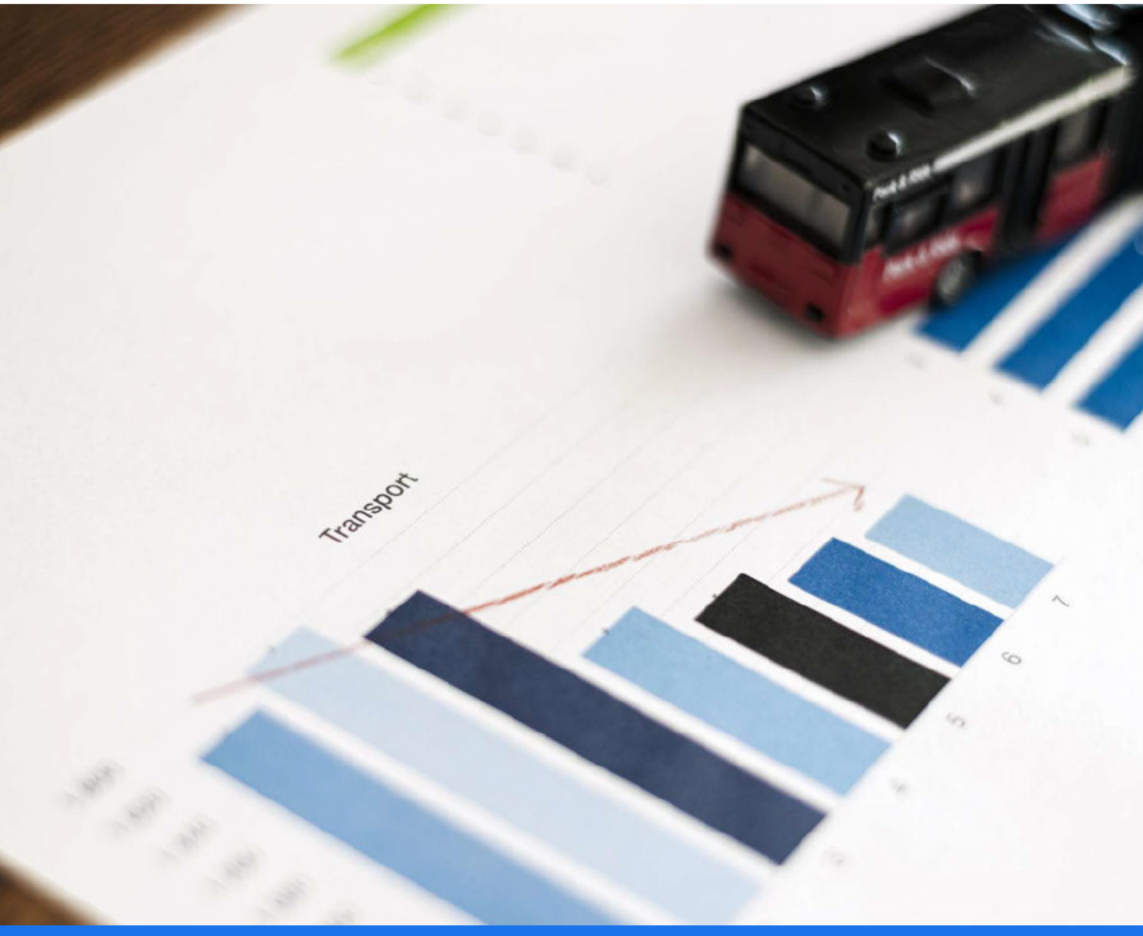




Glenfarg Community Transport Group Annual Report 2025: Insights, Achievements, and Future Directions

REVIEWING PROGRESS AND
PLANNING FOR ENHANCED
COMMUNITY MOBILITY



Presentation Agenda



- Overview of Community Transport Services
- Summary of Annual Operations
- Financial Performance and Resource Allocation
- Community Impact and User Feedback
- Challenges Faced and Future Plans



Overview of Glenfarg Community Transport Services



Description of Community Transport Initiatives

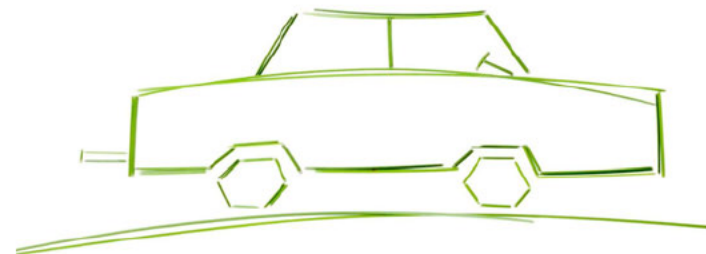
Accessible Transit Solutions

To provide flexible and accessible community-led solutions in the village of Glenfarg and its surrounding area, in response to unmet local transport needs, so that residents can access services and employment in neighbouring towns .

Enhancing Mobility and Independence

These initiatives promote greater independence by ensuring residents can reach essential services and destinations reliably.

To promote the uptake and use of local public transport services by residents and encourage a move away from the use of private motor cars





Objectives and Mission of the Service



Enhancing Community Connectivity

The service aims to improve connections within communities to foster collaboration and accessibility.

Promoting Social Inclusion

Efforts are made to ensure all community members feel included and valued in social activities.

Supporting Sustainable Transportation

The mission supports eco-friendly transportation options to reduce environmental impact.



Key Stakeholders and Partnerships



Local Government Support

Perth and Kinross Council and Scottish Government provide essential support and resources to assist us provide smooth and effective operations within the community.

Community Organisations

Working with local organisations helps us deliver our goals and ambitions to provide a local solution to the benefit of the community we serve.

Driver Contribution

Our group of drivers most of whom live locally, provide essential manpower and passion, enhancing the reach and impact of operations.

Partner Agencies Collaboration

We have partnered with Perth and Kinross Council who collaborate with us to share resources and expertise, maximizing service effectiveness.



Summary of Annual Operations

Service Coverage and Routes Provided

Geographic Coverage

Our aim is to provide a reliable and usable service to Glenfarg and other communities in our area where public transport is lacking. Our 55 and 23 hourly service does this 6 days per week along the route shown opposite.

Pilot Routes

Our pilot routes which are about to be rolled out for a trial period intend to supplement those routes which are established and much used. These will include a limited evening service around Glenfarg and also a demand responsive route running East/West three days per week.

Accessibility to Key Destinations

Our routes have been developed to provide the maximum benefit in terms of inter connection with national bus providers at strategic locations.



GLENFARG COMMUNITY TRANSPORT
PERTH & KINROSS COUNCIL
Smarter Choices, Smarter Places
Supporting Sustainable Travel

PERTH
Bridge of Earn
Glenfarg
Milnathort
KINROSS
Balado
Crook of Devon
Rumbling Bridge Loop
Dollar
Powmill
Blairingone
Sterling Mills
TILICOULTRY

23
55

TRACK YOUR BUS
the55bus.liftango.com

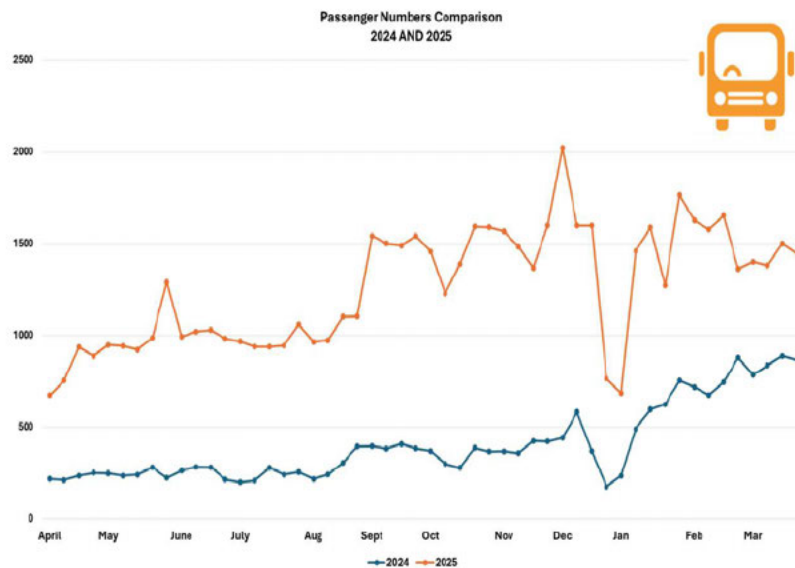
transport@glenfarg.org
0845 605 5955
glenfargct.co.uk

scan to view

traveline scotland

23 SERVICE 55 JUL '25

Ridership Statistics and Usage Trends



Passenger Growth

We collect passenger journey numbers on a weekly basis, highlighting growing community dependence on our public bus services.

Community Reliance

Rising passenger numbers reflects the community's reliance on public transportation for daily travel needs.

Data-Driven Planning

Using the knowledge and confidence gained from the data we have collected, we aim to expand our route options to capture other communities in need of a public transport connectivity.



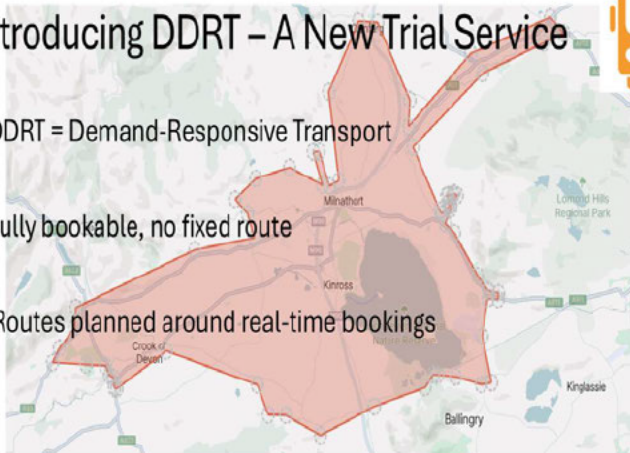
Operational Highlights and Milestones



Introducing DDRT – A New Trial Service



- DDRT = Demand-Responsive Transport
- Fully bookable, no fixed route
- Routes planned around real-time bookings



Expanded Service Hours

Service hours were extended to better meet customer demand and improve accessibility across all locations.

Introduction of New Routes

New routes are about to be trialed to enhance connectivity and provide more travel options for customers.

Technology Improvements

Upgraded technology systems improved operational efficiency and customer experience. The use of applications such as Pingo will allow our passengers to prebook seats and track bus locations in real time.

Community Engagement

Successful initiatives strengthened relationships with the community and promoted collaborative development.



Financial Performance and Resource Allocation

Annual Budget Overview

Prudent Financial Planning

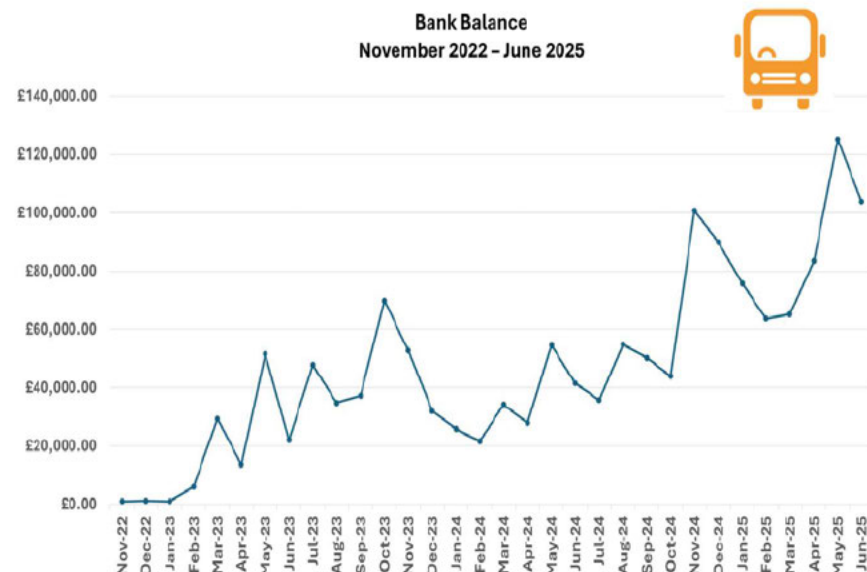
Our annual budget controls demonstrate careful planning to allocate resources efficiently and responsibly. A steady increase in our bank balance provides a stable environment to deliver our transport ambitions.

Balancing Expansion and Costs

The positive cash flow situation provides an opportunity to further develop and run pilot routes to enhance our geographical coverage.

Ensuring Long-Term Viability

We continue to identify further funding from new sources and have targeted two opportunities with Mobility Scotland and Paths for All to improve our fleet provision into the future years.



Sources of Funding and Sponsorship



Government Grants

Government grants provide essential funding to support the ongoing delivery of our transport solution. Both the Network Support Grant and Concession Card reimbursements scheme are core elements of our income stream.



Local Sponsorships

Our partners at Perth and Kinross Council continue to be our Public Social Partners. This collaborations has already greatly assisted us in developing our transport group. The most recent example of which is a united approach to sourcing new vehicles in an efficient cost effective manner.



Increased passenger Fares

We will be rolling out a new mobile app in the next few weeks making it easier for our passengers to interact with our services. In doing so we hope to increase our passenger numbers.

Expenditure Breakdown and Cost Efficiency



Vehicle Maintenance Costs

Significant expenditures are allocated to vehicle upkeep to ensure reliability and safety in operations. The increase in this element has doubled in the last two years

Staffing Expenses

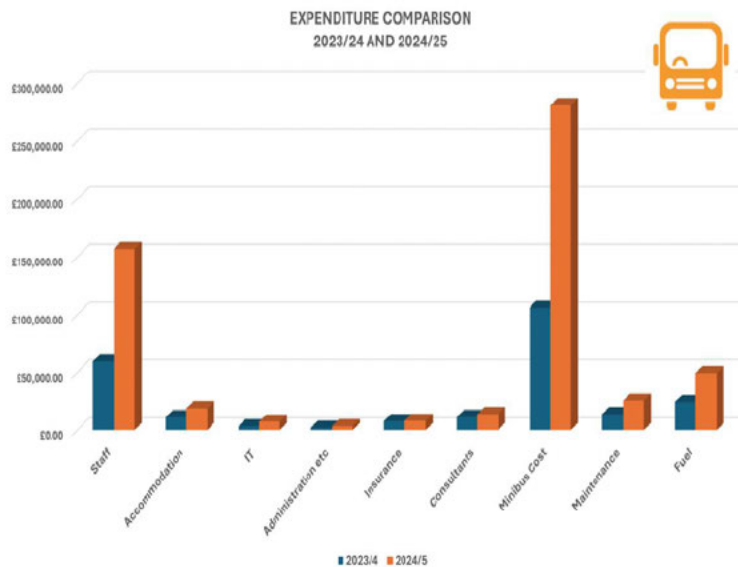
Staff salaries and training represent a major cost, vital for maintaining quality service delivery. Our success has had a significant effect on the level of this overhead.

Fuel and Operational Costs

Fuel consumption constitutes a key expense with efforts to optimize usage for cost efficiency. We continue to look for more environmentally efficient ways to improve this overhead with our eyes on electric vehicles in the future.

Administrative Expenses

Administrative costs support overall operations and require careful management for efficiency. As the charity grows the need for management control also increases.





Community Impact and User Feedback

Social and Economic Benefits to the Community



Improved Employment Access

Our services create opportunities for community members to gain meaningful employment and economic independence.

Enhanced Education Opportunities

We support access to education, empowering individuals with skills and knowledge for better futures.

Accessible Healthcare Services

Improved healthcare access ensures healthier communities and supports overall well-being.

Promoting Social Inclusion

Our services foster social inclusion by supporting equal participation for all in community life.

Accessibility and Inclusivity Improvements

Accommodating Disabilities

Enhancements in transport infrastructure ensure accessibility for people with various disabilities.

Supporting Seniors

Transport services are improved to cater to the unique needs of senior citizens.

Inclusive Transport Environment

Efforts foster inclusion by addressing barriers faced by underserved groups in transportation.





Summary of User Satisfaction and Feedback

High Satisfaction Levels

Users report high satisfaction with service reliability and staff friendliness, ensuring positive experiences.

Valuable User Suggestions

Feedback from users offers important suggestions that guide continuous service improvements and enhancements.

Customer Feedback

“Excellent and reliable community transport bus. The drivers are friendly, efficient and go out of their way to make your journey pleasant and enjoyable. I no longer have a car and this service through Powmill is invaluable.”

“Fantastic community service, pleasure to use, great drivers... I've found new local businesses and places to explore. As a walker I often struggle to walk both ways with limited hours, this service lets me walk one way and catch the bus back or vice versa.”

“Great reliable service. We use it when my son stays on after school. We used to have so many issue with 202 back to crook of devon and ended up just picking him up. It's nice to not have to worry about him getting home. Keep up the great work”

“The 55 is a brilliant service and has made a real difference in our community. The drivers are always helpful and make everyone feel welcome.”

“We have used the service 4 times this week as we have many times now.
Tillicoultry was our first on the new service which linked up with the Stirling bus very well, as we have been stuck there having to call a taxi with the 202 breaking down.
An excellent service, great buses and friendly drivers.
The timings of the routes are brilliant.”

“Accidentally misplaced my wallet on the 55 service, reached out to this account and they got back to me almost immediately with great news. One of their team members, Geoff, even came down to the train station to hand it off to me. Thank you!”

“Daughter used new service from Tillicoultry to Kinross when travelling from Stirling. Connection in Tillicoultry worked well. Great service and will keep using it!”

“Fabulous service with courteous drivers they make you feel special. How lucky are we to have this in our community. Thank you for all you do.”

“I used this bus, for the first time, on a return trip from Perth to Kinross this week. It was a great experience. On time. Friendly and helpful drivers. A super service which I will definitely use again.”



Future Plans



The Year Ahead



The next twelve months

- Consolidation of existing service routes and passenger journeys
- More Roadworks expected over next twelve months which will require an adaptive approach.
- Busy Buses are being experienced more regularly which are being managed with additional back up buses.
- GCTG "Driver's Academy" will help improve our driver resources and introduce a younger age group. The introduction of new rules relating to the eligibility to drive 'all electric vehicles will help us in our strategy.
- Young driver training D1
- Regular drivers D1 >D
- Mentoring / Road Smart
- Two additional routes will be piloted over a four month period to identify their potential for a full introduction.

Taking a wider approach



Demand Responsive Travel

We are implementing a new, more responsive booking app for our passengers.

By doing so we're combining smart technology with local community know-how to simplify operations for drivers, improve access for passengers, and help rural transit thrive

Additional Funding

Seeking additional funding sources to support projects and develop the delivery of our transport solution for the local rural communities.

Community Partnerships

Enhancing community partnerships to foster collaboration and shared solutions. Working with Climate Connect and other rural communities we hope to encourage other groups to start their own transport solutions which can integrate into a wider connected transport solution.



Social Media

FACEBOOK (as of 3/7/25)

- 869 page likes, 1203 followers
- 134,971 people reached in last 30 days
- Averaging over 100,000 views per 30 days over the last year
- 51% engagement from followers, 49% non followers
- followers are 73% female and 27% men
- 33.4% followers from Kinross, 33.2% from Perth, 3.9% Dollar, 3.3% Tillicoultry
- Followers most active Thurs - Sun



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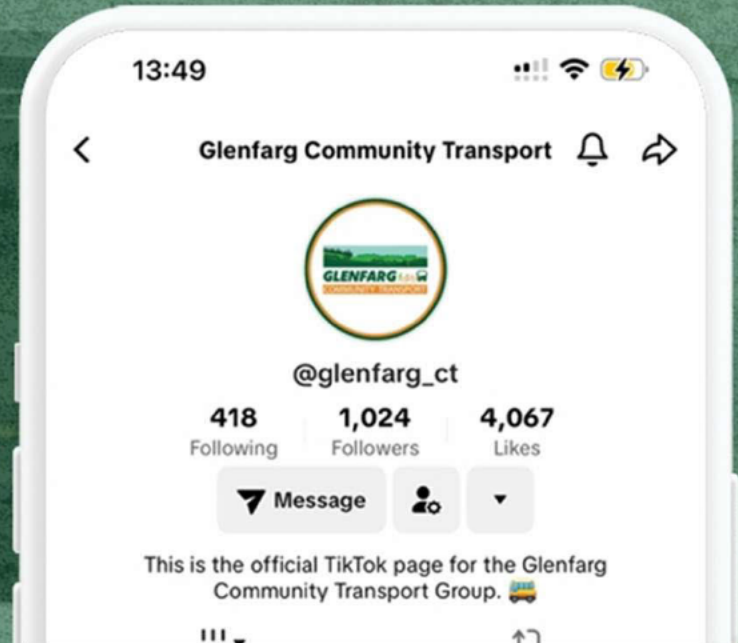


TIKTOK (as of 3/7/25)

- 1024 followers
- 4067 post likes
- Started pushing for growth on platform 1-2 months ago, watch this space
- 55k views in first month since pushing
- 277 comments in 30 days



scan here to
follow our
tiktok page

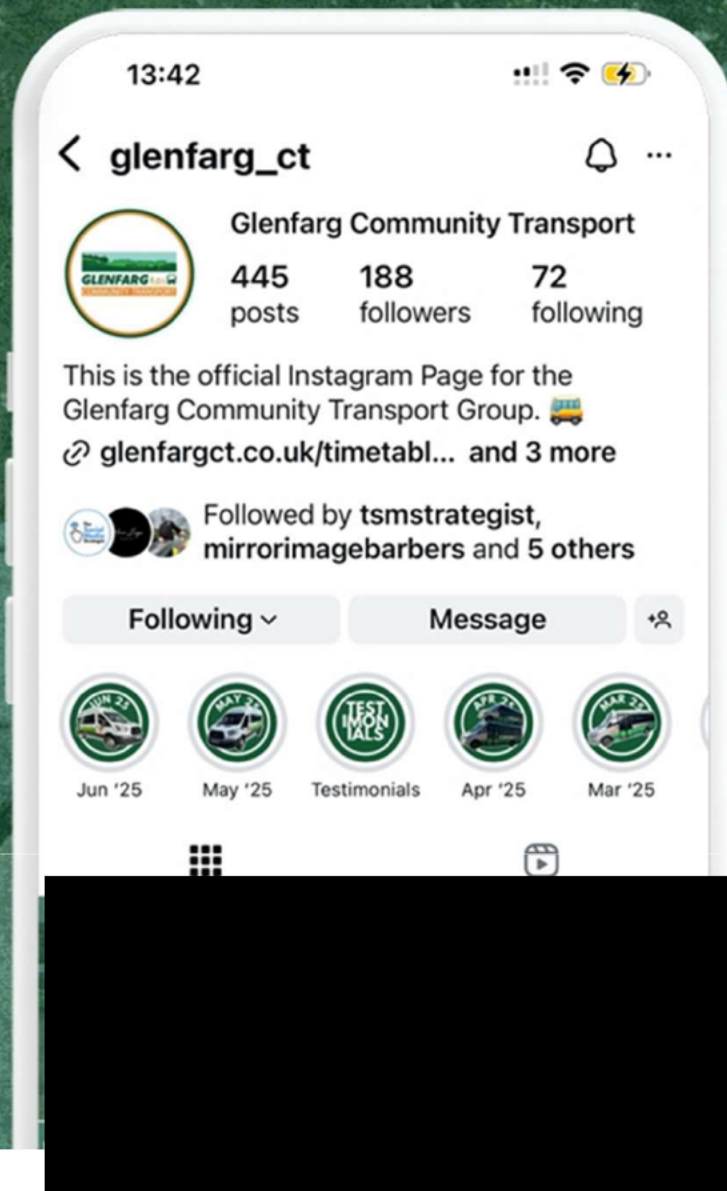


INSTAGRAM (as of 3/7/25)

- 188 followers
- 5,800 views in last month
- 445 posts
- Worldwide spread of viewers on insta
- 68.8% in the UK
- 4.6% in India
- 2.1% United States
- 1.9% Australia



scan here to
follow us



Goals and Plans for the Coming Year



Expand Service Coverage

Plans include broadening service areas to reach more customers and enhance accessibility.

Eco-Friendly Vehicles

Investing in environmentally friendly vehicles to reduce carbon footprint and promote sustainability.

Improve Digital Booking

Enhancing digital booking systems for easier and more efficient customer experience.

Strengthen Community Engagement

Building stronger ties with the community through outreach and participation initiatives.



Conclusion: Strengthening Community Through Transport

Vital Role of Transport

Community transport services connect people and create opportunities in various regions and settings.

Commitment and Planning

Ongoing commitment and strategic planning ensure continuous improvement and effectiveness of transport services.

Future of Mobility

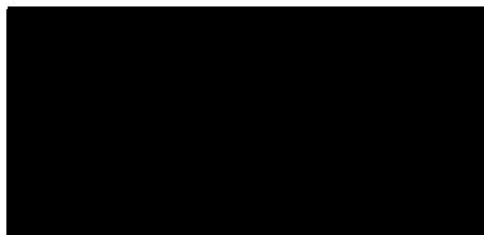
Enhanced mobility and inclusion will foster stronger, more connected communities in the future.

Charity registration number: SC052068

Glenfarg Community Transport Group

Annual Report and Financial Statements

for the Year Ended 31 March 2025



Glenfarg Community Transport Group

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Balance Sheet	8
Notes to the Financial Statements	9 to 16

Glenfarg Community Transport Group

Reference and Administrative Details

Trustees

Dr A Smart
Mr D Fraser
Ms N Heser
Ms J Watson
Mr D MacKenzie
Mr A Lamb
Mr O Row

Principal Office

5 Hilton View
Glenfarg
Perth
PH2 9FU

Charity Registration Number

SC052068

Independent Examiner

Ross McConnell
3 High Street
Kinross
KY13 8AW

Glenfarg Community Transport Group

Trustees' Report

The trustees present the annual report together with the financial statements of the charity for the year ended 31 March 2025.

Objectives and activities

Objects and aims

To advance good citizenship and community development in Glenfarg and its surrounding area.

To provide flexible and accessible community-led solutions in the village of Glenfarg and its surrounding area, in response to unmet local transport needs, so that residents can access services and employment in neighbouring towns.

To promote the uptake and use of local public transport services by residents and encourage a move away from the use of private motor cars.

To raise funds and acquire vehicles to be used by the community of Glenfarg so that a range of social and cultural activities can be enjoyed by its residents and provide a resource for local community groups.

To co-operate and work with statutory and voluntary organisations having similar aims and objectives.

To assist when requested by those engaged in the promotion of the welfare of the residents of Glenfarg and the other villages in Kinross-shire.

Objectives, strategies and activities

Our activities are split into four objectives;

1. Community Bus: providing local groups with access to local activities outwith the village of Glenfarg.
2. Scheduled Bus: Providing a scheduled bus service linking our village to other communities.
3. School Transport: Providing a transport facility for pupils outwith the village access to the local primary school.
4. Active travel: Improving access to walking and cycling within surrounding countryside.

Public benefit

Our charity has grown over the last eighteen months into an essential service within our community providing more than an alternative mode of transport which in turn reduces pollution from cars.

We offer a service which is a friendly and safe environment for people to interact and reduce loneliness and isolation to which we strongly believe improves the wellbeing of our users.

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.

Structure, governance and management

Nature of governing document

We are governed by our Constitution version 4 dated 07 June 2023.

Glenfarg Community Transport Group

Trustees' Report

Recruitment and appointment of trustees

We aim to strengthen our Board of Trustees with persons who can bring a range a experience and outlook to our group. To that end our office bearers are always looking out for candidates from our local area.

Financial instruments

Objectives and policies

The charity's activities expose it to a number of financial risks including credit risk, cash flow risk and liquidity risk. The use of financial derivatives is governed by the charity's policies approved by the board of trustees, which provide written principles on the use of financial derivatives to manage these risks. The charity does not use derivative financial instruments for speculative purposes.

Credit risk

The charity's principal financial assets are bank balances and cash, trade and other receivables, and investments. The charity's credit risk is primarily attributable to its trade receivables. The amounts presented in the balance sheet are net of allowances for doubtful receivables. An allowance for impairment is made where there is an identified loss event which, based on previous experience, is evidence of a reduction in the recoverability of the cash flows. The credit risk on liquid funds and derivative financial instruments is limited because the counterparties are banks with high credit-ratings assigned by international credit-rating agencies. The charity has no significant concentration of credit risk, with exposure spread over a large number of counterparties and customers.

Liquidity risk

In order to maintain liquidity to ensure that sufficient funds are available for ongoing operations and future developments, the charity uses a mixture of long-term and short-term debt finance. Further details regarding liquidity risk can be found in the Statement of accounting policies in the financial statements.

Glenfarg Community Transport Group

Trustees' Report

The annual report was approved by the trustees of the charity on 21/7/25 and signed on its behalf by:



Glenfarg Community Transport Group

Statement of Trustees' Responsibilities


The trustees 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.

The law applicable to charities requires the trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charity and of the incoming resources and application of resources of the charity for that period. In preparing these financial statements, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable 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 charity will continue in business.

The trustees are responsible for keeping proper accounting records that disclose with reasonable accuracy at any time the financial position of the charity and enable them to ensure that the financial statements comply with the Charities Act 2011, the applicable Charities (Accounts and Reports) Regulations, 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.

Approved by the trustees of the charity on 2/7/25 and signed on its behalf by:



Trustee



Trustee

Glenfarg Community Transport Group

Independent Examiner's Report to the trustees of Glenfarg Community Transport Group

I report on the accounts of the charity for the year ended 31 March 2025 which are set out on pages 7 to 16.

Respective responsibilities of trustees and examiner

The trustees 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. The charity's gross income exceeded £250,000 and I am qualified to undertake the examination by being a qualified member of The Institute of Chartered Accountants of Scotland.

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 next statement.

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 130 of the Charities Act 2011; and
- to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act

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.

Date: 

Glenfarg Community Transport Group

Statement of Financial Activities for the Year Ended 31 March 2025

	Note	Unrestricted funds £	Total 31 March 2025 £
Income and Endowments from:			
Donations and legacies		400,120	400,120
Other trading activities		124,185	124,185
Total Income		<u>524,305</u>	<u>524,305</u>
Expenditure on:			
Charitable activities		(434,337)	(434,337)
Total Expenditure		<u>(434,337)</u>	<u>(434,337)</u>
Net movement in funds		89,968	89,968
Reconciliation of funds			
Total funds brought forward		95,762	95,762
Total funds carried forward	11	<u>185,730</u>	<u>185,730</u>
	Note	Unrestricted funds £	Total 31 March 2024 £
Income and Endowments from:			
Donations and legacies		224,942	224,942
Other trading activities		14,550	14,550
Total Income		<u>239,492</u>	<u>239,492</u>
Expenditure on:			
Charitable activities		(143,730)	(143,730)
Total Expenditure		<u>(143,730)</u>	<u>(143,730)</u>
Net movement in funds		95,762	95,762
Reconciliation of funds			
Total funds carried forward	11	<u>95,762</u>	<u>95,762</u>

All of the charity's activities derive from continuing operations during the above two periods.

The funds breakdown for 2024 is shown in note 11.

Glenfarg Community Transport Group

(Registration number: SC052068)

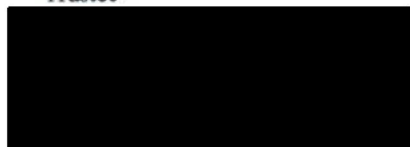
Balance Sheet as at 31 March 2025

	Note	31 March 2025 £	31 March 2024 £
Fixed assets			
Tangible assets	7	153,027	51,133
Current assets			
Debtors	8	25,909	-
Cash at bank and in hand		<u>65,747</u>	<u>34,697</u>
		91,656	34,697
Creditors: Amounts falling due within one year	9	<u>2,179</u>	<u>9,932</u>
Net current assets		<u>93,835</u>	<u>44,629</u>
Total assets less current liabilities		246,862	95,762
Creditors: Amounts falling due after more than one year	10	<u>(61,132)</u>	<u>-</u>
Net assets		<u>185,730</u>	<u>95,762</u>
Funds of the charity:			
Unrestricted income funds			
Unrestricted funds		<u>185,730</u>	<u>95,762</u>
Total funds	11	<u>185,730</u>	<u>95,762</u>

The financial statements on pages 7 to 16 were approved by the trustees, and authorised for issue on
and signed on their behalf by:



Trustee



Trustee

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

1 Accounting policies

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 2015) - (Charities SORP (FRS 102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) and the Charities Act 2011.

Basis of preparation

Glenfarg Community Transport Group 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.

Exemption from preparing a cash flow statement

The charity opted to early adopt Bulletin 1 published on 2 February 2016 and have therefore not included a cash flow statement in these financial statements.

Going concern

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

Income and endowments

Voluntary income including donations, gifts, legacies and grants that provide core funding or are of a general nature is recognised when the charity has entitlement to the income, it is probable that the income will be received and the amount can be measured with sufficient reliability.

Donations and legacies

Donations and legacies are recognised on a receivable basis when receipt is probable and the amount can be reliably measured.

Grants receivable

Grants are recognised when the charity has an entitlement to the funds and any conditions linked to the grants have been met. Where performance conditions are attached to the grant and are yet to be met, the income is recognised as a liability and included on the balance sheet as deferred income to be released.

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

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. Where costs cannot be directly attributed to particular headings they have been allocated on a basis consistent with the use of resources, with central staff costs allocated on the basis of time spent, and depreciation charges allocated on the portion of the asset's use. Other support costs are allocated based on the spread of staff costs.

Governance costs

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

Tangible fixed assets

Individual fixed assets costing £0.00 or more are initially recorded at cost, less any subsequent accumulated depreciation and subsequent accumulated impairment losses.

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
Office equipment	25% straight line
Motor vehicles	20% straight line

Trade debtors

are amounts due from customers for merchandise sold or services performed in the ordinary course of business.

are recognised initially at the transaction price. They are subsequently measured at amortised cost using the effective interest method, less provision for impairment. A provision for the impairment of is established when there is objective evidence that the will not be able to collect all amounts due according to the original terms of the receivables.

Cash and cash equivalents

Cash and cash equivalents comprise cash on hand and call deposits, and other short-term highly liquid investments that are readily convertible to a known amount of cash and are subject to an insignificant risk of change in value.

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

Fund structure

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

2 Income from donations and legacies

	Unrestricted funds		
	General £	Total 31 March 2025 £	Total 1 October 2022 to 31 March 2024 £
Donations and legacies;			
Donations	8,541	8,541	8,702
Grants, including capital grants;			
Grants	391,579	391,579	216,240
	<u>400,120</u>	<u>400,120</u>	<u>224,942</u>

3 Income from other trading activities

	Unrestricted funds		
	General £	Total 31 March 2025 £	Total 1 October 2022 to 31 March 2024 £
Trading income;			
Sale of bus tickets	124,185	124,185	14,550
	<u>124,185</u>	<u>124,185</u>	<u>14,550</u>

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

4 Analysis of governance and support costs

Governance costs

	Unrestricted funds		
	General £	Total 31 March 2025 £	Total 1 October 2022 to 31 March 2024 £
Staff costs			
Wages and salaries	176,371	176,371	38,174
Other staff costs	5,004	5,004	4,036
Independent examiner fees			
Other fees paid to examiners	2,925	2,925	840
Consultancy fees	-	-	3,000
Legal and professional fees	2,513	2,513	3,875
Advertising	6,125	6,125	10,263
Depreciation of tangible fixed assets	41,783	41,783	12,817
Insurance	8,391	8,391	7,554
Telephone and fax	658	658	1,603
Computer software and maintenance costs	6,205	6,205	893
Printing, postage and stationery	1,249	1,249	798
Trade subscriptions	345	345	-
Lease of motor vehicles (Operating leases)	99,775	99,775	19,550
Sundry expenses	2,197	2,197	3,446
Cleaning	-	-	270
Motor expenses	62,886	62,886	28,773
Parking charges	17,001	17,001	7,838
Loan interest	909	909	-
	<u>434,337</u>	<u>434,337</u>	<u>143,730</u>

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

5 Staff costs

The aggregate payroll costs were as follows:

	2025	31 March
	£	2024
		£
Staff costs during the year were:		
Wages and salaries	176,371	38,174
Other staff costs	<u>5,004</u>	<u>4,036</u>
	<u>181,375</u>	<u>42,210</u>

The monthly average number of persons (including senior management team) employed by the charity during the year expressed as full time equivalents was as follows:

	31 March	31 March
	2025	2024
	No	No
Drivers	<u>23</u>	<u>4</u>

No employee received emoluments of more than £60,000 during the year

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

6 Taxation

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

7 Tangible fixed assets

	Furniture and equipment £	Motor vehicles £	Total £
Cost			
At 1 April 2024	540	63,410	63,950
Additions	4,621	139,056	143,677
At 31 March 2025	5,161	202,466	207,627
Depreciation			
At 1 April 2024	135	12,682	12,817
Charge for the year	1,290	40,493	41,783
At 31 March 2025	1,425	53,175	54,600
Net book value			
At 31 March 2025	3,736	149,291	153,027
At 31 March 2024	405	50,728	51,133

8 Debtors

	31 March 2025 £
Other debtors	25,909

9 Creditors: amounts falling due within one year

	31 March 2025 £	31 March 2024 £
VAT repayable	(3,704)	(10,532)
Accruals	1,525	600
	(2,179)	(9,932)

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

10 Creditors: amounts falling due after one year

	31 March 2025 £
Other loans	<u>61,132</u>

11 Funds

	Balance at 1 April 2024 £	Incoming resources £	Resources expended £	Balance at 31 March 2025 £
Unrestricted funds				
General	<u>(95,762)</u>	<u>(524,305)</u>	<u>434,337</u>	<u>(185,730)</u>

	Incoming resources £	Resources expended £	Balance at 31 March 2024 £
Unrestricted funds			
General	<u>(524,305)</u>	<u>434,337</u>	<u>(89,968)</u>

12 Analysis of net assets between funds

	Unrestricted funds General £	Total funds £
Tangible fixed assets	153,027	153,027
Current assets	91,656	91,656
Current liabilities	2,179	2,179
Creditors over 1 year	<u>(61,132)</u>	<u>(61,132)</u>
Total net assets	<u>185,730</u>	<u>185,730</u>

Glenfarg Community Transport Group

Notes to the Financial Statements for the Year Ended 31 March 2025

13 Analysis of net funds

	At 1 April 2024	Cash flow	At 31 March
	£	£	2025
			£
Cash at bank and in hand	34,697	31,050	65,747
Net debt	<u>34,697</u>	<u>31,050</u>	<u>65,747</u>