

Charity registration number 1016237

Company registration number 02644128 (England and Wales)

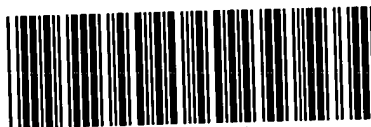
**CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION
LIMITED**

ANNUAL REPORT AND UNAUDITED FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2022

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CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

LEGAL AND ADMINISTRATIVE INFORMATION

Trustees	G C Compton J M Goodman S J Growcott S L Hart C S Ogilvie K Soughton J P Townsend D Woodward	(Appointed 28 June 2022)
Secretary	R A Shipway	
Charity number	1016237	
Company number	02644128	
Registered office	Chinnor Station Station Approach Station Road Chinnor Oxfordshire OX39 4ER	
Independent examiner	Richardsons 30 Upper High Street Thame Oxfordshire OX9 3EZ	

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

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CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

TRUSTEES' REPORT (INCLUDING DIRECTORS' REPORT) FOR THE YEAR ENDED 31 DECEMBER 2022

The trustees present their annual report and financial statements for the year ended 31 December 2022.

The financial statements have been prepared in accordance with the accounting policies set out in note 1 to the financial statements and comply with the charity's memorandum and articles of association, the Companies Act 2006 and "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)" (as amended for accounting periods commencing from 1 January 2016)

As a company limited by guarantee, registered at Companies House, and also as a registered charity the Chinnor and Princes Risborough Railway Association (CPRRA) is governed by a board of directors who also act as the charity's trustees. The board is responsible for the stewardship and governance of the Association's activities and the formulation and monitoring of the Association's strategic objectives. Board members can be appointed by the board or elected by members of the Association at an annual general meeting (AGM). Those appointed by the board are required to be elected by the membership at the AGM following their appointment. All board members are required to stand for re-election, after a maximum term of no more than three years, by rotation.

The trustees, are also directors of the Chinnor & Princes Risborough Railway Company Limited, a private limited company, wholly owned by the CPRRA, for the purposes of acting as a commercial company in support of the Association.

The board hereby presents its annual report and the financial statements for the year ending 31 December 2022.

Objectives and activities

The charity's objects are to preserve, restore, and operate, to enable the public to experience, ride on, and learn about steam and other locomotives and railway rolling stock, equipment, machinery, and historical relics all with particular reference to the former Great Western Railway; and to collect, collate and make available for educational and public reference information concerning the history, equipment and operation, of the former Great Western Railway.

The charity's principal activities are currently the preservation of part of the former Great Western Railway's Princes Risborough to Watlington branch line from Princes Risborough to Chinnor; the preservation and restoration of locomotives, rolling stock, and other items of equipment, for use on and in connection with that section of the branch line; and the raising of funds with which to meet the expenses incurred in these activities.

Trading activities associated with the charity's objectives are undertaken by the Chinnor & Princes Risborough Railway Company Limited, a wholly owned subsidiary of the charity.

The charity is organised so that the trustees meet regularly to manage its affairs. Certain directors have responsibilities for overseeing aspects of the charity's business.

Developments, activities and achievements during 2022.

Please Note: Whilst this is a report relating to the Chinnor and Princes Risborough Railway Association (the 'Association', a registered charity), as previously and traditionally, it contains comments on some activities of the Association's trading subsidiary company, Chinnor & Princes Risborough Railway Company Ltd (the 'Company'). This Company is wholly owned by the Association. Neither the Association nor the Company employs any paid staff; all Trustees, Officers and members giving of their skills and time voluntarily for no financial reward.

The trustees have paid due regard to guidance issued by the Charity Commission in deciding what activities the charity should undertake.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

TRUSTEES' REPORT (INCLUDING DIRECTORS' REPORT) (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

Achievements and performance

Please Note: Whilst this is a report relating to the Chinnor and Princes Risborough Railway Association (the 'Association', a registered charity), as previously and traditionally, it contains comments on some activities of the Association's trading subsidiary company, Chinnor & Princes Risborough Railway Company Ltd (the 'Company'). This Company is wholly owned by the Association. Neither the Association nor the Company employs any paid staff; all Trustees, Officers and members giving of their skills and time voluntarily for no financial reward.

The Effects of the Covid-19 Pandemic

Like everyone else and, in particular, those dependant on the leisure industry, we have not been immune to the effects of the world around us. As reported in previous years, we maintained a healthy financial position throughout the pandemic, with the aid of a government-backed loan, government grants and the prudence exercised by your directors and their managers. The Association primary income is via the 'Management Fee' paid to it by its subsidiary Company. The effect on the Company is given below under the heading 'Commercial'.

Preservation, Restoration and Renewals

We again managed to attract a large number of new volunteers to our railway, such that we run courses for them several times a year. The Training Department has ramped up training in a variety of disciplines, so that we can fill both existing gaps and those in the future, as some of our loyal volunteers retire or take on less onerous tasks.

I need to make particular mention of some of the other difficulties that we encountered and overcame in 2022. First of all, we had a mishap with our own class 31 locomotive causing considerable damage. Later, during delivery of a carriage, the haulier managed to damage the class 31 locomotive further. The locomotive is with a repairer and is being repaired, partly under the railway's insurance and partly paid for by the haulier. We expect it back in 2024.

We had an inspection by HM Inspector of Railways, from the Office of Rail and Road (ORR). This was prompted by serious defects in bridges on other heritage railways and an ORR programme to inspect all heritage railways, with particular emphasis on railway bridges spanning roads, rivers, etc. After the inspection, we were given a list of 22 items needing attention. We accepted most of the comments and have been working hard to implement corrective actions. The letter from the ORR was advisory, but needed action. The most serious item was concern over the state of our two bridges spanning West Lane and Perry Lane in Bledlow. Both were due a thorough bridge examination in 2023, but the inspector wanted this to be completed as soon as possible. This proved not to be an easy task, since we had to 'book a slot' with a specialist firm and was scheduled for early 2023.

In early September, we had to remove from service two of our Mark 1 carriages, as the tyre profiles were out of specification. We arranged for a specialist firm to reprofile the tyres on site at Chinnor. Unfortunately, that firm did not complete the job and left us with only one of the four bogies with reprofiled tyres and a second bogie with a half-completed job. That meant that our Restaurant Miniature Buffet (RMB) was completely unusable on the approach to Christmas. We called in a Mark 1 specialist to look at the other carriage and he said that while it did meet specification for 100mph running, it was safe to use for a limited time at a maximum 25mph (our maximum speed). This carriage was put back into our Santa train, but still left us one carriage short. Our Carriage and Wagon Department, with full support from others in the Engineering Directorate and Operations inspected one of the Elsecar carriages being kept at Princes Risborough, brought it back to Chinnor and gave it full examinations, a min-overhaul / spruce-up (including body repairs and painting to one side) all in ten days. It also joined our Santa train. I think that we achieved more with our volunteers than we would have with the same number of paid staff!

Meanwhile, work continued throughout the year on another of the Elsecar carriages, which has had the most major overhaul ever undertaken on a carriage at Chinnor. A licensed asbestos contractor has stripped or sealed any residual material, windows have been removed, crash pillars replaced and many, many more jobs. The shell of a carriage is now to be put back together, painted and will look like new. We aim to overhaul one carriage per year, once we get into our stride.

Work started on some restoration work on the Cambrian and will continue during better weather in 2023.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

TRUSTEES' REPORT (INCLUDING DIRECTORS' REPORT) (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

Significant work started on our new rail crane, which was bought from the Spa Valley Railway. This crane is ex-BR, so is purpose built as a railway crane, with dual through brakes. Our Hi-ab crane, mounted on a Lowmac wagon, was replaced with an Atlas crane. There have been a variety of difficulties encountered, but it should be in service during the first half of 2023. A replacement for the JCB telehandler was purchased as one is required for coaling a steam locomotive, aside from its other uses.

There is always a large number of maintenance activities, trouble-shooting, etc. that keeps our engineering staff busy and often distracted from the restoration work. However, that is to keep the railway running each day.

Some minor work was undertaken at Wainhill, while we waited for the opportunity to relay the level crossing. Materials for a new crossing surface (to modern standards) has been purchased. The crossover in the centre of the yard (between the two sidings) was removed and installed beyond the REC on the Main, so that the siding beyond the REC could be reconnected. The other point from the crossover has been taken to Princes Risborough for use in connection with signalling in preparation for the Independent Line.

Work advanced throughout the year on signalling Princes Risborough in preparation for the Independent Line. For operational reasons, the commissioning of the new signalling was brought forward to December and was commissioned in time for our 'Mince Pie Specials'. The signals are still operated from a ground-frame, requiring the single line token, but from the final levers in the middle of the signal box. Once we have the Independent Line and signalling standard communication between Chinnor and Princes Risborough Signal Boxes, Princes Risborough signals will no longer be operated as a ground frame.

The 'Green Goddess' was re-sited on an isolated piece of track alongside the path to Princes Risborough North Box.

The Food Preparation Unit (FPU) was mentioned last year before it had been fitted out. The FPU has been fully equipped for its purpose and the dishwasher moved into it from the lamp hut. The new kitchen trailer and the FPU were inspected by Environmental Health and given a 5 rating (top) for food hygiene.

The Independent Line to Princes Risborough

I will be brief on this item. The main progress has been the signalling at Princes Risborough and some preparatory trackwork. All attempts so far to get some redundant Network Rail track has been unsuccessful, but we will keep trying. Our campaign to raise money through the on-board white envelope appeal is successful, but slow. We continue to get the occasional cheques from particularly grateful visitors and some regular payments from members. We would like to accelerate raising the necessary money or material donations, so that this project can be completed and we will have independent (of Network Rail) access to our platform at Princes Risborough.

The Chinnor & Princes Risborough Railway President

I have to start my report with the sad news that we lost our President, Adrian Shooter, towards the end of the year. He had been battling against a crippling disease. I had been in touch with him in the autumn and had hoped he could visit us and travel on a Mince Pie Special. This was not to be. I expressed to his family the sympathy from his friends at C&PRR. Consideration is being made as to a memorial to his name.

Princes Risborough North Box (PRNB)

Work on the fabric of PRNB is akin to the proverbial 'painting of the Forth Bridge'. No sooner has one part been brought up to standard, another needs the remedial touch. Volunteers continue with the task of maintaining this unique Grade II listed building, while others have installed more signalling equipment in preparation for the relaying of the Independent Line. Ideally, the signalling of Princes Risborough and the Independent Line should be commissioned at the same time, but this is just another of the conundrums yet to be resolved.

Member Involvement, Younger Members and Involvement with the Community

For some time, we looked at something to attract younger members, who would eventually volunteer on the railway. This started to take shape, with the laying of a short section of track for a miniature railway in the 'forested' area of our car park. While progress has at times been slow, we have some people dedicated to this project and a younger members' group has been formed under the auspices of the Association. The miniature railway has already generated interest on the few occasions it has operated. The hope is to expand this, now that some dead trees in the area have been removed.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

TRUSTEES' REPORT (INCLUDING DIRECTORS' REPORT) (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

We continue to work with the local communities in both Chinnor and Princes Risborough, wherever we can. Talks about the railway are given free of charge to various groups and we only ask for a voluntary donation, so that payment is not a bar to accepting an invitation. For some years we have offered our railway, in conjunction with a Chiltern Railways train, to Thames Valley Police, to facilitate some of their training. We continue to do this as a benefit to the community at large.

Gradually our members' meeting every other month have been better attended in the Bledlow Village Hall, although we are maintaining on-line access, for those unable to attend in person.

Commercial Matters

As stated at the outset, this report also covers aspects which are the remit of the 'Railway Company'. This is the Association's wholly owned not for profit Company that trades on behalf of the Association, in accordance with the requirements of the Charity Commission.

We were recovering well following the pandemic, with a full season of trains, train services running regularly and our visitors returning. There were a few things we still felt unable to do, either to protect our volunteers or through a shortage of volunteers, since a few did not return to volunteering immediately. By the time we started our season in March 2022, we were being affected (still are) by the impact of the war in Ukraine on, in particular, fuel prices. As everyone now knows, fuel price increases and some other factors led to the sort of inflation that has not been seen in the UK for many years. We have had to take this into account and many prices have had to be raised slightly in 2022 and again for the new season of 2023. Looking around us at other leisure facilities and, in particular, the heritage sector, I believe that we remain both attractive and competitive. Basic travel in 2022 was less subscribed to than in pre-pandemic years, but enhanced offerings – principally on-board catering – was very buoyant. The perception, reinforced by the general feeling in the heritage railway sector, is that the more affluent visitors continue to spend, with price increases hardly affecting them, while the less affluent (often young families) are being more selective in their spend. One area that was totally unaffected by a price increase was our Christmas Specials. Virtually all Santa trains were sold out. We did compensate for some of the price increase by enhancing what we offered, but maintaining our margins. We believed this would make our Railway more attractive and, as they say, 'The pudding is in the eating.'

Evening dining was re-instated, but restricted to Fish & Chip Quiz, mainly as a result of staffing difficulties, but also because we were unable to operate steam experience trains (an opportunity for members of the public to drive a train under strict supervision), in order to protect staff. Our evening dining is on a Saturday and steam traction is only viable with the daytime dedicated to experience trains.

As a result of the above, I am pleased to say that the Company realised a greater income against expenditure than predicted and close to the 2019 figure.

We had filming on our railway in 2022. The BBC spent three days at Horsenden for an episode of Silent Witness. I am glad to say that we are very popular with the film and TV production companies. I like to think that it is as a result of our attitude in addition to our wonderful location. Our volunteers get on handsomely with the film crew and I always tell those filming, we will facilitate almost anything, if we can do it safely. This 'can do' attitude works well.

Planning for the Future

Again progress has been made on the Association's plan for the next five years and improving the interaction between the Association and the Company. It is expected that some of this will be shared with members during 2023.

Financial review

The statement of financial activities shows a net surplus for the year of £62,130 (2021 net surplus of £71,275). It is the policy of the charity that unrestricted funds (which have not been designated for a specific use) should be maintained at a level equivalent to approximately twelve months trading surplus before the management fee from the subsidiary company £144,050 (2021 - £159,380). At the year end the net current assets stood at £423,499 (2021 - £354,203), of which cash of £196,007 (2021 - £177,683) is restricted or designated and held for specific purposes, leaving £227,492 (2021 - £176,521) net liquid funds available as the reserve.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

TRUSTEES' REPORT (INCLUDING DIRECTORS' REPORT) (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

Structure, governance and management

The charity is a company governed by its Memorandum and Articles of Association, and it is limited by guarantee.

The trustees, who are also the directors for the purpose of company law, and who served during the year and up to the date of signature of the financial statements were:

G C Compton

J M Goodman

S J Growcott

S L Hart

C S Ogilvie

K Soughton

(Appointed 28 June 2022)

J P Townsend

A J S Walker

(Resigned 3 August 2022)

D Woodward

New Trustees are co-opted by the Board of Trustees. They are also appointed as Directors and as such ratified by the members of the charity at the next AGM.

None of the trustees has any beneficial interest in the company. All of the trustees are members of the company and guarantee to contribute £1 in the event of a winding up.

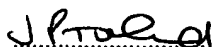
The charity is governed by the Directors, with the assistance of managers, volunteers, and members.

The charity has no paid employees. Everything is undertaken by approximately 300 volunteers (who are drawn from the members). Some volunteers work two or three days every week. Some two days a year. Most volunteers work in more than one area, with some using the skills from their day job, and others totally different skills. Volunteers frequently comment on the extremely friendly 'family' feel to the organisation.

Final note from the Chairman

I thank everyone who has made 2022 a success for the Chinnor & Princes Risborough Railway. We all see those in the front-line (Operations and Passenger Services staff), but few get the insight into all that goes on in the background. Whether it is the people who maintain the Association's assets; those who raise funds; those who negotiate with outside bodies; the various support staff (often working from home); those even I have forgotten here; or the Association Members; all contribute in their own way. Our strength is in our commitment to the Railway. Thank you.

The trustees' report was approved by the Board of Trustees.



J P Townsend

Trustee

Dated: 19/05/23.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

INDEPENDENT EXAMINER'S REPORT

TO THE TRUSTEES OF CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

I report to the trustees on my examination of the financial statements of Chinnor and Princes Risborough Railway Association Limited (the charity) for the year ended 31 December 2022.

Responsibilities and basis of report

As the trustees of the charity (and also its directors for the purposes of company law) you are responsible for the preparation of the financial statements in accordance with the requirements of the Companies Act 2006 (the 2006 Act).

Having satisfied myself that the financial statements of the charity are not required to be audited under Part 16 of the 2006 Act and are eligible for independent examination, I report in respect of my examination of the charity's financial statements carried out under section 145 of the Charities Act 2011 (the 2011 Act). In carrying out my examination I have followed all the applicable Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act.

Independent examiner's statement

I have completed my examination. I confirm that no matters have come to my attention in connection with the examination giving me cause to believe that in any material respect:

- 1 accounting records were not kept in respect of the charity as required by section 386 of the 2006 Act; or
- 2 the financial statements do not accord with those records; or
- 3 the financial statements do not comply with the accounting requirements of section 396 of the 2006 Act other than any requirement that the accounts give a true and fair view which is not a matter considered as part of an independent examination; or
- 4 the financial statements have not been prepared in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102).

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the financial statements to be reached.

Jemima King
Richardsons
30 Upper High Street
Thame
Oxfordshire
OX9 3EZ

Dated: 19/05/23.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

STATEMENT OF FINANCIAL ACTIVITIES INCLUDING INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2022

		Unrestricted funds	Designated funds	Restricted funds	Total	Total
	Notes	2022 £	2022 £	2022 £	2022 £	2021 £
<u>Income and endowments from:</u>						
Donations and legacies	3	39,593	-	41,288	80,881	71,863
Charitable activities	4	148,017	-	4,315	152,332	135,505
Other trading activities	5	5,473	-	-	5,473	3,801
Investments	6	905	-	-	905	536
Other income	7	4,800	-	-	4,800	-
Total income		198,788	-	45,603	244,391	211,705
<u>Expenditure on:</u>						
Raising funds	8	45	-	-	45	-
Charitable activities	9	132,415	32,635	17,166	182,216	140,430
Total resources expended		132,460	32,635	17,166	182,261	140,430
Net incoming resources before transfers		66,328	(32,635)	28,437	62,130	71,275
Gross transfers between funds		(1,600)	1,600	-	-	-
Net income for the year/ Net movement in funds		64,728	(31,035)	28,437	62,130	71,275
Fund balances at 1 January 2022		640,552	55,472	163,313	859,337	788,062
Fund balances at 31 December 2022	22	705,280	24,437	191,750	921,467	859,337

The statement of financial activities includes all gains and losses recognised in the year.

All income and expenditure derive from continuing activities.

The statement of financial activities also complies with the requirements for an income and expenditure account under the Companies Act 2006.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

BALANCE SHEET

AS AT 31 DECEMBER 2022

	Notes	2022 £	£	2021 £	£
Fixed assets					
Tangible assets	14		521,601		517,931
Investments	15		3		3
			<u>521,604</u>		<u>517,934</u>
Current assets					
Stocks	16	4,036		-	
Debtors	17	164,921		142,493	
Cash at bank and in hand		279,638		224,419	
		<u>448,595</u>		<u>366,912</u>	
Creditors: amounts falling due within one year	20	(25,586)		(12,709)	
Net current assets			<u>423,009</u>		<u>354,203</u>
Total assets less current liabilities			<u>944,613</u>		<u>872,137</u>
Creditors: amounts falling due after more than one year	21	(23,146)		(12,800)	
Net assets			<u>921,467</u>		<u>859,337</u>
Income funds	22				
Restricted funds			191,750		163,313
Designated funds			24,437		55,472
Unrestricted funds			705,280		640,552
			<u>921,467</u>		<u>859,337</u>

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

BALANCE SHEET (CONTINUED)

AS AT 31 DECEMBER 2022

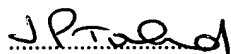
The company is entitled to the exemption from the audit requirement contained in section 477 of the Companies Act 2006, for the year ended 31 December 2022.

The directors acknowledge their responsibilities for complying with the requirements of the Companies Act 2006 with respect to accounting records and the preparation of financial statements.

The members have not required the company to obtain an audit of its financial statements for the year in question in accordance with section 476.

These financial statements have been prepared and delivered in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved by the Trustees on 19/05/2023



J P Townsend
Trustee

Company Registration No. 02644128

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

1 Accounting policies

Charity information

Chinnor and Princes Risborough Railway Association Limited is a private company limited by guarantee incorporated in England and Wales. The registered office is Chinnor Station, Station Approach, Station Road, Chinnor, Oxfordshire, OX39 4ER.

1.1 Accounting convention

The financial statements have been prepared in accordance with the charity's memorandum and articles of association, the Companies Act 2006 and "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)" (as amended for accounting periods commencing from 1 January 2016). The charity is a Public Benefit Entity as defined by FRS 102.

The charity has taken advantage of the provisions in the SORP for charities applying FRS 102 Update Bulletin 1 not to prepare a Statement of Cash Flows.

The financial statements are prepared in sterling, which is the functional currency of the charity. Monetary amounts in these financial statements are rounded to the nearest £.

The financial statements have been prepared under the historical cost convention. The principal accounting policies adopted are set out below.

1.2 Going concern

At the time of approving the financial statements, the Covid-19 pandemic is far from over and the consequences of any future disruptions cannot be ascertained. Subject to that the trustees have a reasonable expectation that the charity has adequate resources to continue in operational existence for the foreseeable future. Thus, the trustees continue to adopt the going concern basis of accounting in preparing the financial statements.

1.3 Charitable funds

Unrestricted funds are available for use at the discretion of the trustees in furtherance of their charitable objectives.

Designated funds comprise funds which have been set aside at the discretion of the trustees for specific purposes. The purposes and uses of the designated funds are set out in the notes to the financial statements.

Restricted funds are subject to specific conditions by donors as to how they may be used. The purposes and uses of the restricted funds are set out in the notes to the financial statements.

Endowment funds are subject to specific conditions by donors that the capital must be maintained by the charity.

1.4 Income

Income is recognised when the charity is legally entitled to it after any performance conditions have been met, the amounts can be measured reliably, and it is probable that income will be received.

Cash donations are recognised on receipt. Other donations are recognised once the charity has been notified of the donation, unless performance conditions require deferral of the amount. Income tax recoverable in relation to donations received under Gift Aid or deeds of covenant is recognised at upon receipt.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

1 Accounting policies

(Continued)

Legacies are recognised on receipt or otherwise if the charity has been notified of an impending distribution, the amount is known, and receipt is expected. If the amount is not known, the legacy is treated as a contingent asset.

1.5 Expenditure

Liabilities are recognised as expenditure as soon as there is a legal or constructive obligation committing the charity to that expenditure, it is probable that a transfer of economic benefits will be required in settlement and the amount of the obligation can be measured reliably. Expenditure is accounted for on an accruals basis and has been classified under headings that aggregate all cost related to the category. Where costs can not be directly attributed to particular headings they have been allocated to activities on a basis consistent with the use of resources.

Grants payable are charged in the year when the offer is made except in those cases where the offer is conditional, such grants being recognised as expenditure when the conditions attaching are fulfilled. Grants offered subject to conditions which have not been met at the year end are noted as a contingent liability, but not accrued as expenditure.

1.6 Tangible fixed assets

Tangible fixed assets are initially measured at cost and subsequently measured at cost or valuation, net of depreciation and any impairment losses.

Depreciation is recognised so as to write off the cost or valuation of assets less their residual values over their useful lives on the following bases:

Freehold land and buildings	2% - 20% Straight Line basis on buildings only
Leasehold land and buildings	No depreciation to date
Plant and equipment	20% Straight Line basis

The gain or loss arising on the disposal of an asset is determined as the difference between the sale proceeds and the carrying value of the asset, and is recognised in net income/(expenditure) for the year.

No depreciation is provided on leasehold land and buildings. It is the company's policy to maintain the land and property in such condition that the value as a whole is not impaired by the passage of time.

1.7 Fixed asset investments

Fixed asset investments are initially measured at transaction price excluding transaction costs, and are subsequently measured at fair value at each reporting date. Changes in fair value are recognised in net income/(expenditure) for the year. Transaction costs are expensed as incurred.

A subsidiary is an entity controlled by the charity. Control is the power to govern the financial and operating policies of the entity so as to obtain benefits from its activities.

1.8 Impairment of fixed assets

At each reporting end date, the charity reviews its tangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any).

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

1 Accounting policies

(Continued)

1.9 Stocks

Stocks are stated at the lower of cost and estimated selling price less costs to complete and sell. Cost comprises direct materials and, where applicable, direct labour costs and those overheads that have been incurred in bringing the stocks to their present location and condition. Items held for distribution at no or nominal consideration are measured the lower of replacement cost and cost.

Net realisable value is the estimated selling price less all estimated costs of completion and costs to be incurred in marketing, selling and distribution.

1.10 Cash and cash equivalents

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities.

1.11 Financial instruments

The charity has elected to apply the provisions of Section 11 'Basic Financial Instruments' and Section 12 'Other Financial Instruments Issues' of FRS 102 to all of its financial instruments.

Financial instruments are recognised in the charity's balance sheet when the charity becomes party to the contractual provisions of the instrument.

Financial assets and liabilities are offset, with the net amounts presented in the financial statements, when there is a legally enforceable right to set off the recognised amounts and there is an intention to settle on a net basis or to realise the asset and settle the liability simultaneously.

Basic financial assets

Basic financial assets, which include debtors and cash and bank balances, are initially measured at transaction price including transaction costs and are subsequently carried at amortised cost using the effective interest method unless the arrangement constitutes a financing transaction, where the transaction is measured at the present value of the future receipts discounted at a market rate of interest. Financial assets classified as receivable within one year are not amortised.

Basic financial liabilities

Basic financial liabilities, including creditors and bank loans are initially recognised at transaction price unless the arrangement constitutes a financing transaction, where the debt instrument is measured at the present value of the future payments discounted at a market rate of interest. Financial liabilities classified as payable within one year are not amortised.

Debt instruments are subsequently carried at amortised cost, using the effective interest rate method.

Trade creditors are obligations to pay for goods or services that have been acquired in the ordinary course of operations from suppliers. Amounts payable are classified as current liabilities if payment is due within one year or less. If not, they are presented as non-current liabilities. Trade creditors are recognised initially at transaction price and subsequently measured at amortised cost using the effective interest method.

Derecognition of financial liabilities

Financial liabilities are derecognised when the charity's contractual obligations expire or are discharged or cancelled.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

1 Accounting policies

(Continued)

1.12 Employee benefits

The cost of any unused holiday entitlement is recognised in the period in which the employee's services are received.

Termination benefits are recognised immediately as an expense when the charity is demonstrably committed to terminate the employment of an employee or to provide termination benefits.

1.13 Leases

Leases are classified as finance leases whenever the terms of the lease transfer substantially all the risks and rewards of ownership to the lessees. All other leases are classified as operating leases.

Assets held under finance leases are recognised as assets at the lower of the assets fair value at the date of inception and the present value of the minimum lease payments. The related liability is included in the balance sheet as a finance lease obligation. Lease payments are treated as consisting of capital and interest elements. The interest is charged to net income/(expenditure) for the year so as to produce a constant periodic rate of interest on the remaining balance of the liability.

2 Critical accounting estimates and judgements

In the application of the charity's accounting policies, the trustees are required to make judgements, estimates and assumptions about the carrying amount of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised where the revision affects only that period, or in the period of the revision and future periods where the revision affects both current and future periods.

3 Donations and legacies

	Unrestricted funds	Restricted funds	Total	Total
	2022 £	2022 £	2022 £	2021 £
Donations and gifts	19,245	39,338	58,583	32,221
Grants	5,932	1,950	7,882	25,584
Membership fees	14,416	-	14,416	14,058
	<u>39,593</u>	<u>41,288</u>	<u>80,881</u>	<u>71,863</u>
For the year ended 31 December 2021	<u>45,455</u>	<u>26,408</u>		<u>71,863</u>

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

3 Donations and legacies

(Continued)

Grants receivable for core activities

Government Grants (Covid related)	-	-	-	17,374
Other Grants	-	-	-	8,210
Other	5,932	1,950	7,882	-
	<u>5,932</u>	<u>1,950</u>	<u>7,882</u>	<u>25,584</u>

4 Charitable activities

	2022 £	2021 £
Management Fee from Trading Company	144,050	128,338
Other income	8,282	7,167
	<u>152,332</u>	<u>135,505</u>
Analysis by fund		
Unrestricted funds	148,017	131,243
Designated funds	-	1,933
Restricted funds	4,315	2,329
	<u>152,332</u>	<u>135,505</u>

5 Other trading activities

	Unrestricted funds	Total
	2022 £	2021 £
Fundraising events	<u>5,473</u>	<u>3,801</u>

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

6 Investments

	Unrestricted funds	Total
	2022 £	2021 £
Interest receivable	905	536

7 Other income

	Unrestricted funds	Total
	2022 £	2021 £
Net gain on disposal of tangible fixed assets	4,800	-

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

8 Raising funds

	Unrestricted funds	Total
	2022	2021
	£	£
<u>Fundraising and publicity</u>		
Advertising	45	-
	<u>45</u>	<u>-</u>

9 Charitable activities

	2022	2021
	£	£
Membership costs	7,141	7,562
Management administration	71,501	53,905
Direct charitable expenditure	99,867	75,522
	<u>178,509</u>	<u>136,989</u>
Share of governance costs (see note 10)	3,707	3,441
	<u>182,216</u>	<u>140,430</u>
Analysis by fund		
Unrestricted funds	132,415	103,951
Designated funds	32,635	9,235
Restricted funds	17,166	27,244
	<u>182,216</u>	<u>140,430</u>
For the year ended 31 December 2021		
Unrestricted funds	103,951	
Designated funds	9,235	
Restricted funds	27,244	
	<u>140,430</u>	

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

10 Support costs

	Support costs £	Governance costs £	2022 £	2021 £
Independent Exam fee	-	2,450	2,450	2,325
Legal and professional	-	1,257	1,257	1,116
	<u>-</u>	<u>3,707</u>	<u>3,707</u>	<u>3,441</u>
Analysed between Charitable activities	-	3,707	3,707	3,441
	<u>-</u>	<u>3,707</u>	<u>3,707</u>	<u>3,441</u>

Governance costs includes payments to the Independent Examiner of £2,450 (2021- £2,325) for independent exam fees.

11 Trustees

None of the trustees (or any persons connected with them) received any remuneration or benefits from the charity during the year.

12 Employees

There were no paid employees during the year. The average number of volunteers during the year was estimated to be:

2022 Number	2021 Number
318	297
<u>318</u>	<u>297</u>

There were no employees whose annual remuneration was more than £60,000.

13 Taxation

The charity is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

14 Tangible fixed assets

	Freehold land and buildings	Leasehold land and buildings	Plant and equipment	Total
	£	£	£	£
Cost				
At 1 January 2022	351,220	148,100	392,778	892,098
Additions	1,515	-	51,165	52,680
Disposals	-	-	(18,500)	(18,500)
At 31 December 2022	352,735	148,100	425,443	926,278
Depreciation and impairment				
At 1 January 2022	48,921	-	325,246	374,167
Depreciation charged in the year	11,463	-	26,447	37,910
Eliminated in respect of disposals	-	-	(7,400)	(7,400)
At 31 December 2022	60,384	-	344,293	404,677
Carrying amount				
At 31 December 2022	292,351	148,100	81,150	521,601
At 31 December 2021	302,299	148,100	67,532	517,931

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

15 Fixed asset investments

	Other investments
Cost or valuation	
At 1 January 2022 & 31 December 2022	3
Carrying amount	
At 31 December 2022	3
At 31 December 2021	3

	Notes	2022 £	2021 £
Other investments comprise:			
Investments in subsidiaries	25	3	3

16 Stocks

	2022 £	2021 £
Raw materials and consumables	4,036	-

17 Debtors

	2022 £	2021 £
Amounts falling due within one year:		
Trade debtors	751	-
Amounts owed by fellow group undertakings	144,425	128,567
Other debtors	-	8,197
Prepayments and accrued income	19,745	5,729
	164,921	142,493

18 Loans and overdrafts

	2022 £	2021 £
Other loans	16,500	19,400
Payable within one year	7,300	6,600
Payable after one year	9,200	12,800

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

19 Finance lease commitments

Future minimum lease payments due under finance leases:

	2022 £	2021 £
Within one year	5,493	-
Within two and five years	13,946	-
	<u>19,439</u>	<u>-</u>

The fair value of the charity's lease obligations is approximately equal to their carrying amount.

20 Creditors: amounts falling due within one year

	Notes	2022 £	2021 £
Obligations under finance leases	19	5,493	-
Borrowings		7,300	6,600
Other taxation and social security		8,010	-
Trade creditors		2,305	3,584
Accruals and deferred income		2,478	2,525
		<u>25,586</u>	<u>12,709</u>

21 Creditors: amounts falling due after more than one year

	Notes	2022 £	2021 £
Obligations under finance leases	19	13,946	-
Borrowings		9,200	12,800
		<u>23,146</u>	<u>12,800</u>

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

22 Analysis of net assets between funds

	Unrestricted 2022 £	Designated 2022 £	Restricted 2022 £	Total Unrestricted 2022 £	Designated 2021 £	Restricted 2021 £	Total 2021 £
Fund balances at 31 December 2022 are represented by:							
Tangible assets	483,779	23,447	14,375	521,601	457,189	29,167	517,931
Investments	3	-	-	3	3	-	3
Current assets/(liabilities)	235,444	990	186,575	423,009	183,360	26,305	354,203
Long term liabilities	(13,946)	-	(9,200)	(23,146)	-	(12,800)	(12,800)
	<u>705,280</u>	<u>24,437</u>	<u>191,750</u>	<u>921,467</u>	<u>640,552</u>	<u>55,472</u>	<u>859,337</u>

CHINNOR AND PRINCES RISBOROUGH RAILWAY ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

23 Analysis of net assets between funds - Detailed

Cash at bank included in current assets/(liabilities):

Unrestricted: £83,630; (2021: £46,736)

Designated: £29,813; (2021: £27,523)

Restricted: £166,195; (2021: £150,159)

24 Related party transactions

Chinnor & Princes Risborough Railway Company Limited

Chinnor and Princes Risborough Railway Association Limited receives management fees for the use of its assets by the subsidiary. A fee continues to be paid by said subsidiary during the year. Only if a financial loss is to occur, such management fee would not be paid. Management Fee for 2022: £144,195 (2021: £128,338).

25 Subsidiaries

These financial statements are separate charity financial statements for Chinnor and Princes Risborough Railway Association Limited.

Details of the charity's subsidiaries at 31 December 2022 are as follows:

Name of undertaking	Registered office	Nature of business	Class of shares held	% Held	
				Direct	Indirect
Chinnor & Princes Risborough Railway Company Limited	England	Passenger rail transport	Ordinary shares	100.00	