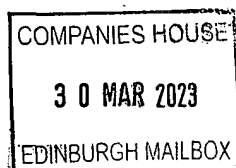


**REGISTERED NUMBER: SC097606 (Scotland)**



**Tayside Public Transport Company Limited**  
**Strategic Report, Report of the Directors and**  
**Financial Statements**  
**for the Period 1 January 2021 to 2 January 2022**



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for the Period 1 January 2021 to 2 January 2022**

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**Tayside Public Transport Company Limited**  
**Company Information**  
**for the Period 1 January 2021 to 2 January 2022**

**DIRECTORS:**

G Ballantyne  
R Roberts

**SECRETARY:**

G Ballantyne

**REGISTERED OFFICE:**

44/48 East Dock Street  
Dundee  
DD1 3JS

**REGISTERED NUMBER:**

SC097606 (Scotland)

**AUDITORS:**

Henderson & Company  
73 Union Street  
Greenock  
Renfrewshire  
PA16 8BG

**Strategic Report  
for the Period 1 January 2021 to 2 January 2022**

**PRINCIPAL ACTIVITIES**

The principal activities of the company are to provide urban, rural and inter-city stage carriage bus services based in Dundee and serving the Tayside area.

**REVIEW OF BUSINESS**

2021 was a year where the operation of the business was severely affected by the Covid-19 pandemic to varying degrees. There was a level of financial assistance from central government to allow more bus services to run than otherwise would be the case. Additionally, economic activity in general was variable according to the restrictions in place at the time.

Strong cooperation with authorities and other business sectors allowed management to tailor the business expenditure to affordable levels and still provide an appropriate and comprehensive bus service.

The severe and long Covid lockdowns were absent in this year so we saw a return of congestion to pre-pandemic levels and beyond in many cases. This brought about a need for closer management of route timetables and therefore customer disruption. This pattern accelerated throughout the year.

The business made a step change in its decarbonisation strategy with the procurement towards the end of this year of 12 battery electric double deck buses. These vehicles are planned to offer greener alternative to the car and will hopefully see some modal shift on the bus route concerned. With the planning in place for bus priority in Dundee via the Scottish government's Bus Partnership Fund, it is expected that bus travel will be seen as a more attractive option within the city of Dundee.

The company is working with a consortium to explore the viability of using hydrogen powered buses which would give a base load of demand to open a hydrogen filling station to the public of Dundee.

**PRINCIPAL RISKS AND UNCERTAINTIES**

**1. Operational Risks**

Car and van-based congestion and the management of the roads network in relation to parking and roadworks would be the most obvious threat to the business.

**2. Commercial Risks**

The structure and operational set up of the company is designed to minimise commercial risk. External factors such as fuel price and competition for contracts have been carefully managed in the year and any movements have been flattened out in order to minimise the impact upon customers.

**3. Financial Risks**

There are many external factors that create financial risks, but our focused and skilled management team are able to take timely and decisive action to mitigate these factors and maintain our performance,

**KEY PERFORMANCE INDICATORS**

A range of key performance indicators covering safety, operational, financial and commercial disciplines are in use and have proved crucial in allowing management to take early corrective action where required.

ON BEHALF OF THE BOARD



**R ROBERTS**  
*Director*

28 March 2023

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Report of the Directors  
for the Period 1 January 2021 to 2 January 2022**

The directors present their report with the financial statements of the company for the period 1 January 2021 to 2 January 2022.

**DIVIDENDS**

No dividends will be distributed for the period ended 2 January 2022.

**FUTURE DEVELOPMENTS**

The business model involves a steady and regular updating of assets and this opens the business up to enjoy the advancement of technology. The business acquired 12 battery electric double deck buses towards the end of this period and they will act as a springboard to decarbonisation of the fleet.

In addition to the development of fleet, the business is being rebalanced in terms of management software, practices and procedures and general modernisation of processes. This is bringing long needed benefits of efficiency that have previously seen the business as an outlier in the sector.

An open top tourist route is being planned for 2022 and this will give much needed expansion and diversification of the business.

**DIRECTORS**

The directors shown below have held office during the whole of the period from 1 January 2021 to the date of this report.

G Ballantyne  
R Roberts

Other changes in directors holding office are as follows:

C J McGlasson ceased to be a director after 2 January 2022 but prior to the date of this report.

**DISABLED EMPLOYEES**

Disabled persons are given full and fair consideration for all types of vacancies. If an existing employee becomes disabled, such steps as are practical and reasonable are taken to retain the employee in employment. Where appropriate assistance with rehabilitation and suitable training are given. Disabled persons have equal opportunities for training, career development and promotion, except in so far as such opportunities are constrained by the practical limitation of their disability.

**EMPLOYEE INVOLVEMENT**

Regular meetings between department heads and directors take place whereby ongoing company policies are monitored. The directors recognise the importance of good communications and relations with employees and are committed to maintaining a working environment where staff are individually valued and recognised.

**STATEMENT OF DIRECTORS' RESPONSIBILITIES**

The directors are responsible for preparing the Strategic Report, the Report of the Directors and the financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors 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 company and of the profit or loss of the company for that period. In preparing these financial statements, the directors are required to:

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Report of the Directors  
for the Period 1 January 2021 to 2 January 2022**

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

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the 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 company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

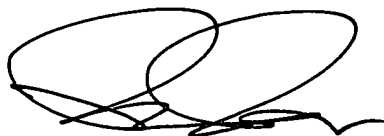
**STATEMENT AS TO DISCLOSURE OF INFORMATION TO AUDITORS**

So far as the directors are aware, there is no relevant audit information (as defined by Section 418 of the Companies Act 2006) of which the company's auditors are unaware, and each director has taken all the steps that he ought to have taken as a director in order to make himself aware of any relevant audit information and to establish that the company's auditors are aware of that information.

**AUDITORS**

The auditors, Henderson & Company, will be proposed for re-appointment at the forthcoming Annual General Meeting.

ON BEHALF OF THE BOARD

A handwritten signature in black ink, appearing to be 'R Roberts', with a stylized, looping flourish at the end.

**R ROBERTS**  
*Director*

28 March 2023

## **Report of the Independent Auditors to the Members of Tayside Public Transport Company Limited**

### **Qualified Opinion**

We have audited the financial statements of Tayside Public Transport Company Limited (the 'company') for the period ended 2 January 2022 which comprise the Income Statement, Other Comprehensive Income, Balance Sheet, Statement of Changes in Equity, Cash Flow Statement and Notes to the Cash Flow Statement, Notes to the Financial Statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion, except for the possible effects of the matter described in the basis for qualified opinion section in our report, the financial statements:

- give a true and fair view of the state of the company's affairs as at 2 January 2022 and of its loss for the period then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

### **Basis for Opinion**

The company outsourced some of its accounting and purchase ledger functions during the first quarter of the year ended 2 January 2022. These contracts were terminated before our appointment and we have therefore been unable to verify certain transactions relating to income and expenditure.

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

### **Conclusions Relating to Going Concern**

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

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

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

### **Other Information**

The directors are responsible for the other information. The other information comprises the information in the Strategic Report and the Report of the Directors, but does not include the financial statements and our Report of the Auditors thereon.

## **Report of the Independent Auditors to the Members of Tayside Public Transport Company Limited**

### **Other Information**

The directors are responsible for the other information. The other information comprises the information in the Strategic Report and the Report of the Directors, but does not include the financial statements and our Report of the Auditors thereon.

Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

### **Opinions on Other Matters Prescribed by the Companies Act 2006**

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the Strategic Report and the Report of the Directors for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the Strategic Report and the Report of the Directors have been prepared in accordance with applicable legal requirements.

### **Matters on Which We are Required to Report by Exception**

In the light of the knowledge and understanding of the company and its environment obtained in the course of the audit, we have not identified material misstatements in the Strategic Report or the Report of the Directors.

We have nothing to report in respect of the following matters where the Companies Act 2006 requires us to report to you if, in our opinion:

- adequate accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit.

### **Responsibilities of Directors**

As explained more fully in the Statement of Directors' Responsibilities set out on page three, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the directors determine necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

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



## **Report of the Independent Auditors to the Members of Tayside Public Transport Company Limited**

### **Auditors' Responsibilities for the Audit of the Financial Statements**

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

The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

In identifying and assessing the risks of material misstatements in respect of irregularities, including fraud and non-compliance with laws and regulations we considered the nature of the company and the industry and the company's control environment. We focused on specific laws and regulations which we considered may have a direct material effect on the financial statements or the operation of the company such as the Companies Act 2006, taxation legislation, employment and health and safety legislation and other relevant legislation. We assessed the extent of compliance with laws and regulations identified through making enquiries of management, inspecting legal correspondence and correspondence with HMRC.

We considered management's incentives and opportunities for fraudulent manipulation of the financial statements, including the risk of management bias and override of controls. To address these risks we performed analytical procedures to identify any unusual or unexpected relationships, tested journal entries to identify unusual transactions and assessed whether judgements and assumptions made in determining accounting estimates were indicative of potential bias. We reviewed financial statement disclosures and tested balances to supporting documentation.

Identified laws and regulations were communicated within the audit team regularly and the team remained alert to instances of non-compliance throughout the audit.

There are inherent limitations in our audit procedures described above. The more removed that laws and regulations are from financial transactions, the less likely it is that we would become aware of non-compliance. Auditing standards also limit the audit procedures required to identify non-compliance with laws and regulations to enquiry of the directors and other management and the inspection of regulatory and legal correspondence, if any.

Material misstatements that arise due to fraud can be harder to detect than those that arise from error as they may involve deliberate concealment or collusion.

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

### **Use of Our Report**

This report is made solely to the company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the company's members those matters we are required to state to them in a Report of the Auditors and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's members as a body, for our audit work, for this report, or for the opinions we have formed.



John Henderson (Senior Statutory Auditor)  
for and on behalf of Henderson & Company  
73 Union Street  
Greenock  
Renfrewshire  
PA16 8BG

28 March 2023

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Income Statement  
for the Period 1 January 2021 to 2 January 2022**

		<b>Period 1.1.21 to 2.1.22 £</b>	<b><i>Year Ended 31.12.20 £</i></b>
	<b>Notes</b>		
<b>TURNOVER</b>		17,197,937	13,862,830
Cost of Sales		<u>10,841,250</u>	<u>10,869,060</u>
<b>GROSS PROFIT</b>		6,356,687	2,993,770
Administrative Expenses		<u>6,213,487</u>	<u>3,186,826</u>
		143,200	(193,056)
Other Operating Income		<u>161,365</u>	<u>-</u>
<b>OPERATING PROFIT/(LOSS)</b>	4	304,565	(193,056)
Interest Payable and Similar Expenses	5	<u>373,479</u>	<u>72,686</u>
<b>LOSS BEFORE TAXATION</b>		(68,914)	(265,742)
Tax on Loss	6	<u>(35,600)</u>	<u>(18,324)</u>
<b>LOSS FOR THE FINANCIAL PERIOD</b>		<u><u>(33,314)</u></u>	<u><u>(247,418)</u></u>

The notes form part of these financial statements

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Other Comprehensive Income  
for the Period 1 January 2021 to 2 January 2022**

	<b>Notes</b>	<b>Period 1.1.21 to 2.1.22 £</b>	<b><i>Year Ended 31.12.20 £</i></b>
<b>LOSS FOR THE PERIOD</b>		(33,314)	(247,418)
<b>OTHER COMPREHENSIVE INCOME</b>		<u>-</u>	<u>-</u>
<b>TOTAL COMPREHENSIVE INCOME FOR THE PERIOD</b>		<u>(33,314)</u>	<u>(247,418)</u>

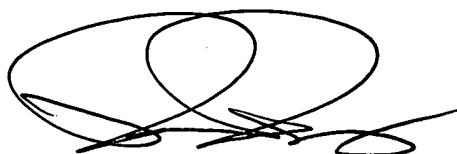
The notes form part of these financial statements

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Balance Sheet  
2 January 2022**

		<b>2022</b>		<b>2020</b>	
	<b>Notes</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
<b>FIXED ASSETS</b>					
Tangible Assets	7		9,473,638		11,187,945
<b>CURRENT ASSETS</b>					
Stocks	8	129,496		139,869	
Debtors	9	16,185,085		6,901,151	
Cash at Bank and in Hand		<u>873,635</u>		<u>768,886</u>	
		17,188,216		7,809,906	
<b>CREDITORS</b>					
Amounts falling due within one year	10	<u>6,098,247</u>		<u>3,671,549</u>	
<b>NET CURRENT ASSETS</b>			<u>11,089,969</u>		<u>4,138,357</u>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>			20,563,607		15,326,302
<b>CREDITORS</b>					
Amounts falling due after more than one year	11		(7,602,279)		(2,296,060)
<b>PROVISIONS FOR LIABILITIES</b>	14		<u>(290,000)</u>		<u>(325,600)</u>
<b>NET ASSETS</b>			<u><u>12,671,328</u></u>		<u><u>12,704,642</u></u>
<b>CAPITAL AND RESERVES</b>					
Called Up Share Capital	15		1,700,000		1,700,000
Retained Earnings	16		<u>10,971,328</u>		<u>11,004,642</u>
<b>SHAREHOLDERS' FUNDS</b>			<u><u>12,671,328</u></u>		<u><u>12,704,642</u></u>

The financial statements were approved by the Board of Directors and authorised for issue on 28 March 2023 and were signed on its behalf by:



R ROBERTS  
Director

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Statement of Changes in Equity  
for the Period 1 January 2021 to 2 January 2022**

	<b>Called up share capital £</b>	<b>Retained earnings £</b>	<b>Total equity £</b>
<b>Balance at 1 January 2020</b>	1,700,000	11,252,060	12,952,060
<b>Changes in Equity</b>			
Total Comprehensive Income	-	(247,418)	(247,418)
<b>Balance at 31 December 2020</b>	<u>1,700,000</u>	<u>11,004,642</u>	<u>12,704,642</u>
<b>Changes in Equity</b>			
Total Comprehensive Income	-	(33,314)	(33,314)
<b>Balance at 2 January 2022</b>	<u>1,700,000</u>	<u>10,971,328</u>	<u>12,671,328</u>

The notes form part of these financial statements

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Cash Flow Statement  
for the Period 1 January 2021 to 2 January 2022**

		<b>Period 1.1.21 to 2.1.22 £</b>	<b>Year Ended 31.12.20 £</b>
	<b>Notes</b>		
<b>Cash Flows from Operating Activities</b>			
Cash Generated from Operations	1	(3,517,272)	(655,484)
Interest Paid		(304,800)	-
Interest Element of Hire Purchase Payments Paid		(68,679)	(72,686)
Tax Paid		<u>49,324</u>	<u>163,000</u>
Net Cash from Operating Activities		<u>(3,841,427)</u>	<u>(565,170)</u>
 <b>Cash Flows from Investing Activities</b>			
Purchase of Tangible Fixed Assets		(251,126)	(4,234,658)
Sale of Tangible Fixed Assets		<u>-</u>	<u>4,791,660</u>
Net Cash from Investing Activities		<u>(251,126)</u>	<u>557,002</u>
 <b>Cash flows from financing activities</b>			
New loans in year		5,000,000	-
Loan repayments in year		(516,833)	-
Capital Element of Hire Purchase Repayments in Year		<u>(285,865)</u>	<u>-</u>
Net Cash from Financing Activities		<u>4,197,302</u>	<u>-</u>
 <b>Increase/(Decrease) in Cash and Cash Equivalents</b>		 104,749	 (8,168)
<b>Cash and Cash Equivalents at Beginning of Period</b>	2	<u>768,886</u>	<u>777,054</u>
 <b>Cash and Cash Equivalents at End of Period</b>	2	<u><u>873,635</u></u>	<u><u>768,886</u></u>

The notes form part of these financial statements

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Notes to the Cash Flow Statement  
for the Period 1 January 2021 to 2 January 2022**

**1. RECONCILIATION OF LOSS BEFORE TAXATION TO CASH GENERATED FROM OPERATIONS**

	<b>Period 1.1.21 to 2.1.22 £</b>	<b>Year Ended 31.12.20 £</b>
Loss Before Taxation	(68,914)	(265,742)
Depreciation Charges	2,460,522	1,221,441
Finance Costs	<u>373,479</u>	<u>72,686</u>
	2,765,087	1,028,385
Decrease in Stocks	10,373	18,131
(Increase)/Decrease in Trade and Other Debtors	(9,283,934)	1,737,000
Increase/(Decrease) in Trade and Other Creditors	<u>2,991,202</u>	<u>(3,439,000)</u>
<b>Cash Generated from Operations</b>	<u><u>(3,517,272)</u></u>	<u><u>(655,484)</u></u>

**2. CASH AND CASH EQUIVALENTS**

The amounts disclosed on the Cash Flow Statement in respect of cash and cash equivalents are in respect of these Balance Sheet amounts:

**Period Ended 2 January 2022**

	<b>2.1.22 £</b>	<b>1.1.21 £</b>
Cash and Cash Equivalents	<u>873,635</u>	<u>768,886</u>

**Year ended 31 December 2020**

	<b>31.12.20 £</b>	<b>1.1.20 £</b>
Cash and cash equivalents	<u>768,886</u>	<u>777,054</u>

**3. ANALYSIS OF CHANGES IN NET DEBT**

	<b>At 1.1.21 £</b>	<b>Cash flow £</b>	<b>Other non-cash changes £</b>	<b>At 2.1.22 £</b>
<b>Net Cash</b>				
Cash at Bank and in Hand	<u>768,886</u>	<u>104,749</u>		<u>873,635</u>
	768,886	104,749		873,635
<b>Debt</b>				
Finance Leases	(2,471,674)	285,865	(495,089)	(2,680,898)
Debts falling due within 1 year	-	(1,020,124)	-	(1,020,124)
Debts falling due after 1 year	<u>-</u>	<u>(3,463,043)</u>	<u>-</u>	<u>(3,463,043)</u>
	(2,471,674)	(4,197,302)	(495,089)	(7,164,065)
<b>Total</b>	<u><u>(1,702,788)</u></u>	<u><u>(4,092,553)</u></u>	<u><u>(495,089)</u></u>	<u><u>(6,290,430)</u></u>

The notes form part of these financial statements

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Notes to the Financial Statements  
for the Period 1 January 2021 to 2 January 2022**

**1. STATUTORY INFORMATION**

Tayside Public Transport Company Limited is a private company, limited by shares, registered in Scotland. The company's registered number and registered office address can be found on the Company Information page.

The presentation currency of the financial statements is the Pound Sterling (£).

**2. ACCOUNTING POLICIES**

**Basis of Preparing the Financial Statements**

These financial statements have been prepared in accordance with Financial Reporting Standard 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" and the Companies Act 2006. The financial statements have been prepared under the historical cost convention.

The financial statements have been prepared in accordance with the Financial Reporting Standard 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" and the Companies Act 2006. These financial statements have been prepared under the historical cost convention in accordance with the accounting policies set out below.

**Significant Judgements and Estimates**

In the application of the Company's accounting policies, the directors are required to make judgements, estimates and assumptions about the carrying values of assets and liabilities that are not readily apparent from other sources. The estimates and underlying 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 if the revision affects both current and future periods.

**Turnover**

Turnover consists of the gross revenue for road passenger transport together with the aggregate amounts receivable for other services supplied in the ordinary course of business, excluding value added tax. Income is accrued where it is earned in an earlier period to that in which it is billed or received in cash. Income is deferred where it is received in an earlier period than that to which it relates.

**Tangible Fixed Assets**

Depreciation is provided at the following annual rates in order to write off each asset over its estimated useful life or, if held under a finance lease, over the lease term, whichever is the shorter.

Plant and Machinery	- Over 14 years
Motor Vehicles	- Over 10 years and Over 14 years

The assets' residual values, useful lives and depreciation methods are reviewed, and adjusted prospectively if appropriate or if there is an indication of significant change since the last reporting date.

**Stocks**

Stocks are valued at the lower of cost and net realisable value, after making due allowance for obsolete and slow moving items.

**Taxation**

Taxation for the period comprises current and deferred tax. Tax is recognised in the Income Statement, except to the extent that it relates to items recognised in other comprehensive income or directly in equity.

Current or deferred taxation assets and liabilities are not discounted.

Current tax is recognised at the amount of tax payable using the tax rates and laws that have been enacted or substantively enacted by the balance sheet date.



**Tayside Public Transport Company Limited (Registered number: SC097606)**  
**Notes to the Financial Statements - continued**  
**for the Period 1 January 2021 to 2 January 2022**

**2. ACCOUNTING POLICIES - continued**

**Deferred Tax**

Deferred tax is recognised in respect of all timing differences that have originated but not reversed at the balance sheet date.

Timing differences arise from the inclusion of income and expenses in tax assessments in periods different from those in which they are recognised in financial statements. Deferred tax is measured using tax rates and laws that have been enacted or substantively enacted by the period end and that are expected to apply to the reversal of the timing difference.

Unrelieved tax losses and other deferred tax assets are recognised only to the extent that it is probable that they will be recovered against the reversal of deferred tax liabilities or other future taxable profits.

**Hire Purchase and Leasing Commitments**

Assets held under finance lease and hire purchase contracts are recognised in the statement of financial position as assets and liabilities at the lower of the fair value of the assets and the present value of the minimum lease payments, which is determined at the inception of the lease term. Lease payments are apportioned between the finance charges and reduction of the outstanding lease liability using the effective interest method. Finance charges are allocated to each period so as to produce a constant rate of interest on the remaining balance of the liability.

Operating lease payments are recognised as an expense on a straightline basis over the lease term, except where another systematic basis is more representative of the time pattern in which economic benefits from the leased asset are consumed.

In the event that lease incentives are received to enter into operating leases, such incentives are recognised as a liability. The aggregate benefit of incentives is recognised as a reduction of rental expenses on a straight line basis over the lease term, except where another systematic basis is more representative of the time pattern in which economic benefits from the leased asset are consumed.

**Pension Costs and Other Post-Retirement Benefits**

The company operates a defined contribution pension plan for its employees. A defined contribution plan is a pension plan under which the company pays fixed contributions into a separate entity. Once the contributions have been paid the company has no further payment obligations. The contributions are recognised as an expense when they are due. The assets of the plan are held separately from the company in independently administered funds.

**Cash and Cash Equivalents**

Cash and cash equivalents comprise cash at bank and on hand, demand deposits with banks and other short term highly liquid investments with original maturities of three months or less and bank overdrafts. In the statement of financial position bank overdrafts are shown within borrowings in current liabilities.

**Debtors**

Short term debtors are measured at transaction price, less any impairment. Loans receivable are measured initially at fair value and thereafter stated at amortised cost using the effective interest method, less any impairment.

**Creditors**

Basic financial instruments, including preference shares that are classified as debt, are measured at transaction price unless the arrangement constitutes a financing transaction, where the debt instrument is initially measured at fair value and subsequently at amortised cost using the effective interest method.

**Provisions**

Provisions are recognised when the company has a present legal or constructive obligation arising as a result of a past event, it is probable that an outflow of economic benefits will be required to settle the obligation and a reliable estimate can be made. Provisions are measured at the present value of the expenditures expected to be required to settle the obligation using a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the obligation. The increase in the provision due to passage of time is recognised as an interest expense.

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Notes to the Financial Statements - continued  
for the Period 1 January 2021 to 2 January 2022**

**3. EMPLOYEES AND DIRECTORS**

	Period 1.1.21 to 2.1.22 £	Year Ended 31.12.20 £
Wages and Salaries	7,178,722	7,416,961
Social Security Costs	636,831	725,043
Other Pension Costs	544,559	546,439
	<u>8,360,112</u>	<u>8,688,443</u>

The average number of employees during the period was as follows:

	Period 1.1.21 to 2.1.22	Year Ended 31.12.20
Drivers and Mechanics	259	301
Other Operational Staff	<u>25</u>	<u>33</u>
	<u>284</u>	<u>334</u>

	Period 1.1.21 to 2.1.22 £	Year Ended 31.12.20 £
Directors' Remuneration	104,915	151,000
Directors' Pension Contributions to Money Purchase Schemes	<u>13,212</u>	<u>7,000</u>

**4. OPERATING PROFIT/(LOSS)**

The Operating Profit (2020 - Operating Loss) is stated after charging:

	Period 1.1.21 to 2.1.22 £	Year Ended 31.12.20 £
Other Operating Leases	262,845	256,422
Depreciation - Owned Assets	2,181,792	1,044,783
Depreciation - Assets on Hire Purchase Contracts	278,730	-
Auditors' Remuneration	15,000	9,192
Accountancy Fees	<u>5,000</u>	<u>-</u>

Notes to the Financial Statements - continued  
for the Period 1 January 2021 to 2 January 2022

5. INTEREST PAYABLE AND SIMILAR EXPENSES

	Period 1.1.21 to 2.1.22 £	Year Ended 31.12.20 £
Loan Interest	304,800	-
Hire Purchase	<u>68,679</u>	<u>72,686</u>
	<u>373,479</u>	<u>72,686</u>

6. TAXATION

**Analysis of the Tax Credit**

The tax credit on the profit for the period was as follows:

	Period 1.1.21 to 2.1.22 £	Year Ended 31.12.20 £
Current Tax:		
UK Corporation Tax	-	(49,324)
Deferred Tax	<u>(35,600)</u>	<u>31,000</u>
Tax on Loss	<u>(35,600)</u>	<u>(18,324)</u>

**Reconciliation of Total Tax Credit Included in Profit and Loss**

The tax assessed for the period is lower than the standard rate of corporation tax in the UK. The difference is explained below:

	Period 1.1.21 to 2.1.22 £	Year Ended 31.12.20 £
Loss Before Tax	<u>(68,914)</u>	<u>(265,742)</u>
Loss Multiplied by the Standard Rate of Corporation Tax in the UK of 19% (2020 - 19%)	(13,094)	(50,491)
Effects of:		
Expenses Not Deductible for Tax Purposes	13,007	5,000
Depreciation in Excess of Capital Allowances	180,900	-
Prior Period Corporate Tax Adjustment	-	(26,000)
Prior Period Deferred Tax Adjustment	-	18,000
Impact of Change in Tax Rate	-	35,167
Utilisation of Losses Brought Forward	(88,400)	-
Group Relief	(92,413)	-
Deferred Tax	<u>(35,600)</u>	<u>-</u>
Total Tax Credit	<u>(35,600)</u>	<u>(18,324)</u>

Notes to the Financial Statements - continued  
for the Period 1 January 2021 to 2 January 2022

7. TANGIBLE FIXED ASSETS

	Plant and Machinery £	Motor Vehicles £	Totals £
<b>COST</b>			
At 1 January 2021	1,738,668	19,704,743	21,443,411
Additions	<u>66,393</u>	<u>679,822</u>	<u>746,215</u>
At 2 January 2022	<u>1,805,061</u>	<u>20,384,565</u>	<u>22,189,626</u>
<b>DEPRECIATION</b>			
At 1 January 2021	643,425	9,612,041	10,255,466
Charge for Period	<u>99,829</u>	<u>2,360,693</u>	<u>2,460,522</u>
At 2 January 2022	<u>743,254</u>	<u>11,972,734</u>	<u>12,715,988</u>
<b>NET BOOK VALUE</b>			
At 2 January 2022	<u>1,061,807</u>	<u>8,411,831</u>	<u>9,473,638</u>
At 31 December 2020	<u>1,095,243</u>	<u>10,092,702</u>	<u>11,187,945</u>

The written down value of fixed assets includes £2,697,944 in respect of assets held under hire purchase agreements.

8. STOCKS

	2022 £	2020 £
Stocks	<u>129,496</u>	<u>139,869</u>

If stocks were stated at replacement cost, the amounts above would not change significantly.

9. DEBTORS

	2022 £	2020 £
Amounts falling due within one year:		
Trade Debtors	452,239	189,197
Amounts Owed by Group Undertakings	2,817,667	6,466,667
Other Debtors	971,853	600
VAT	286,920	-
Prepayments and Accrued Income	<u>52,380</u>	<u>244,687</u>
	<u>4,581,059</u>	<u>6,901,151</u>
Amounts falling due after more than one year:		
Amounts Owed by Group Undertakings	<u>11,604,026</u>	<u>-</u>
Aggregate Amounts	<u>16,185,085</u>	<u>6,901,151</u>

Notes to the Financial Statements - continued  
for the Period 1 January 2021 to 2 January 2022

10. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2022	2020
	£	£
Other Loans (see note 12)	1,020,124	-
Hire Purchase Contracts (see note 13)	348,576	206,216
Trade Creditors	820,196	287,317
Amounts Owed to Group Undertakings	1,698,560	-
Tax	-	(49,324)
Social Security and Other Taxes	1,339,347	733,294
Other Creditors	522,828	12,746
Accruals and Deferred Income	348,616	2,481,300
	<u>6,098,247</u>	<u>3,671,549</u>

11. CREDITORS: AMOUNTS FALLING DUE AFTER MORE THAN ONE YEAR

	2022	2020
	£	£
Other Loans (see note 12)	3,463,043	-
Hire Purchase Contracts (see note 13)	2,332,322	2,265,458
Deferred Government Grants	1,806,914	30,602
	<u>7,602,279</u>	<u>2,296,060</u>

12. LOANS

An analysis of the maturity of loans is given below:

	2022	2020
	£	£
Amounts falling due within one year or on demand:		
Other Loans	<u>1,020,124</u>	<u>-</u>
Amounts falling due between one and two years:		
Other Loans – 1-2 years	<u>1,087,236</u>	<u>-</u>
Amounts falling due between two and five years:		
Other Loans – 2-5 years	<u>2,375,807</u>	<u>-</u>

13. LEASING AGREEMENTS

Minimum lease payments fall due as follows:

	Hire Purchase Contracts	
	2022	2020
	£	£
Net obligations repayable:		
Within one year	348,576	206,216
Between one and five years	<u>2,332,322</u>	<u>2,265,458</u>
	<u>2,680,898</u>	<u>2,471,674</u>

Notes to the Financial Statements - continued  
for the Period 1 January 2021 to 2 January 2022

13. LEASING AGREEMENTS - continued

	Non-Cancellable Operating Leases	
	2022	2020
	£	£
Within one year	278,827	278,827
Between one and five years	1,115,308	1,115,308
In more than five years	4,600,646	4,879,473
	<u>5,994,781</u>	<u>6,273,608</u>

14. PROVISIONS FOR LIABILITIES

	2022	2020
	£	£
Deferred Tax	<u>290,000</u>	<u>325,600</u>
		Deferred Tax
		£
Balance at 1 January 2021		325,600
Provided during period		<u>(35,600)</u>
Balance at 2 January 2022		<u>290,000</u>

The deferred tax provision, which is comprised of accelerated capital allowances, is calculated assuming a corporation tax rate of 19% (2020 - 19%).

15. CALLED UP SHARE CAPITAL

Allotted, Issued and Fully Paid:			2022	2020
Number:	Class:	Nominal Value:	£	£
1,700,000	Ordinary	1	<u>1,700,000</u>	<u>1,700,000</u>

16. RESERVES

	Retained Earnings £
At 1 January 2021	11,004,642
Deficit for the period	<u>(33,314)</u>
At 2 January 2022	<u>10,971,328</u>

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Notes to the Financial Statements - continued  
for the Period 1 January 2021 to 2 January 2022**

**17. ULTIMATE PARENT COMPANY**

The company's immediate parent undertaking is Taybus Holdings Limited. Taybus Holdings Limited is a wholly owned subsidiary of McGill's Bus Service Limited.

McGill's Bus Service Limited is a wholly owned subsidiary of Arranglen Limited and Arranglen Limited is a wholly owned subsidiary of Dalglen (No 1812) Limited.

Dalglen (No 1812) Limited is a private limited company and it does not have an ultimate controlling party.

**18. CAPITAL COMMITMENTS**

	<b>2022</b>	<b>2020</b>
	<b>£</b>	<b>£</b>
Contracted but not provided for in the Financial Statements	<u>5,290,392</u>	<u>-</u>

**19. RELATED PARTY DISCLOSURES**

	<b>2022</b>	<b>2020</b>
	<b>£</b>	<b>£</b>
Services Provided by Related Party	1,664,286	-
Amounts due from Related Party	1,698,560	-
Amounts due to Related Party	<u>11,604,026</u>	<u>-</u>

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Reconciliation of Equity  
1 January 2020  
(Date of Transition to FRS 102)**

	Notes	FRS 101 £	Effect of Transition to FRS 102 £	FRS 102 £
<b>FIXED ASSETS</b>				
Tangible Assets	1	<u>14,035,891</u>	<u>(3,719,000)</u>	<u>10,316,891</u>
<b>CURRENT ASSETS</b>				
Stocks		157,664	-	157,664
Debtors	2	8,638,397	(61,000)	8,577,397
Cash at bank		<u>777,054</u>	<u>-</u>	<u>777,054</u>
		<u>9,573,115</u>	<u>(61,000)</u>	<u>9,512,115</u>
<b>CREDITORS</b>				
Amounts falling due within one year	1	<u>(6,398,720)</u>	<u>87,000</u>	<u>(6,311,720)</u>
<b>NET CURRENT ASSETS</b>		<u>3,174,395</u>	<u>26,000</u>	<u>3,200,395</u>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>		17,210,286	(3,693,000)	13,517,286
<b>CREDITORS</b>				
Amounts falling due after more than one year	1	(3,939,626)	3,632,000	(307,626)
<b>PROVISIONS FOR LIABILITIES</b>		<u>(257,600)</u>	<u>-</u>	<u>(257,600)</u>
<b>NET ASSETS</b>		<u>13,013,060</u>	<u>(61,000)</u>	<u>12,952,060</u>
<b>CAPITAL AND RESERVES</b>				
Called Up Share Capital		1,700,000	-	1,700,000
Other Reserves	2	61,000	(61,000)	-
Retained Earnings		<u>11,252,060</u>	<u>-</u>	<u>11,252,060</u>
<b>SHAREHOLDERS' FUNDS</b>		<u>13,013,060</u>	<u>(61,000)</u>	<u>12,952,060</u>

The notes form part of these financial statements

continued...



Reconciliation of Equity - continued  
31 December 2020

	Notes	FRS 101 £	Effect of Transition to FRS 102 £	FRS 102 £
<b>FIXED ASSETS</b>				
Tangible Assets	1	<u>15,096,271</u>	<u>(3,908,326)</u>	<u>11,187,945</u>
<b>CURRENT ASSETS</b>				
Stocks		139,869	-	139,869
Debtors	2	6,900,551	600	6,901,151
Cash at bank		<u>768,886</u>	<u>-</u>	<u>768,886</u>
		<u>7,809,306</u>	<u>600</u>	<u>7,809,906</u>
<b>CREDITORS</b>				
Amounts falling due within one year	1	<u>(3,883,933)</u>	<u>212,384</u>	<u>(3,671,549)</u>
<b>NET CURRENT ASSETS</b>		<u>3,925,373</u>	<u>212,984</u>	<u>4,138,357</u>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>		19,021,644	(3,695,342)	15,326,302
<b>CREDITORS</b>				
Amounts falling due after more than one year	1	(5,991,402)	3,695,342	(2,296,060)
<b>PROVISIONS FOR LIABILITIES</b>		<u>(325,600)</u>	<u>-</u>	<u>(325,600)</u>
<b>NET ASSETS</b>		<u>12,704,642</u>	<u>-</u>	<u>12,704,642</u>
<b>CAPITAL AND RESERVES</b>				
Called Up Share Capital		1,700,000	-	1,700,000
Retained Earnings		<u>11,004,642</u>	<u>-</u>	<u>11,004,642</u>
<b>SHAREHOLDERS' FUNDS</b>		<u>12,704,642</u>	<u>-</u>	<u>12,704,642</u>

Notes to the reconciliation of equity

- Under FRS 101 the company's leased premises were categorised as right of use assets and were capitalised on the balance sheet on a fair value basis with a corresponding liabilities in creditors. Under FRS 102 this is now treated as an operating lease as the remaining lease term is 22 years.
- The derivative financial instrument required under FRS 101 has been removed.

**Tayside Public Transport Company Limited (Registered number: SC097606)**

**Reconciliation of Loss  
for the Year Ended 31 December 2020**

	<b>FRS 101</b>	<b>Effect of transition to FRS 102</b>	<b>FRS 102</b>
	<b>£</b>	<b>£</b>	<b>£</b>
<b>TURNOVER</b>	13,862,830	-	13,862,830
Cost of Sales	<u>(10,870,574)</u>	<u>1,514</u>	<u>(10,869,060)</u>
<b>GROSS PROFIT</b>	2,992,256	1,514	2,993,770
Administrative Expenses	<u>(3,107,534)</u>	<u>(79,292)</u>	<u>(3,186,826)</u>
<b>OPERATING LOSS</b>	(115,278)	(77,778)	(193,056)
Interest Payable and Similar Expenses	<u>(150,464)</u>	<u>77,778</u>	<u>(72,686)</u>
<b>LOSS BEFORE TAXATION</b>	(265,742)	-	(265,742)
Tax on Loss	<u>18,324</u>	<u>-</u>	<u>18,324</u>
<b>LOSS FOR THE FINANCIAL PERIOD</b>	<u><u>(247,418)</u></u>	<u><u>-</u></u>	<u><u>(247,418)</u></u>

This page does not form part of the statutory financial statements

**Tayside Public Transport Company Limited**

**Trading and Profit and Loss Account  
for the Period 1 January 2021 to 2 January 2022**

	<b>Period</b> <b>1.1.21 to 2.1.22</b>		<b>Year Ended</b> <b>31.12.20</b>	
	£	£	£	£
<b>Sales</b>		17,197,937		13,862,830
<b>Cost of sales</b>				
Vehicle running costs	2,157,015		2,046,840	
Vehicle repairs	593,679		319,277	
Vehicle insurance	376,395		377,939	
Wages	7,077,330		7,265,961	
Social security	636,831		725,043	
Vehicle hire - vans	-		134,000	
		<u>10,841,250</u>		<u>10,869,060</u>
<b>GROSS PROFIT</b>		6,356,687		2,993,770
<b>Other income</b>				
Job retention scheme		<u>161,365</u>		<u>-</u>
		6,518,052		2,993,770
<b>Expenditure</b>				
Rent	262,845		256,422	
Directors' salaries	101,392		151,000	
Directors' pension contributions	13,212		7,000	
Pensions	531,347		539,439	
Uniforms	62,815		76,413	
Telephone	40,289		36,048	
Post and stationery	4,558		5,984	
Advertising	78,900		49,637	
Travelling	27,094		27,304	
Training	16,498		19,481	
Repairs and yard expenses	325,062		346,430	
Computer expenses	111,633		115,010	
Rent and rates	150,276		164,042	
Heat & light	96,645		82,610	
Sundry expenses	69,230		91,657	
Management charge	1,664,286		-	
Legal and professional fees	104,155		154,776	
Auditors' remuneration	15,000		9,192	
Accountancy Fees	5,000		-	
Bad debts	-		(2,268)	
		<u>3,680,237</u>		<u>2,130,177</u>
<b>Carried forward</b>		2,837,815		863,593

This page does not form part of the statutory financial statements

**Tayside Public Transport Company Limited**

**Trading and Profit and Loss Account  
for the Period 1 January 2021 to 2 January 2022**

	<b>Period</b> <b>1.1.21 to 2.1.22</b>		<b>Year Ended</b> <b>31.12.20</b>	
	£	£	£	£
Brought forward		2,837,815		863,593
<b>Finance costs</b>				
Bank charges	72,727		10,852	
Loan interest	304,800		-	
Hire purchase	<u>68,679</u>		<u>72,686</u>	
		<u>446,206</u>		<u>83,538</u>
<b>Depreciation</b>				
Plant and machinery	99,830		67,600	
Motor vehicles	<u>2,360,693</u>		<u>978,197</u>	
		<u>2,460,523</u>		<u>1,045,797</u>
<b>NET LOSS</b>		<u><u>(68,914)</u></u>		<u><u>(265,742)</u></u>

The notes form part of these financial statements