**WDCB AGM Report 2020/2021**

**Chairman’s Report**

For the second year the Trustees have made the decision not to hold to the Winslow & District Community Bus AGM in public. This is due to the high numbers of COVID-19 infections. The Articles of Association that govern the WDCB include the provision of an annual AGM to report on the financial state of the WDCB and provide an overview of activities that have taken place during the last financial year. The Trustees have therefore made the decision to publish this Report and the Accounts for the financial year 2020/2021. By making these public we are inviting any relevant questions or comments prior to the acceptance by the Trustees that the Accounts are correct.

The Trustees and the Coordinator meet monthly to oversee the running of the Bus and ensure that the objectives in the Constitution are adhered to. In rotation, one third of the Trustees have to retire each year, however, they are eligible for re-election. The Trustees have again agreed, that this year, all current Trustees and Officers will remain unchanged.

The continuing generosity of Winslow Town Council is much appreciated. As is support we receive from the surrounding Parish Councils of both Great and Little Horwood, Whaddon, Swanbourne, Mursley, East Claydon, Steeple Claydon and Nash.

Due to the pandemic and the various restrictions the Bus has had a quiet year, with, at times, no services running at all or with reduced services, and for safety, reduced capacity. Excursions were also suspended.

I would like to thank to my fellow Trustees for giving up their time to oversee the running of the Bus and for their generous and enthusiastic help in various other activities. And many thanks to Lynne King, the Coordinator for her dedication and hard work in keeping the bus viable, and spotlessly clean. Also, our thanks to the volunteer drivers.

**Treasurer’s Report**

The total of year 2020/21 was during covid lockdowns or restrictions, which had a big impact on the bus’s activities.

**Income**

Total income is down this year.

We were lucky to receive income from Buckinghamshire County Council and Milton Keynes Council for the bus routes that we usually provided, even though for much of the year we were unable to run them. However, we did not have any outings or group hires, so our trading activity income was down.

Donations and legacies are down on the previous year, partly caused by when we receive them, and also because we received a large legacy in 2019/20.

**Expenditure**

This is much lower too, this year. Motor expenses are reduced, though we have had to have all the regular checks and maintenance, as the fuel used has been very much less this year.

Generally, most other expenses are lower, because we could not provide most of our activities.

The bus is now fully depreciated, so this expense will not appear until we replace it.

In summary, we have survived the year of COVID-19 well, and have sufficient funds in our investment account to replace the bus, should it be necessary.

**Coordinator**’**s Report**

My first full year as Coordinator for the WDCB was certainly not was I anticipating due the effects of COVID-19.

With the country locked down, and all services cancelled, the bus could not just be parked behind locked gates. We had to make sure that the battery did not go flat, this was done by a few of the drivers taking it out for a spin twice a week. Although we were not doing many miles, we still had to make sure that the bus was fully maintained, this included the required 8 weekly inspections, MOT, Road Tax & Insurance.

Following the initial lifting of restrictions, we recommenced a very limited number of our scheduled services having removed many seats to ensure appropriate social distancing. Additionally, we employed an external contractor to undertake a thorough deep clean, implemented a rigorous cleaning schedule and enforced strict operational practices and procedures.

Before the pandemic took hold we had been in talks with the manufacturer, Treka, regarding the paintwork of the bus. Over the years we began to notice that the colour had been fading in places. As the paintwork was still under warranty, Treka agreed to a respray. A date was finally agreed and in September, Adrian drove it up to their workshop near Leeds. We also had distinctive new signage applied.

The New Year saw another lockdown. Fortunately, in March we were able to recommence our Winslow Market Service.

I’d like to express my sincere thanks to Richard Caddy and Peter Holmes for driving on so many occasions and ensuring that our services could still operate. I would also like to thank Adrian King who drove the bus up to Brighouse, and back again, for the respray.