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Background of PACTS

The Parliamentary Advisory Council for Transport Safety (PACTS) is an associate Parliamentary group and registered charity. Its charitable objective is: To protect human life through the promotion of transport safety for the public benefit.

Strategic Objectives 2007 – 2012

To be at the forefront of shaping policy development in transport safety in order to be a strong advocate for research-based change

To be the leader in advocating the integration of transport safety considerations across the breadth of relevant policy development

To be the pre-eminent independent authority in transport safety for Parliamentarians, practitioners and the media

PACTS as an Associate Parliamentary Group

PACTS is an Associate Parliamentary Group and therefore must adhere to rules laid down by the Office of the Parliamentary Commissioner for Standards.

Part of a group's title is determined by whether or not persons other than Members of either the Commons or Lords are allowed full membership (ie voting rights). If they are, then the words 'Associate Parliamentary Group' must be included in the group's title; if they are not, then the words 'All-Party Parliamentary Group' must be included instead.

PACTS features on the Register of All-Party Groups and is also on the Approved List of All-Party Parliamentary Groups and Associate Parliamentary Groups. A full list of these groups is available at <http://www.publications.parliament.uk/pa/cm/cmllparty/register/memi530.htm>

Executive Director's Report



Parliament and government

The last year has clearly been dominated by coming to terms with the new coalition government and with its approach to policy and to policy-making. Very early on, several themes emerged as central to the new government: deficit reduction, the Big Society, localism and a reluctance to set targets for policy delivery. Each of these has had an impact on transport safety.

In road safety, one of the first decisions taken by the government was to end capital spending on safety cameras and to reduce the revenue grant paid to local authorities for road safety work. This grant was scheduled to end in March 2011 in any event but the decision to take immediate action did cause much concern among road safety professionals, especially as it was accompanied by headlines such as "Government plans to end the War on Motorists".

PACTS expressed concern about this decision for two reasons. First, there is clear evidence (subsequently confirmed in a report for the RAC Foundation by Richard Ailsop) that, in the right place, safety cameras are an effective intervention that save lives. Secondly, casualty reductions are more likely to be achieved by organisations working together in partnership – the grant had enabled effective partnerships to be established at local level. It is important to ensure that these partnerships continue in the new environment.

The issues of localism and targets have been at the centre of the debate about the new Strategic Framework for Road Safety, published in May 2011. As part of the professional engagement during the drafting of the framework, PACTS organised two seminars for the DfT bringing together practitioners, researchers and user groups to contribute to the framework. These were held in December and January.

PACTS supports the view that decisions about priorities and about allocation of resources should be made at the most appropriate local level. At the same time, it is also clear from international evidence that those countries adopting a target for casualty reduction achieve higher levels of reduction than those without. A target does not pre-empt local decision-making. Rather, it helps to provide a collective goal and encourage professional commitment.

It was therefore disappointing to note that the new framework only talks about forecasts for casualties and that these forecasts themselves are not much tougher than the direction in which recent trends were already heading. The overall fall in casualties has now been sustained over 15 successive quarters. The challenge will be to see whether that progress can be maintained in a time of greater financial restraint.

On the Parliamentary front, PACTS was invited to give oral evidence to the Transport Select Committee as part of its inquiry into drink and drug driving. The evidence given to the committee, especially by Sir Peter North himself, was overwhelmingly in favour of further action to cut drink and drug drive casualties. The Committee clearly acknowledged this in its final report that supported many of his recommendations. It was, however, disappointing that the Committee chose not to recommend an immediate reduction in the maximum permitted Blood Alcohol Content, focusing instead on the long-term aim of achieving a BAC of 20mg. While such a long-term goal is laudable, it allowed the government to kick the issue into the long grass when it published its response to both the North Review and the Select Committee report in March.

PACTS has also been closely involved – through the Lighter Later campaign – in the Private Member's Bill promoted by Rebecca Harris calling for a review of the evidence supporting Single/Double Summer Time. From a road safety point of view, the evidence for SDST is clear: fewer people would be killed or injured if Great Britain adopted SDST. The Bill achieved a historic second reading in December and is now waiting Parliamentary time to go into committee. Initially, the government was opposed to the Bill. It will be interesting to see if this position changes in the coming months.

Reports and publications

PACTS published four reports to make the case for investment in road safety, all of which can still be found on our website: www.pacts.org.uk. The first of these entitled **The Risks that Children and Young People Face** looked at the risk of death on the road compared with other high profile issues such as knife crime or child abuse. Published jointly with CAPT, RoSPA, DBDA, 20s Plenty, Shared Intelligence, Bradford City Council and Bradford Safeguarding Children Board, it argued that road deaths involving young people should be investigated as part of the safeguarding agenda given their greater likelihood and the economic cost that such deaths represent for society.

The second, **Making it Count**, was also a joint publication and was sent via ADEPT to all local authority chief executives and to heads of highways and transportation. This reminded local authorities of the statutory duties to undertake road safety related activity under the Road Traffic Act of 1988 and the Traffic Management Act 2004. Ironically, at least one local authority was at the receiving end of quotations from the publication when it proposed reductions in road safety spending!

Two other reports, part-funded by the RAC Foundation and published jointly with it, focused on the impact of government policies on deficit reduction on road safety. These were published in October and March and offered snapshots of professional responses to cuts in grant and to the local government budget settlement. Both reports made a strong case for the combination of a strategy and target approach to road safety. The first also highlighted that transport safety was an example of the "Big Society" in action since a wide cross-section of organisations and individuals were involved in achieving improvements in safety: central government may take the lead and set the overall direction of travel but other partners do the work on the ground.

Conferences and events

Holding conferences and the annual Westminster Lecture on Transport Safety represent an important way for PACTS to get a research-based message across to the transport safety community. However, in the present time of restraint, this looks like being much harder to achieve given the prohibition on attendance at conferences put in place by many public sector organisations. As a result, attendance at our events this year has been lower than in previous years.

Two conferences were held in October and March. The first of these built on the report *Kerb Your Enthusiasm* and looked at the contribution that street design can make to improving safety. A wide range of speakers took part, including one from the Shared Space Institute in the Netherlands. The conference focused on the distinction between link and place, highlighting the importance of community involvement in the redesign of urban environments. There was also a substantial discussion about the need to balance the competing priorities of mobility and civility, a key theme in the PACTS' report.

In March, to mark the end of the second year of the project *Driving for Better Business*, we held a conference on driving while at work. Presenters included Patrick Lepercq (Michelin), Ellen Townsend (ETSC) and Simon Monk (General Motors). The conference brought together the research evidence supporting the need for reducing road risk and case studies of a number of organisations of all sizes that had tackled the issue. It was clear from all the presentations that a key ingredient is leadership from the top of any organisation to ensure that the issue is seen as a priority.

The 21st Westminster Lecture on Transport Safety was held in November in association with ETSC. The lecture was given by Danny Dorling, Professor of Human Geography at the University of Sheffield. The title of the lecture was *Roads, Casualties and Public Health*. During his presentation, Danny argued that each century had its own public health challenge. In the 19th century, it was sanitation; the 20th century had focused on smoking; the 21st would need to solve the casualties arising from motorised transport. Printed copies of the lecture are available on request. In addition, the evening was a first in that the lecture was available a day later as an on-line web cast!

Finally, on May 11, PACTS co-ordinated the UK launch of the UN Decade of Action for Road Safety. This was held at Church House and coincided with the publication of the new Strategic Framework. The event was attended by over 150 from across road safety. Philip Hammond, Secretary of State, spoke about the framework; Lord Robertson of Port Ellen emphasised the importance of the decade; there were also presentations on the five pillars of the UN Plan. As part of the publicity material surrounding the event, PACTS co-ordinated the publication of commitments to action during the decade from more than 40 organisations involved in road safety – again, an example of the Big Society in action.

Staffing

PACTS is regularly described as a lean and mean organisation in terms of its staffing. The total complement comprises three and there has been some changeover during the year as is always the case with a small organisation. Eleanor Besley left in October to go to Sustrans and was replaced as Policy and Research Officer by Naomi Baster. One of Naomi's priorities during the coming year will be the completion of a research report into the challenges of an ageing population for transport safety.

In addition, Gillian Reeves, Communications and Events Manager, left after four years to work for the Hansard Society. She has been replaced by the return to work of Sally Le Marquand, previously known to many as Sally Verkaik.

I am grateful to both Ellie and Gill for all the work that they undertook on PACTS' behalf and to Naomi and Sally for all that they have done so far and will continue to do in the future.



Robert Gifford
Executive Director
June 2011

Acknowledgements

PACTS would like to thank all those who spoke at our events.

Members' Meetings

Will Murray, Interactive Driving Systems
Neil Hopkins, Sussex Safer Roads Partnership
Dan Campsall and Bruce Walton, Road Safety Analysis
Saul Billingsley, FIA Foundation
John Abbott and Alan Davies, Rail Safety and Standards Board

Better, Safer Communities

John Dales, Urban Initiatives
Andy Best, Transport for London
Richard Kimberlee, University of the West of England
Sabine Lutz, Shared Space Institute
Eleanor Besley, PACTS
Andy Cameron, WSP UK
Alex Luck, A Luck Associates
Alex Allen, Sustrans
Peter Jones, UCL

Improving Performance, Managing Risk

Mike Penning MP, Department for Transport
Patrick Lepercq, Michelin
Ellen Townsend, ETSC
Simon Monk, General Motors
Andy Price, Zurich
Leigh Stiff, Hannaford
Mick Giannasi, ACPO
Will Murray, Interactive Driving Systems
Nick Reed, TRL
Saul Jeavons, Transafe Network
Grahame Pinder, Essex County Council
Alan Hills, Seashell Trust
Shaun Helman, TRL

PACTS would also like to thank the venues which hosted our events

Autumn Conference

The Royal Society of Medicine

Spring Conference

The BT Centre

21st Westminster Lecture

One Birdcage Walk

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TEC
Signs an
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SPEED
FLIGHT TIME LIMIT
TRAFFIC CA

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Aviation Safety Working Party Report (ASWP)

The Aviation Safety Working Party operates in a slightly different way from the other PACTS' working parties. Its meetings take the format of a single presentation followed by discussion. It meets at the Houses of Parliament two or three times a year. Its membership comprises the Air Safety Group, GAPAN, BALPA, the European Regional Airlines Association, CHIRP, CAA (observer status), GATCO, GASCO and the UK Flight Safety Committee. Not all of the organisations involved attend all of the meetings. In addition, the business of the meeting is conducted under the Chatham House Rule with presentations in the public domain but the subsequent discussion undertaken on a non-attributable basis.

This Year

The Working Party has met twice in the year. At the first meeting in November, there was a presentation on Uncontrolled Maintenance Working Hours in UK Aviation by David Haward and Stuart Mackrell from the ASG.

It has long been recognised that fatigue can be a key contributory human factor in transport accidents. Although the hours of pilots, cabin crew and air traffic controllers are limited by statute, the hours worked by maintenance engineers are not subject to such strict regulation. In addition, fatigue may be compounded by both the time of day at which essential maintenance is undertaken and the nature of the tasks themselves. The speakers argued forcefully for better analysis of the role that fatigue can play in poor decision-making and for better understanding of the human factors in accident prevention.

The second meeting in June received a presentation by Susan Michaelis on Cabin Air Quality. Dr Michaelis argued that cabin air quality was a key issue in a number of serious incidents on the cockpit and that there was a clear need for both operators and regulators to take the issue more seriously. She pointed to the possibility of a serious event occurring because of the failure to take this issue seriously. The meeting considered recent research commissioned by the Department for Transport from Cranfield University on the issue. It was agreed that there is a need to take the issue seriously whether through health and safety at work legislation or tighter civil aviation regulation.

Robert Gifford
Chair
June 2011

PILOT HOURS
Lifestyle
Fatigue
Cabin Air Quality
Tiredness
Weather
Level Crossings
Workforce Safety
Zero Harm
Health and Safety
Risk Solutions
Investigation Branch
Rail Accident
Heritage Railway Association
Railway Industry Association
Rail Safety and Standards Board
RMT
West Sussex County Council
Law Commission
Richard Percival
Peter Atkins
Sally Williams
Office of Rail Regulation
McNulty Study
Britain has good rail safety record, but considers that this is achieved through an excess of process (page 57). It proposes a new National



Rail Safety Working Party Report (RSWP)

Representatives on the Working Party

The following bodies are represented on the Working Party: ASLEF, Association of Train Operating Companies, Crossrail, CIRAS, Department for Transport (DfT) (observer), Imperial College London, Network Rail, Office of Rail Regulation (observer), Passenger Focus, Rail Accident Investigation Branch (RAIB), Heritage Railway Association, Railway Industry Association, Rail Safety and Standards Board (RSSB), RMT, Risk Solutions, University of Leeds, and West Sussex County Council.

This year

The Rail Safety Working Party met three times during the year. At the September 2010 meeting, the focus was on level crossings, with a presentation from Richard Percival of the Law Commission on their review of level crossing law, on which they had recently published a consultation document. Peter Atkins of West Sussex County Council gave a 'highway' perspective on level crossings. He would like to see a duty of cooperation between highway and rail authorities, and improvements in the planning process, winter maintenance arrangements, and closure procedures for level crossings. The Law Commission are now considering responses to the consultation. On a different topic, Sally Williams gave a presentation on the Office of Rail Regulation's review of the Rail Safety and Standards Board.

At the January 2011 meeting, we had a presentation from Graham Smith on the Rail Value for Money Study (the McNulty Study). The Study report itself was published in May 2011. The summary report notes that Britain has good rail safety record, but considers that this is achieved "through an excess of process" (page 57). It proposes a new National

Safety Task Force, supported by the proposed new Rail Systems Agency (RSA), to "provide clear and credible leadership for safety and risk management". The second presentation in January was by Lesley Calladine of Crossrail. Crossrail aims to be a 'zero harm' undertaking during both construction and operation. The first construction phase is challenging because of the number of additional road vehicle movements generated by Crossrail.

At the May 2011 meeting, we received two presentations related to climate or weather, and one related to railway suicides. John Lane from the RSSB discussed the research project "Tomorrow's Railway and Climate Change Adaptation" (TRaCCA) which aims to enable climate change adaptation to be built into the railway planning process. Simon French of the Rail Accident

Investigation Branch discussed lessons learnt from recent accidents and incidents in which the weather played a part - snow or ice, high temperatures, high rainfall, high winds, low adhesion or fog. He noted that although the weather was poor during these events, it was not unusual and was not 'extreme'. Martin Gallagher of Network Rail discussed railway suicides and the links Network Rail have established with the Samaritans to help reduce them. About 80% of railway deaths are suicides.

Finally, the good general safety performance of the railways was maintained in 2010. In particular, there were no fatal train collisions or derailments for the third year in succession.

Andrew Evans
Chair, June 2011



Working Party Reports



Road Environment Working Party Report (REWP)

Representatives on the Working Party

The Working Party comprises members from a broad range of organisations: urban and rural local authorities (Birmingham City, Camden, Hertfordshire, Telford and Wrekin, Transport for London), professional bodies (CIHT, IHE, 3M, Parsons Brinkerhoff), road safety consultants (TMS, TRL, Stilwell Partnership, Urban Initiatives, Alex Luck and Chris Lines), road user groups (AA, ADEPT, British Horse Society, CTC, Living Streets, Road Peace, Road Safety Foundation), universities (UCL, Liverpool) and Sussex Police.

This year

The two Working Party meetings of the year have largely comprised seven presentations, each followed by discussion.

Smarter Routes: The initiatives introduced in the West Midlands are a key to unlocking improved network performance for all road users. Tackling congestion included improvements to buses and their infrastructure, traffic management measures on red routes to improve journeys, and co-ordinated programme of measures on key congestion target routes.

3M's Commitment to Road Safety:

The road safety commitment which 3M has both for and among its workforce was outlined, together with projects involving wider communities and members of the public.

Manual for Streets 2: The motivations behind this document and its main areas were summarised, prior to publication.

Barclays Cycle for Hire Scheme in London: The early feedback and analysis of this scheme were outlined. It had already achieved significant levels of use and appeared not to be having immediate impact on risk to road users.

Linking Safer Streets to the New Planning Agenda:

A brief history of Living Streets (previously known as the Pedestrians' Association from 1929 to 2001) was given. The key priorities and campaigns include tackling pavement parking and encouraging safe active travel to school. A focus for 2011 is the walkable neighbourhood agenda, which aims to encourage communities to assess the local environment.

The Effectiveness of Speed

Cameras: Richard Allsop outlined his report on the effectiveness of speed cameras which had been commissioned by the RAC Foundation. He outlined how he used previous studies including a 4 year evaluation, coming to the conclusion that without cameras there would be 800 additional KSI injuries each year.

Rural Road Safety Demonstration Project:

A presentation was made on the Beacon Councils project, involving Devon, Lincolnshire, Northamptonshire, and Norfolk, which was a the safety of rural roads. Schemes included education, enforcement and engineering measures. A full report on the four councils' programmes will be published soon.

Future Meetings

Important topics agreed for future meetings were:

The psychology of road sharing – is it important what roads users think of each other?

Assessing 'accidents waiting to happen' and 'what could have happened' – road danger reduction.

Barbara Sabey

Chair

June 2011



Road User Behaviour Working Party Report (RUBWP)

Representatives on the Working Party

Membership of the Working Party comprises a number of organisations interested in improving road user behaviour and vulnerability. These include advocacy groups (RoadPeace, CTC, and the BMF), road user groups (AA and GEM), local authority organisations (RoadSafety GB and AIRSO) and the insurance industry and police service.

This Year

We have had a variety of meetings in the past year. Arguably one theme running through them has been government rejection of expert advice. In September we heard from Sir Peter North about his review on drink-driving and drug-driving commissioned by the former Secretary of State for Transport and delivered to the current Secretary of State. Sir Peter presented a concise summary of his report. He had focussed on the need for an evidence base for recommendations. He summarised his methodology and recommendations, relating them to this focus on evidence. It was noted that, although both drink drive law and drug drive law are complex areas, the case against drinking and driving is far more clear cut as a result of the large evidence base. The Working Party was highly sympathetic to the approach and supportive of Sir Peter's recommendations. However, as we know, the government has decided not to lower the legal limit. While a new lower limit is off the political agenda for the moment, it will no doubt return.

The meeting in January was more focussed on recent research. We met at TRL and had presentations on TRL research on Self-Explaining Roads and on a systematic approach to implementing treatments on problem bends as tested on the A377. We also heard from the Devon Drivers Centre and the University of

Plymouth about their review on Young and Emerging Drivers.

This report is particularly targeted at education, training and publicity (ETP) measures to reduce young driver risk, which of course continues to be an area of serious concern. The report gives guidance on measures such as parent-driver agreements, and ways to enhance vehicle handling and control skills, as well as to raise awareness of risky behaviour by encouraging reflection and improve attitudes to driving.

We also discussed the House of Commons Transport Committee response to North review on drink and drug driving law. The committee went beyond the North recommendation of an alcohol limit of 50mg alcohol per 100ml blood and recommended a reduction to 20mg alcohol per 100ml blood in the long term. There was some concern that this might give the government an option of no change.

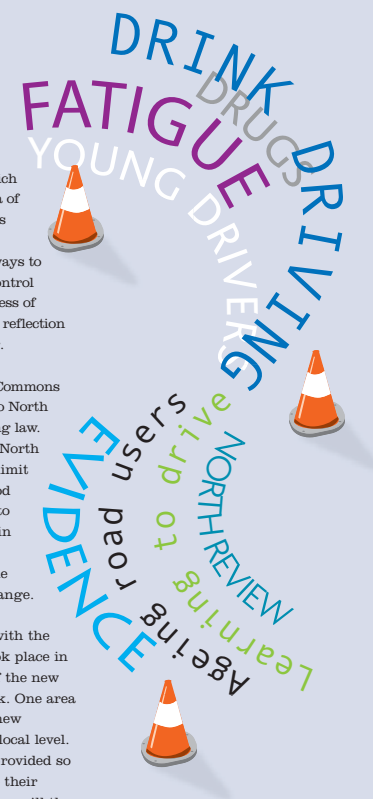
The final meeting, a joint one with the other road working parties, took place in May after the announcement of the new road safety strategic framework. One area of concern was about how the new framework will be applied at a local level. How will the evidence base be provided so that local authorities can judge their performance and be judged? How will they be motivated to prioritise road safety in the absence of targets? There were also concerns about how the police will manage the increasing burden that has been placed on them.

Clearly in this new environment there are new challenges for FACTS, but perhaps also new opportunities.

Oliver Carsten

Chair

June 2011





Vehicle Design Working Party Report (VDWP)

Representatives on the Working Party

Working Party membership represents a variety of organisations: AA Motoring Trust, The University of Birmingham, British Motorcyclists' Federation, Brunel University, IMECHE, Cranfield Impact Centre, Ford Motor Company, the House of Lords, ITAI, MIRA, ROSPA, ABI, Thatcham, TRL Ltd. and Loughborough University.

This Year

The Working Party's year began by meeting researchers working on projects to explore new vehicle technologies, including how technologies may influence road user behaviour. Systems currently under test include those intended to provide additional driver support in, for example, route navigation, speed alert or green driving. It was seen that field trials, with volunteer drivers, are increasingly used to study how drivers use technologies and to look at how, for example, drivers may be distracted. The Working Party believes that these observations based on real-world driving will help answer questions relating to the potential benefits offered to drivers and other road users by new technologies versus the possibility for unforeseen impairment of the driving task. More generally, field trials offer the potential to help better understand the needs of the driver in real and varied driving conditions, while also examining how drivers use and are affected by new technologies, for better or worse. The group were therefore pleased to see this new activity underway and will be keen to study the first results.

In the field of motorcycle safety, the group also examined new ideas for combined braking and forward looking collision sensors that have been recently demonstrated. While some way from the market place, these developments are of considerable interest.

The working party have been discussing low emission vehicles, a topic given additional focus by government funding offered to encourage vehicle sales, and on-going work will track safety developments and any related issues.

Finally, the working parties at PACTS also came together at a meeting to examine current work looking at how computer systems could link vehicles to each other and to the infrastructure. So-called co-operative systems aim to keep a balance between safety, efficiency and environment. As for the new vehicle systems examined earlier in the year, this new technology promises enhanced road safety benefits, although it will be important to be sure road users are not at any increased risk if they rely too much on the new technologies. Here also the group are keen to examine where and how policy makers and safety engineers might work together to make the best technology choices for casualty reduction.

Julian Hill
Chair
June 2011

TECHNOLOGY

SPEED
Safe Design
TECHNOLOGY
Greener vehicles
ALERTNESS MONITORING
Greener vehicles DRIVER AIDS
SPEED
Technology
Safe Design
ALERTNESS MONITORING

DRIVER AIDS

ALERTNESS MONITORING

Honorary Treasurer's Report

As a registered charity (charity number 1068607), PACTS is required to publish its annual accounts according to guidance produced by the Charity Commission. The detailed accounts, the views of the independent examiner of accounts and the review of the year by the Trustees are submitted to the Commission and can be accessed via the Commission's website (www.charity-commission.gov.uk) I would strongly urge anyone interested to visit the site to read our full submission. This can be accessed by entering either the charity's name or the number given above.

The significance of charitable status is not in the day to day running of the charity but in the additional level of public accountability that charitable status brings with it. In maintaining their stewardship, the Trustees must ensure that all of the activities undertaken or considered by PACTS are linked to the achievement of our agreed charitable objective: To protect human life through the promotion of transport safety for the public benefit. As a result of this, over the last two years, we have considered the public benefit that the charity can achieve and attempted a definition of "transport safety". We have also regularly reviewed our risks policy in order to ensure that we are well placed to meet any challenges.

That said, charitable status does enable us on occasion to receive gifts or donations through Gift Aid and to take advantage of charitable rates for bookings, printing or other services. I am grateful, for example, to those who used the Gift Aid facility to donate to the bike ride that Ellie undertook on PACTS' behalf last July. I am also grateful to those who have made unrestricted donations via Gift Aid during the course of the year.

In terms of the accounts, when the budget was set last year, we knew that it was going to be a tough year and had already

decided to use reserves to balance the budget at the end of the year. I am glad to report that the amount used was less than had been anticipated at £19,367, meaning that our reserves now stand at £60,183. The level of this fund is reviewed annually by the Trustees. In the review this year, we reaffirmed our view that the reserves should be set at an appropriate level to cover both short-term minor setbacks and fluctuations in income and coverage of six months' operational costs and liabilities. Our current reserves are more than adequate for the first of these but we now need to concentrate on building them up again to maintain our position over the next few years.

No-one could avoid the conclusion that the last year has been tough not just for charities but for anyone in both the public and private sectors. In terms of income, we have always sought to maintain a range of income streams in order to minimise risk. However, this year three of the four streams were down: subscriptions by 6%, sponsorship by 40% and conference fees by 47%. This last fall reflects the impact of reductions in the public sector where attendance at conferences has effectively been frozen. In addition, low interest rates have also meant that interest from our reserves has shrunk substantially over the last two years. On the plus side, our income from research grants rose by 26%, reflecting work undertaken with the RAC Foundation and for the Department for Transport.

In terms of expenditure, PACTS has always sought to achieve maximum value for money at minimum cost. Overall, our expenditure was down by 7%. As with all small organisations, the biggest expenditure is on staff salaries and office expenses which accounted for just over 70% of our spending last year. To be effective in the Parliamentary context, a visible office in Westminster is vital.

Storey's Gate offers such a presence and we are always willing to offer a "hot desk" facility should any member wish to take advantage of this.

During the last year 51% of our income came from members' subscriptions and I would like again to thank members for their involvement in PACTS' work and for paying invoices promptly and without question. In a small organisation, prompt payment is always a help with cash flow – a point I am happy to repeat every year.

The full statutory statements of the accounts have been prepared and independently examined. They were adopted by the Trustees at their meeting on July 5. As Treasurer, I have always sought to ensure that patterns of income and expenditure are monitored closely throughout the year to ensure that, where possible, savings are achieved or, at the very least, no increases in spending are incurred on the previous year.

Monitoring is undertaken by the Trustees (meeting three times a year) and by the Management and Finance Committee (meeting at least four times a year). I am grateful to both of these groups for ensuring that our financial structures and processes are subject to scrutiny and for helping with the identification of potential sources of additional revenue. I also maintain a close and regular contact with Rob Gifford between these meetings.

Finally, my thanks go to Gillian (until September), Sally and Luan who have, during the year, ensured that our financial records have been kept up to date and our payments speedily processed.

John C Field
Honorary Treasurer
June 2011

Statement of Financial Activities

INDEPENDENT EXAMINER OF ACCOUNTS STATEMENT TO THE DIRECTORS
OF THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

We have examined the summarised statements as set out below.

Respective Responsibilities of Directors and Reporting Accountants

You as directors/trustees are responsible for the preparation of the summary of financial statements. We have agreed to report to you our opinion on the summarised financial statements' consistency with the full financial statements on which we reported to you on July 5 2011.

Basis of Opinion

We have carried out the procedures we consider necessary to ascertain whether the summarised financial statements are consistent with the full financial statements from which they have been prepared.

Opinion

In our opinion the summarised financial statements are consistent with the full financial statements for the period ended 31 March 2011.

Sargent & Co
Reporting Accountants
194B Addington Road
Selsdon
South Croydon
Surrey CR2 8LD

Profit and Loss

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY
CONSOLIDATED STATEMENT OF FINANCIAL ACTIVITIES
 (INCLUDING INCOME AND EXPENDITURE ACCOUNT)
FOR THE YEAR ENDED 31 MARCH 2011

	Unrestricted Funds £	Restricted Funds £	Total Funds 2011 £	Total Funds 2010 £
Incoming Resources				
Subscriptions	101,930	-	101,930	108,490
Voluntary Income	13,607	17,000	30,607	24,112
Conference Fees	23,351	-	23,351	38,279
Sales and other Income	8,511	-	8,511	1,376
Activities for generating funds:				
Commercial Trading Operations	17,000	-	17,000	29,000
Interest Receivable	754	-	754	2,448
Total incoming resources	165,153	17,000	182,153	203,705
Cost of generating funds:				
Promotion and Publicity	3,333	-	3,333	2,309
Costs of generating Trading Income	8,221	-	8,221	8,242
Charitable Activities	165,901	17,000	182,901	196,181
Governance	7,065	-	7,065	6,662
Total resources expended	184,520	17,000	201,520	213,394
Net income/expenditure	(19,367)	-	(19,367)	(9,689)
Funds transferred	-	-	-	-
Net movement in funds	(19,367)	-	(19,367)	(9,689)
Total funds brought forward at 1 April 2010	79,550	-	79,550	89,239
Total funds carried forward at 31 March 2011	60,183	-	60,183	79,550

Balance Sheet

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY
CONSOLIDATED BALANCE SHEET AS AT 31 MARCH 2011

	£	2011 £	£	2010 £
Fixed Assets				
Tangible Assets		-		105
Investment in subsidiary company		2		2
		2		107
Current Assets				
Debtors	90,847		108,593	
Cash at Bank and in hand	94,990		95,588	
		185,837		204,181
Creditors:				
Amounts falling due within one year		(125,656)		(124,738)
Net Current Assets		60,181		79,443
Net Assets		60,183		£79,550
Funds				
Restricted Funds		-		-
Unrestricted Funds		60,183		79,550
Non Charitable Trading Funds		-		-
Members Funds		60,183		£79,550

The financial statements, which have been prepared in accordance with the Special Provisions of Part VII of the Companies Act 1985 applicable to small companies were approved by the Board on 5th July 2011 and signed on its behalf.

Full Membership

Associates

Tony Allsworth
Professor Richard Allsop
Stephen Collier
Neil Corre
Professor Andrew Evans
John Field
Roland Graham
Elliot Griffiths
Tom Hall
Di Haigney
Ian Hamill
Mark Jones
Chris Lines
Rev Patrick McEune
Kate McMahon
C G B Mitchell
Robert Moreland
David Morris
Linda Mountain
Will Murray
John Plowman
Peter Russell
Barbara Sabey
Rob Salmon
Melvyn Sears
Michael Selfe
David H T Smith
Vicki Stone
Robert Tunbridge

Institutions

Association of Industrial Road Safety Officers (AIRSO)
Institute of Traffic Accident Investigators
Institution of Mechanical Engineers
Institution of Highway Engineers
The Chartered Institution of Highways & Transportation
Institution of Lighting Professionals

Local Authorities

Birmingham City Council
Buckinghamshire County Council
Borough of Telford and Wrekin
City of Bradford
Hampshire County Council
Lancashire County Council
Leeds City Council
Lincolnshire Road Safety Partnership
London Borough of Camden
Norfolk Road Casualty Reduction Partnership
Nottingham City Council
Southampton City Council
Surrey County Council
Transport for London, Road Safety Unit
Transport for London
West Sussex County Council

Campaigning Organisations

20's Plenty for Us
Age UK
Campaign for Better Transport
GEM Motoring Assist
RoadPeace
RoadSafe
RoSPA
Scottish Accident Prevention Council

Insurance

Aviva
Association of British Insurers
Esure
Motor Insurers' Bureau
Thattham (MIRRC)

Medical and Health

ALAC Unit (NHS Wales)
British Medical Association

Trade Unions & Professional Organisations

ADEPT
BALPA
GAPAN
Motorcycle Industry Association
Motor Schools Association of Great Britain
Road Safety GB
Road Safety Markings Association
Society of Operations Engineers
Unite

Research

Birmingham Accident Research Centre
Cranfield Institute for Safety, Risk and Reliability
Loughborough University,
Vehicle Safety Research Centre
MIRA Ltd
Surrey University,
Postgraduate Medical Centre
Brunel University,
Institute for Ergonomics & Human Factors
University of Leeds,
Institute for Transport Studies
University of Southampton,
Transportation Research Group
Safer Roads Foundation

User Groups

Air Transport Users' Council
Association of British Drivers
British Horse Society
British Motorcyclists' Federation
CTC
Institute of Advanced Motorists (IAM)
London Travel Watch
Motorcycle Action Group
Passenger Focus
The AA
The Caravan Club

Corporate

3M UK plc
Arval
Association of Train Operating Companies
Buchanan Computing
Concateno plc
Cross Rail
DBDA
Fleet Support Group
FMG Support
Michelin Tyres
Network Rail
Olympus Keymed Ltd
Rail Safety and Standards Board
Railway Industry Association
RedSpeed International
Respironics UK
Volvo Car UK Ltd
Vysionics ITS Ltd
Young Marmalade

Legal

Motor Accident Solicitors Society

Police and Fire

Avon Fire Service
Association of Chief Police Officers
Chief Fire Officers' Association
Essex Police Authority
Gloucestershire Police Authority
Kent Fire & Rescue Service
Metropolitan Police
Police Federation of England & Wales
Police Service of Northern Ireland
Police Superintendents' Association of England & Wales
Road Safety Support
South Yorkshire Police
Staffordshire Police
Strathclyde Police
Thames Valley Police
West Midlands Fire Service

Transport Consultants

A Luck Associates
Greensafe
Lloyd Morgan Group
Network Road Safety Ltd
Parsons Brinckerhoff
Risk Solutions
Transafe Network
Stilwell Road Safety Ltd
White Young Green

Training Providers

A20m
Drivewise (Keston) Ltd
GoSkills
The TTC Group

Parliamentary Membership

David Amess MP	Southend West
Peter Bottomley MP	Worthing West
Tom Brake MP	Carshalton and Wallington
Julian Brazier MP	Canterbury
Richard Burden MP	Birmingham Northfield
Louise Ellman MP	Liverpool Riverside
Jim Fitzpatrick MP	Poplar and Limehouse
Mark Lazarowicz MP	Edinburgh North and Leith
John Leech MP	Manchester Withington
Anne McIntosh MP	Thirsk and Malton
Andrew Miller MP	Ellesmere Port and Neston
Meg Munn MP	Sheffield Heeley
Barry Sheerman MP	Huddersfield
Rt Hon Andrew Smith MP	Oxford East
Joan Walley MP	Stoke-on-Trent North

Lord Bradshaw
Earl Dundee
Baroness Gardner of Parkes
Baroness Scott of Needham Market
Viscount Simon

This does not represent a comprehensive list of PACTS' Parliamentary members.

These are the Parliamentarians listed on the Register of All-Party Groups maintained by the House of Commons.

Governance

Trustees

Barry Sheerman (Chairman)

Labour MP for Huddersfield
Founder Member of PACTS

Professor Richard Allsop OBE

Professor Emeritus of Transport Studies
at the Centre for Transport Studies,
University College, London

Dawn Boyfield MBE

Chairman, dbda

John Field

Honorary Treasurer,
Consultant in Transport Systems

John Plowman

Former Director of Road Safety at
the Department for Transport

Cllr Judith Rowley

Councillor, Wolverhampton Metropolitan
Borough Council

Nick Starling

Director of General Insurance,
Association of British Insurers

Iain Stewart MP

MP for Milton Keynes South
Member of the Transport Select Committee

Parliamentary Officers

Co-Chairmen

Peter Bottomley

Conservative MP for Worthing West

Jim Fitzpatrick

Labour MP for Poplar and Limehouse

John Leech

Liberal Democrat MP for Manchester
Withington

Vice Chairs

Lord Bradshaw**Viscount Simon**

Secretary

Barry Sheerman

Labour MP for Huddersfield

Working Party Chairs

Aviation Safety Working Party**Robert Gifford**

Executive Director, PACTS

Road Environment Working Party**Barbara Sabey**

Consultant

Former Head of Road Safety Division, TRL

Road User Behaviour Working Party**Professor Oliver Carsten**

Professor of Transport Safety
Institute for Transport Studies,
University of Leeds

Rail Safety Working Party Report**Professor Andrew Evans**

Emeritus Professor of Transport Risk
Management, Department of Civil and
Environmental Engineering,
Imperial College London

Vehicle Design Working Party**Julian Hill**

Senior Research Fellow, Transport Safety
Research Centre, Loughborough Design
School, Loughborough University.

Staff

Robert Gifford

Executive Director

Naomi Baster

Policy and Research Officer

Sally Le Marquand

Communications and Conference Manager