Annual Review 2012/13
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 – 2015

To act as an advocate for research-based change in order to shape policy development in transport safety

To strongly encourage and promote the integration of transport safety considerations across the breadth of relevant policy development

To be the recognised independent authority on transport safety for Parliamentarians, practitioners and the media

To encourage and support those working in transport safety by raising their awareness of the issues and challenges facing their sector

To be an active partner in the UN Decade of Action for Road Safety by fostering the development of high quality research and researchers to undertake it

Introduction

As I have been in post only since January, this report largely covers the past year under my predecessor, Robert Gifford.

As the new boy on the PACTS block, I have had the privilege of meeting many of the PACTS members and others associated with PACTS and transport safety. The overriding message that I have received is that there remains a unique and important role for PACTS to fulfil and there is widespread support for what we do and for us to do more. The PACTS Directors have made it clear that they want PACTS to be ambitious. I hope you will agree that 2012/13 was another year in which PACTS rose to the challenge.

The safest year ever?

PACTS objective is to “To protect human life through the promotion of transport safety for the public benefit”. During 2012, PACTS raised concerns that in 2011, for the first time since 1996, the number of road deaths in GB had risen, coinciding with cuts in spending on road safety and the Government’s apparent low priority for road safety, in favour of “ending the war on the motorist”, described by Professor Richard Allsop as a “pause” in the non-party political commitment to targeted casualty reductions that held since 1987.

As I write (June 2013), the reported road casualty data for GB for 2012 have just been released. The number of deaths fell to 1,754 - the lowest figure since national records began. Most categories of non-fatal road casualties also fell relative to the previous year and to the 2005-09 baseline. This was echoed across much of Europe. The comprehensive annual report from the International Road Safety Forum found that 2012 had the lowest number of fatalities on record for most OECD-IRTAD countries. British railways also recorded another year of good safety standards, the safest in Europe according to an EC report. Meanwhile, IATA reported that 2012 was the safest year on record for airline passengers: there were three fatal crashes of Western-built passenger jets in 2012, and none of these occurred on any of IATA’s 240 member airlines.

No doubt there will be disputes about the exactness of the figures and their interpretation. For one thing, the number of deaths does not tell the whole story when so many people continue to sustain serious injuries on the roads. And of course, safety is a much broader concept than the absence of death and injury alone. The fear of injury from motor traffic is a deterrent to walking and cycling and to the freedom of children. The casualty figures for cyclists and pedestrians are less impressive and the absence of rate-based measures means we have only part of the picture. This should be clearer when the DfT publishes the full results in September.

None-the-less, these figures must be welcomed. The reasons for these significant reductions are several and not all are directly related to safety measures – the economic downturn has played a large part in relation to road casualties – but they are something of which the transport safety community should be proud and which it should celebrate. They show what can be achieved by well-designed and sustained interventions and a safe systems approach. They also show how much more can be achieved, particularly in the field of road safety.
In July, the Select Committee published its report Road safety on the Government’s Strategic Framework for Road Safety. This followed an inquiry to which PACTS provided written and oral evidence on behalf of 15 organisations. The Committee expressed its concern that casualties had increased in 2011, for the first time since 1994. It called on the Government to provide an explanation. The Committee called for stronger political leadership on road safety but decided against recommending national casualty reduction targets. It drew particular attention to the safety of young drivers and cyclists, noting that young driver safety was not adequately reflected in the road safety strategy.

The Government responded in October to the Committee’s report, highlighting amongst other things its efforts to reduce risks to young drivers and to reduce insurance premiums. In September, the appointment of the new Minister for Road Safety and Transport was announced. He has been a consistent advocate for evidence-based policy, and is a key player in the Government’s efforts to improve road safety.

The appointment of the new Minister also marked the end of the McNulty Inquiry into Rail Safety. The McNulty Report, published in 2011, had recommended a range of measures to improve rail safety, including increases in funding for rail safety, the introduction of new technologies, and improvements in the regulation of the industry. The Government has responded to the McNulty Report by announcing a number of measures to improve rail safety, including funding increases and the introduction of new technologies.

In addition to these developments, the Select Committee also published its report on the Government’s response to the PACTS inquiry into Road Safety. The report highlighted the need for more resources to be dedicated to road safety, and for the Government to take a more proactive role in promoting road safety measures.

The Select Committee also expressed its concern that the Government was not taking sufficient action to address the rising number of road casualties. It called on the Government to take urgent action to address this issue, and to ensure that the necessary resources are available to support its efforts.

In conclusion, the Select Committee recommends that the Government should take urgent action to address the rising number of road casualties. It also recommends that the Government should provide the necessary resources to support its efforts, and that the industry should work closely with the Government to develop and implement effective measures to improve road safety.
Road Environment Working Party Report (REWP)

Representatives on the Working Party

The Road Environment Working Party (REWP) contains members from a wide range of organisations: Urban and rural highway authorities (Hertfordshire, South Gloucestershire, and Transport for London), professional bodies (CIHT, DfT, road safety consultants (TMS, Amey, TRL, Adducos Services, Stilwell Partnership, Urban Initiatives, Alex Luck, Rob Salmon and Chris Lines), road user groups (AA, ADEPT, British Horse Society, CTC, Sustrans, RoadPeace, Road Safety Foundation, MAO, RSTA), and Universities (UCL).

This year has seen a slightly modified structure to the meetings – Part 1 for presentations and Part 2 to discuss current issues relevant to PACTS and road safety generally.

Activities this year

There have been two REWP meetings and one joint meeting with the vehicle safety WP.

The first REWP meeting on 30th October 2012 had a presentation on road risk.

Unfortunately Jo Marden from iRAP was unwell and unable to attend to give her presentation. She had provided PowerPoint slides, so with grateful thanks to Rob Salmon, the group went through the slides and discussed. Points which arose included:

- Although there has been an improvement in road risk, it is important to note that not all roads are improving at the same speed. There is a natural gap occurring between motorways and single carriageways.

- Road maintenance should be led by standards, not by the funding available. There was also a discussion about the difference between traffic in different areas, e.g. tourist vs. everyday driving.

The presentation was followed by a discussion and update from PACTS. This included the PACTS response to the consultations on the DfT Speed Limit Circular: the TRL London Road Safety Plan; the Government Response to the Transport Committee inquiry into road safety; and the APFO inquiry into cycle safety which will be launched in November.

The second REWP meeting on 24 January 2013 had two presentations on motorcycle safety.

The first was by Craig Carey-Clinch who presented an overview of motorcycling and the safety of motorcycling in the UK today. There are approximately 3.5 million licence holders, up to 1.5 million regularly ride, and motorcycles account for 1-3% of traffic. And although overall casualty trends are improving, there was a worrying reversal in 2011.

Craig noted a lack of leadership with regard to safety and there was a general feeling that an opportunity to improve the motorcycling driving test had been missed. He outlined a number of holistic measures to improve motorcycling safety, including the need for a safety vision, with clearly defined mission and goals.

The second was by Matt Pickard from Derbyshire on the Local Authority Perspective. Matt illustrated the extent of the issue in Derbyshire with the following figures: Motorcycles account for 2% of road use and 33% of all KSI (2011). Perhaps surprisingly, 66% of bike KSI casualties live in the county. On the worst roads in summer, 91% of KSI are motorcycles. Matt outlined education, enforcement and engineering interventions, and Derbyshire has seen a 39% reduction in motorcycle KSI (from 2003/5 baseline).

In the General discussion the following were mentioned:

- PACTS is undertaking a strategic review, and part of this will involve considering the remit and structure of the working parties.

- Managed motorways consultation: this was thought to be a logical progression, no need for PACTS to respond.

- Integrated Transport Block consultation: Members were more cautious on having a performance based element. It was thought PACTS should support the incentives in general but warn about the details and calculations, as well as urging careful monitoring.

- Pedestrian crossings – pelican vs puffin in terms of safety levels, and the case for more harmonization.

Joint meeting with the VSWP on 30th May 2013

The first part of the meeting consisted of presentations by each of the working party chairs, on the topic of pedestrian safety. Chris Lines presented the casualty statistics and noted that four times as many pedestrians were killed than cyclists in 2011. He showed how London had used 20mph zones effectively. Oliver Carsten compared UK performance to other countries, and noted that the Netherlands is the only country in the EU which has a higher number of cyclist deaths than pedestrian deaths. He concluded that more needed to be done for pedestrian safety, particularly on rural roads and speed.

Julian Hill showed how accident data could describe scenarios and help design and test technologies. He also showed the potential benefits for pedestrians of active and passive safety systems. Discussions followed, which covered pedestrian behaviour as well as driver behaviour. Alcohol is an important element in pedestrian safety, as is (we suspect) distraction.

On the topic of distraction, Naomi Baster gave an overview of a new product which may have implications for road safety. Google glass, a head-mounted display, was be on general sale at the end of the year and in West Virginia is the first state in the US to ban this while driving. It was suggested that PACTS should bring this to the attention of MPs.

Naomi Baster told members about a new PACTS Network she is setting up, for transport safety professionals in their early-mid career. This will enable PACTS to identify ‘the next generation’ and help maintain knowledge and expertise in the sector, while the network will provide peer support to members and the opportunity to make new contacts. Please contact Naomi if you have colleagues who may be interested.

Oliver Carsten led a discussion on the role and structure of the working parties, which found that the idea of themed meetings was popular. Therefore the next meeting will be held on the 12th September, and will include separate meetings for each of the road working parties, followed by a joint meeting on a specific topic. David suggested that the working parties should take a greater role in helping to steer priorities for PACTS campaigns.

The REWP Chair also attended Traffex on 17 April on behalf of PACTS.

Future meetings

Providing good crash data remains as a topic that is even more important in times of low funding, so it might be timely to get an update on the Road Safety Observatory and how the DfT is going to make better crash data available to road safety professionals.

Chris Lines
Chair
June 2013
The Road User Behaviour Working Party (RUBWP) continues to have an active, committed and lively membership, covering the training sector, motoring organisations, road user groups such as motorcyclists, cyclists and horse riders, the police, local authorities, TRL academics and individual consultants. Meetings are well attended.

Activities this Year

A major focus in the past year has been on young and newly qualified drivers. In September we heard from Simon Rewell of Buckinghamshire County Council about test driver training. Simon Rewell presented how his company uses “Pay How You Drive” insurance to offer drivers caravans as well as sticks. They target young drivers and he said there were new evidence of a safety culture emerging, with clients competing to gain the most bonus miles (i.e. coverage for additional miles) which are allocated to those who drive well. The black box can also act as an accident alert, as it alerts the provider’s service centre when there are impacts on the vehicle.

June Howlett said that Buckinghamshire had won funding for a subsidised plus scheme and designed “Get in Gear”, which consists of a two-hour long support group and four hours of in-vehicle driving. Though many driving instructors applied to provide the practical driving lessons, only a small percentage were found to have a suitable level of skills. Over 500 people have completed the course and Buckinghamshire are now looking for some action from Government, focussing on quality control and consistency in such training. She also wanted the insurance companies to recognise courses based on those principles, which would encourage more drivers to take further training. The working party suggested that in those cases of interventions studying the before and after data would be interesting. It was suggested that more should be done to bring together insurance companies and academics to exploit the plentiful data on driver behaviour. It was also noted that so far, telematics insurance is aimed at privileged younger drivers who have their own cars. Therefore this does not tackle those in disadvantaged areas who may be at more risk on the road, or those who choose to drive uninsured.

At our January meeting we focussed on newly qualified driver safety. Sarah Jones of Cardiff University presented her work on Graduated Driver Licensing (GDL), a model that has been widely adopted in North America and elsewhere. In the UK young drivers (17-24) are almost three times over-represented in fatalities, and risk is particularly high in the first 6 months after passing the test and often involved serious harm to passengers. Sarah defined GDL as a period of learning followed by an intermediate phase where new drivers are not given permission to drive in certain situations. In the intermediate phase there are prohibitions against night-time driving and carrying passengers and zero tolerance for alcohol. From analysis of various jurisdictions, it can be seen that typical benefits are in the range of a 4 to 60% decrease in casualties among newly qualified drivers, with a Cochrane review indicating only positive results.

The discussion that followed raised a number of points, but the broad conclusion was that the Working Party was overwhelmingly positive about recommending GDL for Great Britain. The Working Party agreed that it should help PACTS to produce a policy paper on GDL with Sarah as a major contributor. The outcome was the PACTS policy paper on GDL issued in April. Getting young drivers back on the road in safety. This can be considered a notable output of Working Party effort.

In May, we had our annual joint meeting with the other road working parties. This year the primary topic was pedestrian safety in line with UN Global Road Safety Week. There were presentations from each of the working party chairs covering aspects of the UK’s relative under-performance, as well as solutions such as 20 mph zones. On the vehicle designs side, both active and passive safety systems could be of benefit to pedestrians. Paul Fy e.g. summarised upcoming changes to Euro NCAP in the area of procedures for pedestrian protection assessment. Automated Emergency Braking systems will be rewarded with points but not at the expense of passive protection.

We also reviewed the role and structure of the road working parties. The plan is that in future we will hold more themed meetings focusing on the one on pedestrians.

Issues for the coming year

In the coming year we will now doubt return to the issues of GDL and the risk to newly qualified and young drivers. With the other working parties, we could extend the discussion on pedestrians to looking at cycling from multiple perspectives.

Professor Oliver Carsten
Chair
June 2013

The Vehicle Design Working Party (VDWP) membership represents a variety of organisations: AA, Association of British Insurers, the University of Birmingham, British Motorcyclists’ Federation, BikeSafe, Cranfield Impact Centre, Department for Transport, Transport for London, Ford Motor Company, the House of Lords, ITAI, MIRA, NSPCC, Thatcham, TRL Ltd and Loughborough University.

Activities this Year

The Working Party year began with a meeting at Loughborough University in January. The group looked at the latest findings from field operational tests of aftermarket and nomadic devices. The work of the European TeleFOT project shows the value of pedestrian accident scenarios using the UK in-depth accident data; rear car-seat pedestrian protection measures to the UK’s relative under-performance. This indicates potential benefits offered by AEB systems if collisions can be avoided. However, head contacts on the vehicle resulted in a majority of the more serious casualties. An on-going objective will be to keep pedestrian protection measures to the fore, maintaining attention given to this important casualty group during the UN Global Road Safety Week. AEB and external airbags are different solutions promising improved protection possibilities for pedestrians and other vulnerable road users. Additionally, AEB offers casualty reduction possibilities for other types of collisions and road users, for example, the avoidance of collisions causing neck strains or whiplash. The development and effectiveness of these technologies will therefore be monitored and considered while considering ways to encourage their deployment as may be appropriate and timely.

Julian Hill
Chair
June 2013

The Vehicle Design Working Party (VDWP) continues to have an active, committed and lively membership, covering the training sector, motoring organisations, road user groups such as motorcyclists, cyclists and horse riders, the police, local authorities, TRL academics and individual consultants. Meetings are well attended.

Issues for the coming year

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Julian Hill
Chair
June 2013
Representatives on the Working Party

The Working Party noted that the rail industry had traditionally focused its efforts on the safety of passengers, and the safety of workers on the railway, because that’s where the numbers are. However, the industry now needed to assess the extent of the risk posed to the safety of its workforce, and to reduce this risk.

The second, on 15 January 2013 heard presentations from Graham Smith (Rail Delivery Group), John Cartledge (Passenger Focus/London TravelWatch), and Andy Wallace (RSSB).

Graham explained the role and structure of the Rail Delivery Group, which is evolving into the leadership body for the industry, bringing together CEOs of passenger rail owning groups, the major freight operators and Network Rail. Discussion followed on reliability and performance. As the issue was often put on the ‘too difficult’ pile, it requires pressure from all three sides, and a holistic view. However the Working Party recognised that to redesign all platforms was beyond reasonable practicability.

The third meeting, on 15 May 2013, received an update from John Abbott, RSSB, on the on-going work on work-related road traffic risk in the rail industry.

John noted that there had been a well-attended and constructive industry meeting on the issue of platforms/train interface risks.

It also heard a presentation from Simon French (RAIB) on the safety issues emerging from the RAIB’s investigations into railway accidents. Simon suggested that level crossing risk continued to be a high priority, as did the safety of track workers. There were also issues around standards of track maintenance, and the on-going integrity of embankments and cuttings, particularly in the light of climate change – heavy rain particularly.

Amongst a number of other safety concerns, the AIB is the rapid adoption by airlines and pilots of electronic flight bags (EFBs) for almost every aviation purpose. While the advantages of EFBs are manifold and manifest, they come with their own set of risks and threats. These were the subject of a presentation in March 2013. The AIB is working to draw people’s focus to these threats and a presentation “EFB Friend or Foe” by aviation safety consultant Nigel Johnstone at the Palace of Westminster in March.

Representatives on the Working Party

The Aviation Safety Working Party holds joint meetings with the UK Air Safety Group, a separate, independent and longer-established body.

During the year, the item on which the group focused was the European Aviation Safety Agency’s (EASA’s) proposed regulations regarding airline crews’ Flight Time Regulations (FTLs) and the prevention of fatigue on the flight-deck. The UK will not have an opt-out on these proposed FTLs – but, in the view of the AIB, they are clearly a significant step away from the present protections offered to UK crews by CAP371 - a document copied the world over and held to be the yardstick by which all other fatigue prevention schemes are measured. The UK’s CAA has stated the EASA scheme is ‘broadly equivalent’ to CAP371. However, the AIB has repeatedly cautioned against the adoption of EASA’s scheme until such time as more scientific evidence is obtained.

Amongst a number of other safety concerns is the AIB’s response to the proposed August 2014 UK Air Safety Working Party meeting on the August 2014 UK Air Safety Group intends to hold further joint meetings with the AIB at Westminster, open to Members of the Commons and the Lords, on topical matters of aviation safety.

Captain Chris Seal
Chair
June 2013
As a registered charity (charity number 1086697), 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. The full details can be found by entering either the charity’s name or the number given above using the site’s Search function.

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 exercising their stewardship, the Trustees must ensure that all of the activities undertaken or considered by PACTS is 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 registered charity (charity number 1068607), PACTS is required to publish its annual accounts according to guidance from the Commission and can be found on the Commission’s website.

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 three month’s operational costs and liabilities. Our current reserves are adequate for the first of these but we now need to concentrate on building up the second part of our reserve commitment. No-one could avoid the conclusion that the last year has been tough yet again, not just for charities but for anyone in the public and private sectors. In terms of income, as members will know, we have always sought to maintain a range of income streams in order to minimise risk.

Overall this year our income fell by 3%. Trustees decided to keep subscription rates unchanged and to concentrate on retaining and attracting members. Despite this, subscriptions were down 12%. PACTS still has over 100 member organisations, too numerous to mention here but listed on the website. Membership subscriptions are vital to PACTS and I want to thank all members for their continued support in these difficult economic times. That so many of you remain members and that new organisations continue to join is a testament to the relevance of PACTS and its benefits to members in the public and private sectors.

I am pleased to report that conference income increased for the second year running, this year by 24%. This reflected the additional conference undertaken in partnership with Brunel University and the number of delegates attending the conferences. The increase in conference attendance is welcome given the need to maintain the knowledge base of the transport safety profession. However, this is a competitive area and this income stream remains challenging. I am grateful to our excellent speakers, sponsors and delegates who have supported these events. Sponsorship of our conferences and the Westminster Lecture are crucial to PACTS finances and I would particularly like to thank Volvo Car, Direct Line Group, and Robert Bosch for their valuable support. Grants and donations also increased, by 2%, and we are grateful to the donors, including ASEPT, The Aselden Trust, Bess Jeffreys Road Fund, British Cycling, and GRM Motoring Assist.

In terms of expenditure, PACTS has always sought to achieve maximum value for money at minimum cost. Overall our expenditure fell by 3% over the year, the fifth year in a row that we have cut our costs. I am grateful to member organisations who have kindly allowed PACTS to use for their premises for working party meetings and other purposes at no charge. These include ABI, ATOC, CIHT, Loughborough University, Passenger Focus and Thatcham.

A number of measures are in hand to boost income for the coming year, to control costs and to improve efficiency. The priority will be to increase income in line with the ambitious direction set for PACTS by the Trustees. During the year, we intend to introduce full online payment which should improve convenience for our members and release PACTS staff to do more productive tasks. The renegotiation of our office lease has lead to a reduction in rent until 2018 when it expires. As a prudent organisation, we will continue to focus on cutting costs.

As in past years, may I take this opportunity to thank all PACTS’ members for their continuing support of the organisation and for their swift payment of outstanding invoices. The finances of PACTS are regularly considered by the Management and Finance Committee which provides a helpful talking point against which to measure progress. I am grateful to the members of this group for taking this role seriously.

Finally, I would also like to thank Sally Le Marchand, Michael Ray and Alison Sargent for the work that they have done this year to ensure that our finances have kept on track. This is a crucial undertaking for a small organisation.

John C Field
Honorary Treasurer
June 2013
**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 2013**

<table>
<thead>
<tr>
<th>Unrestricted Funds</th>
<th>Restricted Funds</th>
<th>Total Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
</tr>
<tr>
<td></td>
<td>2013</td>
<td>2012</td>
<td></td>
</tr>
</tbody>
</table>

**Incoming Resources**

- Subscriptions: £88,283
- Voluntary Income: £12,601
- Conference Fees: £37,559
- Fees and other Income: £12,601
- Activities for generating funds: £15,000
- Commercial Trading Operations: £15,000
- Interest Receivable: £446

**Total incoming resources:** £153,889

**Cost of generating funds:**

- Promotion and Publicity: £810
- Costs of generating Income: £8,645
- Charitable Activities: £159,649
- Governance: £8,378

**Total resources expended:** £177,482

**Net income/(expenditure):** (£23,593)

**Funds transferred:** £0

**Net movement in funds:** (£25,593)

**Total funds brought forward at 1 April 2012:** £41,391

**Total funds carried forward at 31 March 2013:** £17,798

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**Balance Sheet**

**THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**

**CONSOLIDATED BALANCE SHEET AS AT 31 MARCH 2013**

<table>
<thead>
<tr>
<th></th>
<th>2013</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Assets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tangible Assets</td>
<td>£330</td>
<td>£660</td>
</tr>
<tr>
<td>Investment in subsidiary company</td>
<td>£2</td>
<td>£2</td>
</tr>
<tr>
<td><strong>Current Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Debtors</td>
<td>£25,368</td>
<td>£39,643</td>
</tr>
<tr>
<td>Cash at Bank and in hand</td>
<td>£66,853</td>
<td>£76,111</td>
</tr>
<tr>
<td><strong>Net Current Assets</strong></td>
<td>£32,221</td>
<td>£115,754</td>
</tr>
<tr>
<td><strong>Net Assets</strong></td>
<td>£25,316</td>
<td>£42,954</td>
</tr>
<tr>
<td><strong>Funds</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restricted Funds</td>
<td>£7,518</td>
<td>£1,563</td>
</tr>
<tr>
<td>Unrestricted Funds</td>
<td>£17,798</td>
<td>£41,391</td>
</tr>
<tr>
<td><strong>Members Funds</strong></td>
<td>£25,316</td>
<td>£42,954</td>
</tr>
</tbody>
</table>

The directors consider that the company is entitled to exemption from the requirement to have an audit under the provisions of Section 477 of the Companies Act 2006. Members have not required the company, under Section 476 of the Companies Act 2006, to obtain an audit for the year ended 31 March 2013. The directors acknowledge their responsibilities for ensuring that the company keeps accounting records which comply with Section 386 of the Companies Act 2006, and for preparing accounts which give a true and fair view of the state of affairs of the company as at the 31 March 2013 and of its loss for the year then ended in accordance with the requirements of Section 396, and which otherwise comply with the requirements of the Act relating to them so far as applicable to the company.

This report has been prepared in accordance with the special provisions relating to companies subject to the small companies regime within Part 15 of the Companies Act 2006 were approved by the Board on 2 July 2013 and signed on its behalf.
Membership

Full Members

20's Plenty for Us
3M UK
Age UK
Alcolock UK
Arval
Association of Train Operating Companies
Association of Industrial Road Safety Officers (AIRSO)
Association of British Insurers
Association of British Drivers
Association of Chief Police Officers
Association of Directors of Environment, Planning and Transport (ADIEPT)
Automobile Association
Avon Fire and Rescue Service
Aviva
British Airline Pilots Association (BALPA)
Birmingham City Council
Buckinghamshire City Council
British Cycling
British Horse Society
British Motorcyclists' Federation
Britpave
Buchanan Computing
CA Solutions
Campaign for Better Transport
Caravan Club
Chartered Institute of Highways and Transportation
Cheshire Fire and Rescue Service
Chief Fire Officers' Association
City of Bradford Metropolitan District Council
Concileo
Continental Automotive Trading UK
Cranfield Institute for Safety, Risk and Reliability
CTC, the national cycling charity
DfT
Essex Police Authority
Fleet Support Group
FMG Support
Gloucestershire Police Authority
GSM Motoring Assist
Hampshire Country Council
Ingees
Insure the Box Ltd Institute of Traffic Accident Investigators
Institute of Highway Engineers
Institution of Lighting Professionals
Institute for Economics and Human Factors
Institute of Advanced Motorists
IPTO World
Jacobs
Lancashire County Council
Lancashire Police
Lancashire Road Safety Partnership
Lloyd Morgan Group
London Travel Watch
Loughborough University, Vehicle Safety Research Centre
Marmalade
MIRA Ltd
Motor Insurance Bureau
Motorcycle Action Group
Motorcycle Industry Association
Motor Association of GB
Motor Schools Association of GB
Michelin Tyre

Associate Members

Tony Allsworth
Professor Richard Allsop
Alan Charles
Stephan Collier
Neil Corre
Fred O'Crocaigh
Professor Andrew Evans
John Field
Roland Graham
Lisa Gifford
Elliot Grifiths
Tom Hall
Ian Hamill
Mark Jones
Chris Lines
Alex Luck
Angie Lee
Kate McMahon
C G B Mitchell
Will Murray
Clive Neal-Sturgess
John Powerman
Rob Salmon
Michael Shefle
Judith Stamper
Vicki Stone
Robert Tunbridge
Eric Woodgate

Parliamentary Membership

David Amess MP
Sir Peter Bottomley MP
Tom Brake MP
Julian Brainier MP
Richard Burden MP
Louise Ellman MP
Jim Fitzpatrick MP
Mark Lancaster MP
John Leech MP
Anne McIntosh MP
Andrew Miller MP
Meg Munn MP
Barry Sheerman MP
Ht Hon Andrew Smith MP
Joan Walley MP

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

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

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

Trustees & Directors

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
Chairman, dbda

Jon Crockett
Former Chief Executive of
Wolverhampton City Primary Care Trust
(from 6 November 2012)

John Field
Honorary Treasurer,
Consultant in Transport Systems

Julian Hill
Senior Research Fellow
Transport Safety Research Centre,
Loughborough Design School
Loughborough University
(from 5 March 2013)

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
Conservative MP for Milton Keynes South
Member of the Transport Select Committee

Parliamentary Officers

Co-Chairmen

Sir Peter Bottomley
Conservative MP for Worthing West

Jim Fitzpatrick
Labour MP for Poplar and Limehouse

John Leech
Liberal Democrat MP for Manchester
Withington

Vice-Chairmen

Lord Bradshaw

Viscount Simon

Secretary

Barry Sheerman
Labour MP for Huddersfield

Working Party Chairs

Aviation Safety Working Party
Robert Gifford
Executive Director, PACTS
(to 31 December 2012)

Road Environment Working Party
Chris Lines
Consultant
Former Head of London Road Safety Unit,
TfL

Road User Behaviour Working Party
Professor Oliver Carsten
Professor of Transport Safety
Institute for Transport Studies,
University of Leeds

Rail Safety Working Party
Professor Andrew Evans
Emeritus Professor of Transport Risk
Management, Department of Civil and
Environmental Engineering,
Imperial College London (to October 2012)

Vehicle Design Working Party
Julian Hill
Senior Research Fellow, Transport Safety
Research Centre, Loughborough Design
School, Loughborough University.

Staff

David G Davies
Executive Director (January 1 2013 >)

Robert Gifford
Executive Director (> December 31 2012)

Naomi Baxter
Policy and Research Officer

Sally Le Marquand
Communications and Events Manager

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://tinyurl.com/62frpmf
PACTS
Clutha House
10 Storey’s Gate
Westminster
London
SW1P 3AY

Telephone: 020 7222 7732
Fax: 020 7222 7106
e-mail: admin@pacts.org.uk
Twitter: @PACTS
www.pacts.org.uk