

REGISTERED COMPANY NUMBER: 02069723 (England and Wales)
REGISTERED CHARITY NUMBER: 295573

**Report of the Trustees and
Financial Statements for the Year Ended 31 December 2018
for**

ROAD SAFETY FOUNDATION

Haines Watts
Chartered Accountants and Statutory Auditor
Sterling House
177-181 Farnham Road
Slough
Berkshire
SL1 4XP

SATURDAY



A8A2JTBF

A23

20/07/2019

#270

COMPANIES HOUSE

ROAD SAFETY FOUNDATION

Contents of the Financial Statements for the year ended 31 December 2018

	Page
Reference and Administrative Details	1
Report of the Trustees	2 to 9
Report of the Independent Auditors	10 to 11
Statement of Financial Activities	12
Balance Sheet	13
Notes to the Financial Statements	14 to 18
Detailed Statement of Financial Activities	19

ROAD SAFETY FOUNDATION

Reference and Administrative Details for the Year Ended 31 December 2018

Trustees	Lord J L Whitty (Chairman) Mr R K Turner Miss A J Overton-Wood Mr A S H Silverman Mr S Dewey (resigned 31/12/2018) Dr S M Sharland
Company secretary	Ms B A King
Registered office	60 Trafalgar Square London WC2N 5DS
Registered company number	02069723 (England and Wales)
Registered charity number	295573
Auditors	Haines Watts Chartered Accountants and Statutory Auditor Sterling House 177-181 Farnham Road Slough Berkshire SL1 4XP
Bankers	Barclays Bank Plc PO Box 6193 Basingstoke Hampshire RG21 3RX
Solicitors	Farrer & Co. 66 Lincoln Inn Fields London WC2A 3LH

ROAD SAFETY FOUNDATION

Report of the Trustees for the year ended 31 December 2018

The Trustees (who are also directors of the charity for the purposes of the Companies Act) present their annual report together with the financial statements of Road Safety Foundation (the company) for the ended 31 December 2018. The Trustees confirm that the Annual report and financial statements of the company comply with the current statutory requirements, the requirements of the company's governing document and the provisions of the Statement of Recommended Practice (SORP), applicable to charities preparing their accounts in accordance with the Financial Reporting Standard 102.

Since the company qualifies as small under section 383, the strategic report required of medium and large companies under The Companies Act 2006 (Strategic Report and Director's Report) Regulations 2013 is not required.

Objectives and activities

The Foundation was established to promote road safety for the benefit of the public and in particular by:

- (1) the carrying out or procuring (whether by way of financial assistance or otherwise) the research into all factors affecting the safe use by all members of the community of public roads and the publication of the useful results of such research;
- (2) the promotion of the circulation throughout the community of advice, information and knowledge regarding the safe use of the public roads by all classes of users thereof;
- (3) to conceive, develop and implement whether alone or jointly with third parties ideas, programmes and course of action whether of an educational or other nature designed to or having as their objective the improvement of any aspect of road safety including (but not by way of limitation of the foregoing) the carrying out of any projects or programmes intended to educate young children or others in the safe use of the public roads.

In setting objectives for the year and planning our activities, the trustees have considered the Charity Commission's guidance on public benefit including the guidance on public benefit and fee charging. In seeking grants and other voluntary income to support our ongoing work the trustees give careful consideration to the accessibility of its work to those organisations that seek to further the public benefit in relation to road safety.

Achievements and Performance

The Foundation's mission is to help make road travel as safe as rail and air on Britain's roads and beyond.

In 2018, the Foundation executed a significant programme. The core programme mapping and tracking risk on main roads combined with work to support the Department for Transport's (DfT) innovative Safer Roads Fund and Highways England's commitment for 90% of travel to be on 3 star or above roads by 2020. The Foundation prepared professional guidance, delivered training, supported several local authority projects and began an important project to scope out road safety governance, strategy, capacity and resourcing in local authorities.

Getting Back on Track: British EuroRAP Results 2018

Some 50% of all road deaths are concentrated on a network of motorways and 'A' roads comprising around 10% of Britain's road length. On 30 October 2018, the charity's core annual British EuroRAP results, sponsored by Ageas, was launched in the House of Lords at an event hosted by the Chairman. The 2018 report was entitled Getting Back on Track: <https://roadsafetyfoundation.org/getting-back-on-track/>

This report title reflected the stagnation in road deaths in the UK since 2011, and the need to change strategy and approach in order to achieve the desired international goal of reducing road deaths by 50% within a decade.

The report highlighted the success of the government's innovative Safer Roads Fund (see Local Roads section below) which was enabled by the charity's work which demonstrated that road rehabilitation packages targeted at raising safety performance deliver returns that are at the least as competitive in economic terms alone as other major transport projects. Working with DfT, the charity showed the £100 million investment made through the Safer Roads Fund is projected to prevent 1,450 fatal and serious injuries, with a value of prevention of £550 million. The 'Getting Back on Track' report identified 40 additional persistently higher risk roads that would be priority candidates for similar investment estimating that an investment of £75 million would lead to the prevention of around 1,100 fatal and serious injuries over 20 years.

ROAD SAFETY FOUNDATION
Report of the Trustees
for the year ended 31 December 2018

The Parliamentary launch was followed immediately by a professional conference. Both were well attended at senior level from government and stakeholders not least because the charity's results have now been used to identify government priorities for investment.

The 2018 results were augmented by an interactive aimed at the public developed by Ageas: dangerousroads.ageas.co.uk and two practitioner tools (the interactive risk map and dashboard) available via the Road Safety Foundation's website: <https://roadsafetyfoundation.org/tools/>

A Prince Michael Award was given to East Riding of Yorkshire Council and North Lincolnshire Council for the 'Most Improved' road achieved in the 2018 results (A161 between Goole and the A18).

Strategic Road Network

The charity's partnership agreement with Highways England continued well during the year. The new Corporation has a £15bn investment programme for the 2015-2020 period for the Strategic Road Network (SRN) and is developing plans for the next investment period. It is investing in safety and has an ambitious long-term goal with a 2040 horizon:

'no-one should be harmed when travelling or working on the strategic road network'

Highways England (HE) also has a Key Performance Indicator (KPI) to reduce the annual number of people who are Killed or Seriously Injured (KSI) on the Strategic Road Network (SRN) to 40% below the 2010-2014 average by 2020. HE also has a commitment to deliver 90% of travel on 3 star or above roads by 2020, and to improve the safety standard of 1- and 2-star roads.

The Foundation has an MoU with HE that enables the charity to help oversee and steer their International Road Assessment Programme (iRAP) Star Rating projects currently being delivered by TRL. In 2018, the third phase of this work is drawing towards a close. In this phase, some preparations have been made for the 2020 iRAP survey; the impact on improving Star Ratings through major planned schemes has been modelled; and around 80 Highways England staff have been trained jointly by TRL and the Foundation on how to use the Star Rating results to plan, prioritise and model additional safety remedial schemes. Some improvements to the iRAP model have been researched and, once finalised, these will be proposed to the iRAP Global Technical Committee in 2019.

During 2018, the Foundation also assisted Highways England with the drafting of a popular brochure that will outline the results of the 2015 survey in an accessible form. This is expected to be released in the early part of 2019.

In addition, the first British application of 'Star Rating for Designs' has been agreed with Lower Thames Crossing in 2018, and will be completed in 2019. This is a key pathfinding development which challenges road designers to design new schemes that achieve a measurably low risk rating. Early international experience suggests that road designs where designers are required simply to assemble components that meet technical design standards may underperform. The new global system tracking new scheme safety performance introduces Star Rating while accepting the current system. The partnership between the charity and Highways England will develop the evidence base.

Local Roads

A 'pathfinder project', executed in partnership with the RAC Foundation, was completed in 2016 and 2017, where the Foundation supported eight local authorities to develop schemes across 11 routes. The two charities supported by DfT published Tackling High Risk Regional Roads - Implementation Guidelines in October 2017. <http://roadsafetyfoundation.org/project/tackling-high-risk-regional-roads/>

In late 2016, DfT announced that Local authorities with one of the 50 highest risk 'A' roads defined by the Foundation in its 2016 annual EuroRAP Results report would be eligible to apply for funding from a Safer Roads Fund. The charity agreed to a DfT request to enable a support package for all authorities with one of the 50 eligible roads.

In 2017 the Foundation supported DfT by undertaking iRAP surveys of these roads, and helping local authorities develop and model safety remedial programmes. The local authorities submitted their proposals in April and September 2017.

ROAD SAFETY FOUNDATION

Report of the Trustees for the year ended 31 December 2018

In June 2018, the Roads Minister had announced the £100 million commitment to these schemes. The Foundation then released two reports in October 2018 that provided information about the funded schemes and importantly brought these together to highlight the overall benefits of the portfolio investment package: <https://roadsafetyfoundation.org/safer-roads-fund-results/>. One report provided a high level overview of the portfolio investment, showing that the £100 million was expected to prevent 1,450 fatal and serious injuries over the next 20 years, and had an overall Benefit Cost Ratio of 4.4. The second report outlined the details for each scheme.

Subsequent advocacy by the charity has focussed on communicating that safety remedial schemes are at least as competitive in economic terms alone as all other major transport investment (for example bypasses or rail projects).

In 2018 the Foundation has supported several local authority projects. The first set were iRAP surveys following the Safer Roads Fund work where local authorities had a desire to apply the approach to other roads on their network (Devon, Kent, Cumbria, Barnsley, Cambridgeshire).

The Foundation is in the process of securing further larger scale iRAP survey projects, including a survey of all of the Major Roads Network (MRN) within one local authority area. This is strategically important so that the business case for investment in safety remedial schemes on the MRN can be made alongside other major projects.

With this increased appetite for iRAP surveys, it will be important in 2019 to develop strong delivery partnerships.

In August 2018, Rees Jeffreys Road Fund grant funded the Foundation to undertake phase 1 of a project examining local authority road safety governance, funding and capacity. The work will determine how local authorities approach the management of road safety, their challenges in delivering a 'Safe System', and what they might need in order to overcome these. In 2018 a qualitative survey of local authorities was undertaken, and this is due to be followed up with a more detailed gap analysis in four local authorities in 2019. The first report from this work will be completed in June 2019, and is expected to provide strong evidence for the charity's advocacy.

Older Drivers Task Force

In summer 2016, the charity had launched the recommendations in Parliament of the Foundation-led Older Drivers Task Force report Supporting Safe Driving into Old Age supported by two dozen organisations <http://roadsafetyfoundation.org/making-older-drivers-safer-longer/>

In February 2018, the Task Force Chairman, Council Member John Plowman, chaired a well-attended progress tracking meeting to check recommendations were being progressed. The support for the report was undiminished and early progress on some recommendations such as on specific highway design guidelines and eyesight test requirements was encouraging. The organisations undertook to engage in an annual tracking meeting with the next meeting programmed for February 2019.

Work Beyond the UK

The Foundation seeks to provide model programmes of applications at both European and global level. The innovation of the Safer Roads Fund is being carefully studied beyond Britain

During 2018, The Foundation continued significant analyses throughout the year to support policy and project development at European level. This included attendance by the charity at the Transport Commissioner's workshop in February with expert organisations examining the priority potential measures should be given.

ROAD SAFETY FOUNDATION

Report of the Trustees for the year ended 31 December 2018

In May 2018, the European Commissioner, Violeta Bulc, announced far reaching proposals to reform road safety policy and practice recognising that Europe as a whole was failing to deliver the planned rate of casualty reduction. These included legislative focus on vehicle safety systems and the management of infrastructure safety together with financial incentives. The pathfinding work in the UK such as the Safer Road Fund and the transparent Star Rating goals adopted by Highways England have proved influential. Nonetheless, given acceptance in the UK is still insecure, it is improbable that the long period to introduce reforms in the UK will not need to be repeated in other countries.

The charity is therefore working to seek close cooperation with Commission specialists and the major funding institutions including the European Investment Bank and the European Bank of Reconstruction and Development whose practical support and lending will be vital if the new goal to halve road deaths and serious injuries is to be achieved by 2030.

Financial review

Going concern

After making appropriate enquiries, the trustees have a reasonable expectation that the company has adequate resources to continue in operational existence for the foreseeable future. For this reason they continue to adopt the going concern basis in preparing the financial statements.

Financial Review

a. Reserves policy

The Charity reviews the level of reserves each year. Reserves are held for three main reasons

- To protect the continuity of the charity's work in the event of a shortfall in income.
- To provide the capital needed to finance the ongoing development and work of the charity.
- To provide funds to replace assets.

The Trustees have established that the general level of reserves that the Charity needs should be sufficient to cover at least twelve months of its forecasted "core" cost base at a value of £215,000.

b. Material investments policy

Under the memorandum and articles of association, the charity has the power in furtherance of its objects, to invest in any way the trustees see fit subject to any legal provisions required. The Foundation has adopted a low risk approach to investing surplus cash by placing cash on deposit accounts at the bank.

c. Future factors that may affect financial performance

The Foundation's long-term partnership and sponsorship from Ageas UK enables the continuing annual publication of the EuroRAP Risk Mapping and Performance Tracking results until at least end-2020. This core support and relationship with Ageas is key to the Foundation's forward development.

The agreement with Highways England continues to at least April 2021 and the charity plans to offer continuation of a long-term partnership to develop applications not just on the national network but in other countries of the UK and with local authorities.

The Foundation hopes to raise sufficient additional funds to develop the following over time:

- Broaden our advocacy work to aim to increase investment in safety remedial plans on local authority roads, with an emphasis on the proposed Major Roads Network
- Determine the infrastructure needs of vehicles equipped with Advanced Driver Assistance Systems and automation
- Build a wider network of accredited suppliers that can deliver safer road infrastructure projects, using the iRAP methodology such that impact can be scaled up
- Develop a programme of professional training in more effective Safe System approaches to casualty reduction
- Promote the findings of published reports more extensively and directly to major decision makers in national and local authorities

ROAD SAFETY FOUNDATION

Report of the Trustees for the year ended 31 December 2018

With adoption by government and others of many of the Charity's important policy strands, the balance of the work of the charity has increasingly been more focused on implementation and training. The trustees appointed an Executive Director in January 2018 with the skills necessary to lead the charity during this period where advocacy and implementation have equal prominence in the overall programme. The Executive Director was further supported by the appointment of a Research and Programmes Manager in August 2018. Further development of the training and accreditation offered by the charity may require further recruitment in 2019.

The Trustee body has also been strengthened to bring in Trustees with germane leadership, business and delivery skills to support the Executive Director. A further Review will take place in 2019 to examine the shape of the charity's evolving programme and how best the charity can play its role and Trustees, staffing and resourcing needed to achieve its objects. This may require the engagement of additional professional support to complement the voluntary contributions of Trustees and Council members.

The Charity's Goals

The charity's objectives are to promote road safety for the benefit of the public. The charity aims to reduce road trauma through maintaining world class expertise in infrastructure safety under an umbrella of 'safe system' design so that policies for safe roads, safe drivers and safe vehicles are developed and applied in combination.

Partnerships with corporates, other charities and NGOs, and national and local governments are essential to making the Foundation's work count in saving lives. International collaboration is central to securing, maintaining and applying world class technologies - and transferring knowledge to low and middle income countries with acute road casualty problems. As new technologies and approaches are adopted, training to enable their effective deployment becomes more important.

With central and local government and others adopting many of the charity's important policy strands, the balance of the work of the charity is changing to be more focused on implementation and training.

However, advocacy remains an important component of the charity's work and, while seeking to work in close partnership with central and local government, Trustees seek to ensure sufficient private sector funding so as always to retain independence.

The long term support of Ageas UK has been central to the development and growth of the Foundation in recent years. The charity's long term independence has been built on raising diverse funding and by ensuring its programme and fixed costs do not outrun its committed income or reserves.

The voluntary unpaid work of experienced Trustees and Council members is central to guiding and contributing to the programme. The joint employment agreement which the charity enjoys with iRAP and EuroRAP, together with the charity's network of self-employed professionals, allows the programme to expand and contract efficiently in response to demands.

Given the significant profile that the Foundation now enjoys, the charity is exploring the appetite for a broader base of committed support to underpin its work. Its Trustee base continues to evolve to ensure skills in business management, fundraising, research and training.

ROAD SAFETY FOUNDATION

Report of the Trustees for the year ended 31 December 2018

Plans for the future

The charity expects the current momentum in the programme is likely to continue. Already local authorities have demonstrated a desire to develop and apply the techniques introduced by DfT's Safer Road Fund. This has already required a focus on training and implementation. As appetite for such programmes increases, it will be necessary to train and accredit others to run such projects in order to support up-scaling. This will also require pressing for continued central government policy and financial support for authorities based on a growing evidence base of high social and economic returns.

The Foundation plays a role valued by international partners. In turn, this role is also important for the charity's global know-how in UK applications. Work in partnership with other high performing countries and to support countries with high rates of death and serious injury will continue.

Specifically, the Foundation plans to seek to:

- Continue to invest in re-engineering the annual risk mapping and performance tracking to be more flexible and responsive to research questions and digital communication, and in particular ensuring better coverage of urban routes.
- Support Highways England (and its contractor TRL) in:
 - o Developing effective high return safety investment programmes for 1 and 2 star roads
 - o Planning and execution of the 2020 survey (due to begin towards the end of 2019)
 - o Future model developments to take to the iRAP Global Technical Committee
 - o Modelling future major schemes
 - o Undertaking Star Rating of Design for major schemes
- Advocate for further tranches of the Safer Roads Fund for persistently higher risk roads.
- Undertake MRN surveys and advocate for some of the proposed investment on the MRN to be allocated to safety remedial schemes and for the same level of commitment to be made to safety performance as has been evident for the Strategic Road Network.
- Highlight the challenges of local authorities with their diminishing capacity and budget for road safety improvements, and advocate for different approaches to governance, strategy and execution.
- Continue to support local authorities in undertaking iRAP surveys and developing highly effective road safety remedial countermeasure programmes.
- Develop training and accreditation for those able to support road authorities in implementing iRAP projects.
- Track and review progress with implementing recommendations of the Older Drivers Task Force.
- Support initiatives at European and global level where the charity's special skills can contribute effectively to developing policies to support large scale saving of road trauma.
- Develop the Safe Systems approach by encouraging early adoption of proven advanced vehicle safety systems, particularly autonomous emergency systems, and systems reliant for their effectiveness of systems on consistent quality assured road marking and signing.

Structure, governance and management

a. Constitution

The company is registered as a charitable company limited by guarantee and was set up by a Memorandum of Association on 31 October 1986.

The company is constituted under a Memorandum of Association dated 31 October 1986 and is a registered charity number 295573.

The principal object of the company is to promote road safety for the benefit of the public.

b. Method of appointment or election of Trustees

The management of the company is the responsibility of the Trustees who are elected and co-opted under the terms of the Articles of Association.

ROAD SAFETY FOUNDATION
Report of the Trustees
for the year ended 31 December 2018

The minimum number of trustees shall be three save for circumstances where a charity (as defined by s1 of the Charities Act 2011) is appointed as a trustee, in which case it may serve as a sole trustee of the Foundation. There shall be no maximum number (unless otherwise determined by Ordinary Resolution).

c. Policies adopted for the induction and training of Trustees

Most trustees are already familiar with the practical work of the charity and familiar with the work of charities in general. New trustees are given briefings to provide personally tailored orientation to brief them as appropriate on their legal obligations under charity and company law, the content of the Memorandum and Articles of Association, the committee and decision making processes, the business plan and recent financial performances of the charity. The opportunity of the new trustee is generally taken to provide Council as a whole with presentations of overall progress with the charity's work. If needed, trustees would be encouraged to attend appropriate external training events where these will facilitate the undertaking of their role.

d. Organisational structure and decision making

The charity is ultimately governed by the Board of Trustees. The Board agrees and monitors the Forward Plan and approves all of the charity's policies. The day to day running of the charity is delegated to the Executive overseen by a Management Committee which includes at least one non-executive Council Member.

Board meetings are held at least three times a year primarily to review financial reports, discuss issues of strategic direction, and programme priorities.

Trustees are sought for the Board specifically to add value to the charity. This is both in terms of creating a Board that is representative of the community that the charity serves and one that has all of the skills and experience required to properly carry out the work of the charity.

When a potential trustee is identified, they are usually invited to attend a Board meeting in the capacity of observer. Once they and the Board of Trustees have gained a greater understanding of each other they are nominated for election to the position of trustee and elected by unanimous decision.

The charity is fortunate that it is able to attract committed individuals with great relevant experience in the field and in public life.

e. Related party relationships

Details of related party transactions are set out in note 12 of the notes to the financial statements.

f. Risk management

The Foundation acknowledges at all times the risks associated with its work as a charitable company. The Board of Trustees ensures that its objectives, philosophy and strategy encompass the identification and control of risk at all times. It recognises that such risk involves the following:

- Volatility in funding and other financial risks: This risk is being managed by securing long term agreements with a number of key partners.
- Withdrawal of key partner support: This risk is being managed through seeking diverse sources of income and not being reliant on one single source of funding.
- Poor project delivery: This risk is being managed by having strong projects controls and a quality assurance process in place.
- Retention of key executive staff: This risk is being managed by having staff performance reviews and succession plans in place.
- IT security: This is being managed by having data backup and security procedures in place
- Law and regulation compliance risk: This is being managed by regular reviews of key legal and regulatory requirements

ROAD SAFETY FOUNDATION

Report of the Trustees for the year ended 31 December 2018

To ensure that such risk is identified, and appropriate control measures are put in place, the Board of Trustees has recently reviewed the major risks to which the Foundation are exposed and their potential impact. Actions have been taken or identified to mitigate them, and they will continue to be reviewed periodically.

Statement of trustees responsibilities

The trustees (who are also the directors of Road Safety Foundation for the purposes of company law) are responsible for preparing the Report of the Trustees and the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the charitable company for that period. In preparing those financial statements, the trustees are required to

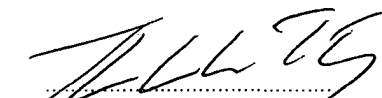
- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charity SORP;
- make judgements and estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable company will continue in business.

The trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the charitable company and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charitable company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

In so far as the trustees are aware:

- there is no relevant audit information of which the charitable company's auditors are unaware; and
- the trustees have taken all steps that they ought to have taken to make themselves aware of any relevant audit information and to establish that the auditors are aware of that information.

Approved by order of the board of trustees on18 June 2019..... and signed on its behalf by:


.....
Lord J L Whitty - Trustee

Report of the Independent Auditors to the Members of Road Safety Foundation

Opinion

We have audited the financial statements of Road Safety Foundation (the 'charitable company') for the year ended 31 December 2018 which comprise the Statement of Financial Activities, the Balance Sheet and 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 (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the charitable company's affairs as at 31 December 2018 and of its incoming resources and application of resources, including its income and expenditure, for the year 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

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 charitable 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 opinion.

Conclusions relating to going concern

We have nothing to report in respect of the following matters in relation to which the ISAs (UK) require us to report to you where:

- the trustees' use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- the trustees have not disclosed in the financial statements any identified material uncertainties that may cast significant doubt about the charitable company's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from the date when the financial statements are authorised for issue.

Other information

The trustees are responsible for the other information. The other information comprises the information included in the annual report, other than the financial statements and our Report of the Independent 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 there is a material misstatement in the financial statements or a material misstatement of the other information. 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.

Opinion 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 Report of the Trustees for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the Report of the Trustees has 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 charitable company and its environment obtained in the course of the audit, we have not identified material misstatements in the Report of the Trustees.

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 trustees' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the trustees were not entitled to take advantage of the small companies exemption from the requirement to prepare a Strategic Report or in preparing the Report of the Trustees.

**Report of the Independent Auditors to the Members of
ROAD SAFETY FOUNDATION**

Responsibilities of trustees

As explained more fully in the Statement of Trustees Responsibilities, the trustees (who are also the directors of the charitable company for the purposes of company law) 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 trustees determine is 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 trustees are responsible for assessing the charitable 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 trustees either intend to liquidate the charitable company or to cease operations, or have no realistic alternative but to do so.

Our 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 Independent 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.

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. This description forms part of our Report of the Independent Auditors.

Use of our report

This report is made solely to the charitable 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 charitable company's members those matters we are required to state to them in an auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the charitable company and the charitable company's members as a body, for our audit work, for this report, or for the opinions we have formed.

Haines Watts

Jonathan Moughton (Senior Statutory Auditor)
for and on behalf of Haines Watts
Chartered Accountants and Statutory Auditor
Sterling House
177-181 Farnham Road
Slough
Berkshire
SL1 4XP

Date: 9 July 2019

ROAD SAFETY FOUNDATION
Statement of Financial Activities
for the year ended 31 December 2018

		2018 Unrestricted fund £	2017 Unrestricted fund £
Income and endowments from	Notes		
Donations and legacies		20	-
Charitable activities	3		
Charitable activities		210,983	429,216
Investment income	2	<u>5</u>	<u>2</u>
Total		211,008	429,218
 Expenditure on			
Charitable activities	4		
Charitable Activities		<u>236,047</u>	<u>375,229</u>
Net income/(expenditure)		(25,039)	53,989
Reconciliation of funds			
Total funds brought forward		192,093	138,104
 Total funds carried forward		<u>167,054</u>	<u>192,093</u>

The notes form part of these financial statements

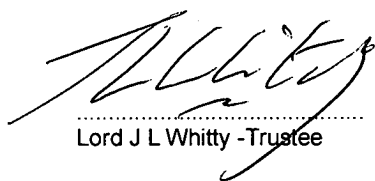
ROAD SAFETY FOUNDATION

Balance Sheet At 31 December 2018

		2018 Unrestricted fund £	2017 Unrestricted fund £
Fixed assets	Notes		
Tangible assets	8	1,477	-
Current assets			
Debtors	9	35,031	42,417
Cash at bank		<u>147,310</u>	<u>219,568</u>
		182,341	261,985
Creditors			
Amounts falling due within one year	10	<u>(16,764)</u>	<u>(69,892)</u>
Net current assets		<u>165,577</u>	<u>192,093</u>
Total assets less current liabilities		<u>167,054</u>	<u>192,093</u>
Net assets		<u><u>167,054</u></u>	<u><u>192,093</u></u>
Funds	11		
Unrestricted funds		<u>167,054</u>	<u>192,093</u>
Total funds		<u><u>167,054</u></u>	<u><u>192,093</u></u>

These financial statements have been prepared in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to charitable small companies.

The financial statements were approved by the Board of Trustees on 18 June 2019 and were signed on its behalf by:


Lord J L Whitty - Trustee

The notes form part of these financial statements

ROAD SAFETY FOUNDATION

Notes to the Financial Statements for the year ended 31 December 2018

1. Accounting policies

Basis of preparing the financial statements

The financial statements of the charitable company, which is a public benefit entity under FRS 102, have been prepared in accordance with the Charities SORP (FRS 102) 'Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) (effective 1 January 2015)', 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 significant accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all years presented unless otherwise stated.

Company status

The company is a company limited by guarantee. The members of the company are the Trustees named on page 1. In the event of the company being wound up, the liability in respect of the guarantee is limited to £1 per member of the company.

Income

All income is recognised in the Statement of Financial Activities once the charity has entitlement to the funds, it is probable that the income will be received and the amount can be measured reliably. Project income is recognised on the stage of completion of the project, which is calculated based on the estimated margin at completion of the project.

Income tax recoverable in relation to donations received under Gift Aid or deeds of covenant is recognised at the time of the donation.

Expenditure

Liabilities are recognised as expenditure as soon as there is a legal or constructive obligation committing the charity to that expenditure, it is probable that a transfer of economic benefits will be required in settlement and the amount of the obligation can be measured reliably.

Expenditure is accounted for on an accruals basis and has been classified under headings that aggregate all cost related to the category. Where costs cannot be directly attributed to particular headings they have been allocated to activities on a basis consistent with the use of resources.

Tangible fixed assets

Depreciation is provided at the following annual rates in order to write off each asset over its estimated useful life.

Computer equipment	- 33% on cost
--------------------	---------------

Taxation

The charity is an exempt charity within the meaning of schedule 3 of the Charities Act 2011 and is considered to pass the tests set out in Paragraph 1 Schedule 6 Finance Act 2010 and therefore it meets the definition of a charitable company for UK corporation tax purposes.

Fund accounting

Unrestricted funds can be used in accordance with the charitable objectives at the discretion of the trustees in furtherance of the general objectives of the company and which have not been designated for other purposes.

ROAD SAFETY FOUNDATION

Notes to the Financial Statements - continued for the year ended 31 December 2018

1. Accounting policies - continued

Foreign currencies

Foreign currency transactions are initially recognised by applying to the foreign currency amount the spot exchange rate between the functional currency and the foreign currency at the date of the transaction.

Monetary assets and liabilities denominated in a foreign currency at the balance sheet date are translated using the closing rate.

Pension costs and other post-retirement benefits

The charitable company operates a defined contribution pension scheme. Contributions payable to the charitable company's pension scheme are charged to the Statement of Financial Activities in the period to which they relate.

2. Investment income

	2018 Unrestricted funds £	2017 Total funds £
Deposit account interest	<u>5</u>	<u>2</u>

3. Income from charitable activities

	Activity	2018 £	2017 £
Research projects	Charitable activities	<u>210,983</u>	<u>429,216</u>

4. Charitable activities costs

	Direct costs £	Support costs £	Totals £
Charitable activities	<u>119,010</u>	<u>117,037</u>	<u>236,047</u>

5. Net income/(expenditure)

Net income/(expenditure) is stated after charging/(crediting):

	2018 £	2017 £
Auditors' remuneration	4,603	4,494
Depreciation - owned assets	419	-
Net (gains) / losses on foreign exchange	<u>(41)</u>	<u>3,574</u>

6. Trustees' remuneration and benefits

Trustees' expenses

During the year, three trustees' were reimbursed £1,266 (2017: £288) for their travel expenses

ROAD SAFETY FOUNDATION

Notes to the Financial Statements - continued for the year ended 31 December 2018

7. Staff costs

The average monthly number of employees during the year was as follows:

	2018	2017
Trustees	6	6
Employees	<u>2</u>	<u>-</u>
	<u>8</u>	<u>6</u>

No employees received emoluments in excess of £60,000.

In the prior year the Foundation did not have any employees of its own, staff costs were recharged from a related party.

8. Tangible fixed assets

	Computer equipment £
Cost	
Additions	<u>1,896</u>
Depreciation	
Charge for year	<u>419</u>
Net book value	
At 31 December 2018	<u>1,477</u>
At 31 December 2017	<u>-</u>

9. Debtors: amounts falling due within one year

	2018 £	2017 £
Other debtors	-	5,368
VAT	2,852	-
Prepayments and accrued income	<u>32,179</u>	<u>37,049</u>
	<u>35,031</u>	<u>42,417</u>

10. Creditors: amounts falling due within one year

	2018 £	2017 £
Trade creditors	678	19,564
Social security and other taxes	1,645	-
Other creditors	2,446	37,910
Accruals and deferred income	<u>11,995</u>	<u>12,418</u>
	<u>16,764</u>	<u>69,892</u>

ROAD SAFETY FOUNDATION

Notes to the Financial Statements - continued for the year ended 31 December 2018

11. Movement in funds

	At 1/1/18 £	Net movement in funds £	At 31/12/18 £
Unrestricted funds			
General fund	192,093	(25,039)	167,054
TOTAL FUNDS	<u>192,093</u>	<u>(25,039)</u>	<u>167,054</u>

Net movement in funds, included in the above are as follows:

	Incoming resources £	Resources expended £	Movement in funds £
Unrestricted funds			
General fund	211,008	(236,047)	(25,039)
TOTAL FUNDS	<u>211,008</u>	<u>(236,047)</u>	<u>(25,039)</u>

Comparatives for movement in funds

	At 1/1/17 £	Net movement in funds £	At 31/12/17 £
Unrestricted Funds			
General fund	138,104	53,989	192,093
TOTAL FUNDS	<u>138,104</u>	<u>53,989</u>	<u>192,093</u>

Comparative net movement in funds, included in the above are as follows:

	Incoming resources £	Resources expended £	Movement in funds £
Unrestricted funds			
General fund	429,218	(375,229)	53,989
TOTAL FUNDS	<u>429,218</u>	<u>(375,229)</u>	<u>53,989</u>

ROAD SAFETY FOUNDATION

Notes to the Financial Statements - continued for the year ended 31 December 2018

12. Related party disclosures

The Foundation is related to the International Road Assessment Programme (iRAP), Road Assessment Services Limited (RASL) and EuroRAP AISBL (EuroRAP) through common key management and has a joint employment agreement in place with these organisations. During the year, the Foundation shared staffing costs of £42,003 (2017: £59,714) and made other payments of £9,264 (2017: £30,406) with iRAP. It also made payments of £5,003 to EuroRAP (2017: £4,630) and payments to RASL of £3,528 (2017: £nil).

At 31 December 2018, included in the other debtors is £nil due from EuroRAP (2017: £5,368) and in other creditors £842 due to EuroRAP (2017: £nil). Also included in other creditors is £1,604 due to iRAP (2017: £26,015).

Dr Susan Sharland is a trustee of both the Foundation and iRAP. She is also a director of RASL.

13. Ultimate controlling party

The company is under the control of the Trustees.