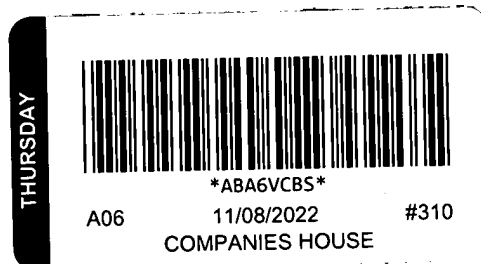


**THE PARLIAMENTARY ADVISORY
COUNCIL FOR TRANSPORT SAFETY
(A Company Limited by Guarantee)
DIRECTORS' AND TRUSTEES' REPORT
AND FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2022**

**Company No: 2366377
(England and Wales)**

Charity No: 1068607



THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

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THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**ADMINISTRATIVE INFORMATION**

DIRECTORS AND TRUSTEES	Anthony Ciaburro (Chairman) John Plowman Jonathan Crockett Julian Hill Jeanne Breen OBE Daniel Campsall Teresa Ciano Mary Creagh Muhammed Sadique
SECRETARY & EXECUTIVE DIRECTOR	David Davies
COMPANY NUMBER	2366377 (England and Wales)
CHARITY NUMBER	1068607
REGISTERED OFFICE	Suite G2 Buckingham Court 78 Buckingham Gate London SW1E 6PE
WEB SITE	www.pacts.org.uk
INDEPENDENT EXAMINER	Sargent & Co Chartered Accountants and Reporting Accountants 219 Croydon Road Caterham Surrey CR3 6PH
BANKERS	Cooperative Bank plc PO Box 250 Delf House South Way Skelmersdale WN8 6WT

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

COMPANY NO: 2366377 (ENGLAND AND WALES)

DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022

The directors and trustees present their annual report and the audited financial statements for the year ended 31 March 2022 in respect of the Parliamentary Advisory Council for Transport Safety (PACTS).

The financial statements have been prepared in accordance with the accounting policies set out in notes to the accounts and comply with the charity's governing document, the Charities Act 2011, the Companies Act 2006 and 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 (effective January 2019).

OUR PURPOSE AND ACTIVITIES

Objectives and Scope

The charitable objective of PACTS is "To protect human life through the promotion of transport safety for the public benefit."

The trustees have developed and refined their objectives over many years. In the second half of 2021, a thorough review of strategy was launched. This will be completed in the second half of 2022. This report presents the position at 31 March 2022.

A transport safety framework document including safety priorities for road, rail and air transport, was developed by the Policy and Research Committee (PRC) during 2020/21. The priorities include a stronger emphasis on promoting safe modes (public transport) and active travel (walking and cycling) which has wider benefits. This is an internal document in which priority issues and actions can be updated periodically.

The trustees recognise that major policy issues, such as the economy and climate change, or crises such as Covid 19 and Russia's invasion of Ukraine, are higher political priorities for the government than transport safety. PACTS seeks to engage in a range of public policy debates, including transport, health and sustainability, adding the safety dimension, always mindful of our charitable objective.

It is on the roads where most transport-related deaths and serious injuries occur. Trustees believe this is where PACTS should focus its efforts and where it can have most impact. The trustees support the *Safe System* for road safety management, in accordance with international best practice and have adopted the following:

- *Vision: "A safe transport system free from death and serious injury."*
- *Slogan: "Safe transport for all."*

The PACTS priorities for road safety, reflecting the *Safe System*, have been set out in various documents since 2015.

Trustees have confirmed PACTS support for international road safety efforts, the UN 2020 Resolution on road safety and the 2nd Road Safety Decade of Action (2020-30).

A core role for PACTS is to engage with Parliamentarians on transport safety matters. Engaging with UK government ministers and civil servants, as well as with major stakeholders, are also central to the role.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

COMPANY NO: 2366377 (ENGLAND AND WALES)

DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022

Objectives and Scope (contd)

The trustees have referred, where appropriate, to the guidance contained in the Charity Commission's general guidance on public benefit when reviewing the charity's aims and objectives and in planning its future activities. The trustees are satisfied that the priorities set and the activities undertaken are in furtherance of the charitable objective and the public benefit.

Activities

The activities of the charity have remained broadly in line with previous years. As noted, PACTS focuses on road safety as this is where most improvement is needed but maintains an active interest in rail and air safety issues. PACTS promotes evidence-based solutions in transport safety. This involves dissemination and discussion in two directions:

- Firstly, to raise issues with Ministers, Parliamentarians and with their advisors and other opinion-formers, civil servants and officials in order to ensure that a focus on research-based options is maintained within government.
- Secondly, to widen the knowledge base of the profession and the interested public through meetings, conferences, working parties, discussions and research papers.

Covid restrictions again changed the pre-2020 delivery methods. From March 2020 until March 2022, all PACTS meetings have been held online. This has proved successful, saving time and costs, and enabling significantly more people to participate. For 2022/23, more flexible arrangements are planned.

PACTS continued to provide the secretariat to the All-Party Parliamentary Group (APPG) for Transport Safety, now co-chaired by MPs Sir Peter Bottomley and Ruth Cadbury, and Baroness Randerson. PACTS receives no income for this role and the APPG has none.

The trustees are very sad to report that Viscount (Jan) Simon passed away in 2021. Viscount Simon was a Deputy Speaker in the House of Lords, a longstanding advocate for roads policing and road safety, a Vice Chairman of the APPG and a great supporter of PACTS.

PACTS also provided briefings to MPs, peers and the Shadow ministers on transport safety matters, to support Parliamentary debates, questions, EDMs and constituency matters. PACTS led a campaign to persuade the British Government to adopt the same (or better) vehicle safety regulations as the EU will introduce in July 2022. This was a high campaign priority for trustees. The briefing note *Vaccines for Vehicles* was well received and the mainstream media (Sunday Times, Daily Telegraph, etc) have covered the issue extensively. The UK government, however, remained non-committal. PACTS will continue this campaign 2022/23. Our capacity in this area was considerably enhanced towards the end of the year by the appointment of a Road Safety Advocacy Officer, funded by The Road Safety Trust.

As well as advising and supporting parliamentarians, PACTS seeks to influence Government in order to improve transport safety. PACTS submitted responses to five consultations: on automated vehicles, road casualty statistics, the Highway Code, modernising vehicle standards and a road collision investigation branch.

PACTS has excellent communication channels with the Department for Transport on transport (DfT) safety matters. PACTS is a member of the DfT's Road Safety Delivery Group, and its Motorists Forum (which did not meet during this year). PACTS had close dialogue with DfT officials on the development of a new national road safety strategy, and other matters.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**COMPANY NO: 2366377 (ENGLAND AND WALES)****DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022***Activities (contd)*

PACTS has maintained or developed important relationships with other official transport bodies and private sector stakeholders important to transport safety, including Office of Rail and Road, DVSA, RSSB, Transport Focus, MIB and National Highways. PACTS is a steering group member of the DfT-funded road collision investigation project, run by RAC Foundation. PACTS is represented on the Office of Rail and Road's Railway Industry Health and Safety Advisory Committee, and on the RoSPA National Road Safety Committee and a number of other bodies.

On a strategic basis, PACTS also participates in local safety bodies, including Transport for London's Vision Zero Stakeholder Group, the Vision Zero South West Partnership and development of vision zero strategies in other local authorities including Kent and Gloucestershire County Councils. All of this reflects the contribution that the charity seeks to make to improving transport safety and the recognition of its capability to contribute on a wide range of issues.

PACTS will continue these activities in the year ahead.

PACTS relies considerably on the technical expertise in its five working parties. These typically meet three times during the year. These are

- Road Environment
- Road User Behaviour
- Vehicle Design
- Rail Safety, and
- Aviation Safety, where PACTS relies on the advice of the Air Safety Group.

These groups provide a wealth of expertise and a depth of knowledge on which PACTS trustees and staff can draw in developing new thinking about transport safety, research projects, responding to government consultations and select committee inquiries, and in identifying examples of good practice to promote. Membership of the working parties is by invitation from PACTS and it is generally a mutually beneficial arrangement. Many PACTS members see the working parties as a significant benefit of PACTS membership. The trustees are grateful to all who participate and particularly to the Chairs Matthew Lugg OBE, Professor David Crundall; Richard Cuerden and Carolyn Griffiths who continued in their roles. All working parties have vice-chairs to assist. The trustees are very sad to report that Ian Frow, Liaison Officer to the Air Safety Group and former Chair of the PACTS Aviation Safety Working Party, passed away in 2021. Nick Clutton, ASG Chair, now fulfils that role.

The PRC continues to integrate the agendas of the working parties with the strategic objectives and activities of PACTS.

PACTS does not have volunteers, in the usual meaning of the word for the charity-sector. However, a great number of people contribute considerable time and expertise at no cost to PACTS – particularly through the working parties – and enable PACTS to be credible and effective across a wide range of transport safety matters. The trustees are very grateful to all those people.

The trustees are glad to be able to report that PACTS again undertook innovative and timely research – an investigation of the safety of e-scooters, funded by The Road Safety Trust. Unlike some organisations which uncritically welcomed e-scooters, PACTS took a neutral stance and investigated the safety aspects of private e-scooter use which, despite its illegality, was far greater in scale than use of the legal rental e-scooters being monitored by the DfT. Throughout 2021 PACTS provided monthly data on casualties, an interim report and letters to DfT Ministers. In March 2022 it published the final report *The safety of private e-scooters in the UK*, accompanied by a video produced in-house (a first for PACTS). The interest from the media and various industry groups such as lawyers, has been considerable. PACTS is now in regular, constructive dialogue with DfT officials on the regulations that PACTS has proposed. The DfT's report has yet to be published.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**COMPANY NO: 2366377 (ENGLAND AND WALES)****DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022***Activities (contd)*

PACTS also contributed substantially to a report by leading UK road safety and mobility experts *Safe Roads for All* which calls for Government to adopt a Safe and Healthy Mobility Strategy and Action Plan.

Work continued on the Mobile Evidential Breath Testing Instruments (MEBTI) competition run by PACTS with DfT funds. It reached its third and final stage and two companies have submitted devices to Dstl for testing. However, technical challenges remain and the date at which a new generation of evidential breath test instruments are likely to be available to UK police has been set back to 2023.

For a second year, Covid restrictions impacted the usual programme of events and in-person conferences could not be held. Nonetheless, PACTS held three successful online conferences, including

- *Safe and healthy travel*
- *Zero carbon and zero road deaths – does less traffic mean safer traffic?*
- *Safe System: from principles to practice*

These each attracted between 150 and 250 delegates and speakers from around the globe.

In addition, PACTS held a Road Safety Strategy Stakeholder Consultation Workshop on behalf of the DfT to assist it with its strategy preparation.

PACTS continues to be respected and sought out by the media. Social media is increasingly important and PACTS now has almost 5,000 Twitter followers and 1,000 subscribers to the PACTS news and MailChimp communications. LinkedIn is also a useful tool. The PACTS website was rebuilt and launched in early 2021. In November 2020, PACTS engaged a part-time Communications Officer who is boosting PACTS impact in these areas. Regular newsletters have been reintroduced and our activity on LinkedIn substantially boosted. Most notably, PACTS has launched its own YouTube channel where it posts videos from PACTS events and research. A Communications Strategy had also been produced.

Attendance at PACTS conferences, working parties and other events is a measure of achievement and the year must be considered another success. It was a challenging programme for the staff to run, but as noted above online meetings have doubled attendance.

PACTS has continued to support international road safety matters, where this can be achieved at little or no cost. We were again requested to assist officials and parliamentarians in the Thai Senate Commission on the Integration of Emergency Rescue and Road Safety, this time with their online conference. PACTS President, Barry Sheerman MP, chairs the Independent Committee on Road Safety International (ICORSI).

PACTS and many PACTS members again made significant contributions to the European Council for Transport Safety (ETSC) to raise transport safety standards at European and international levels. The charity was represented on the ETSC Board of Directors by Barry Sheerman (or the Executive Director in his absence); and Professor Richard Allsop, a PACTS Special Adviser, is a co-opted member. Heather Ward, a former PACTS Road Environment Chair, continued as co-chair of the Performance Information Network (PIN) programme. The ETSC secretariat provided valuable assistance to PACTS in a number of research projects. ETSC have welcomed the PACTS work on e-scooters as a model for their position. While PACTS plays an active and constructive part in ETSC, it does not have the same incentive to engage in matters relating to the EU or European Commission, as consultations may be limited to EU Member States and EU directives are not applicable to Great Britain.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

COMPANY NO: 2366377 (ENGLAND AND WALES)

DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022

Future Activities

During the year ahead PACTS will undertake a range of activities to further its objectives.

As the impact of Covid and government restrictions have diminished, a combination of in-person and online events are likely to be the norm from now onwards.

The 30th Westminster Lecture on Transport Safety will be held in April 2022 at the Royal Automobile Club, the first in-person PACTS event for two years.

In 2022, PACTS will mark 40 years since its formal establishment in February 1982. A major Parliamentary Reception is planned for July, to which members past and present will be invited.

PACTS expects to conclude the MEBTI competition and the urban speed limits (*LUSTRE*) project. PACTS is a partner in a new project led by Greenwich University into attitudes to Intelligent Speed Assistance. The possibility of further work on the safety of private e-scooter use is being explored with The Road Safety Trust. Several research projects for 2022/23 were proposed to DfT but not funded. Other opportunities for research funding will be sought in 2022.

PACTS will seek to promote uptake of its research recommendations – on seatbelts, roads policing, drink and drug driving, e-scooters etc. It looks forward to the publication of the Road Safety Strategic Framework by the UK government. PACTS will support this where it meets the Safe System approach but not be afraid to criticise deficiencies. Trustees will support further campaigning by PACTS, in partnership, to persuade the UK government to raise vehicle safety regulations in line with best practice.

The DfT has agreed to support PACTS conferences in 2022/23. Other funders will be sought and a programme of conferences and events developed, including Council of Members and working party meetings. The PACTS Transport Safety Commission's Work-related Road Safety Forum did not meet during 2022 or 2021, due to Covid and other workload pressures on members. The future of the forum is under review by trustees.

FINANCIAL REVIEW

The charitable company's total income for the year was 13% less than in the previous year mainly due to lower donations and grant income for research projects. Total expenditure was 24% less than the previous year, mainly due to a reduction in project costs. PACTS produced a surplus of £42,480 compared to £12,511 in the previous year. Consequently, our total reserves increased from £90,456 to £132,936 which ensures that we have now achieved our set reserves level and have a slight cushion for future years. The unrestricted reserves increased from £89,706 to £132,186 and restricted reserves remained at the same level as the previous year as all projects ended other than the MEBTI competition.

Investment Powers

Under the Memorandum and Articles of Association the charity has the power to make any investment which the trustees see fit. No investments have, however, been made during the year.

Funds Available and Reserves Policy

Trustees seek to have a robust and varied income stream for the charity with funds being raised through members' subscriptions, sponsorship of events, delegate fees at events and funding for specific projects. This has meant that the charity has not had to rely too heavily on any single source of income thereby giving the charity flexibility to face uncertain times. For the second year PACTS received a substantial strategic partnership grant from the Safer Roads Foundation. This, however, will not continue in 2022/23 due to the Foundation's focus on work overseas and limited funds.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**COMPANY NO: 2366377 (ENGLAND AND WALES)****DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022***Funds Available and Reserves Policy (contd)*

The Covid restrictions meant that in-person conferences could not be held and charging delegates to attend online was not financially worthwhile. Support from National Highways, DfT and commercial sponsors and reduced conference costs allowed the events to contribute to staff and overhead costs and the impact on PACTS net income was small.

Economic conditions were challenging for many organisations during the pandemic and, unexpectedly, inflation increased dramatically in 2022. Public sector finances are still heavily constrained and private sector members look very carefully at the value of their support. Trustees are ambitious for PACTS and recognise that staff resources need to be maintained, and preferably increased, to meet the objectives. Having a physical office in the Westminster area is still considered important for staff, efficiency, visitors and the identity of PACTS. The current office is not a major cost item but the need for office premises is kept under review and change may be forced in 2022/23 if the lease is not extended. Expenditure on IT systems etc are at the right level to meet operational needs and costs cannot be reduced without affecting activity levels. Attracting grants and sponsorship for specific research is feasible but generating adequate income to cover core charitable functions is a greater challenge. In this regard, The Road Safety Trust grant for an Advocacy Officer is extremely helpful.

Through the Management and Finance Committee (MFC), the trustees have emphasised the need to maintain income and to balance the books. The level of churn in membership was small and new members joined. The total number of members remains broadly similar at just over 100, with new members attracted from several sectors, including micro mobility and software. In financial terms, the loss of a single corporate member, which usually occurs for reasons beyond control of PACTS, far outweighs the income from a number of other members.

The MFC decided in February 2022 to raise membership subscriptions by 5% for 2022/23. This has been accepted by members without objection. The three-year membership deal with 20% discount is now a routine offer and many members have again taken this option. It secures income and reduces administration in future years. It is also an indication of the commitment that members have to PACTS.

National Highways, Vision Zero South West, Jenoptik and Electra Commercial Vehicles sponsored the PACTS conferences. The DfT also supported PACTS events with grants. The Road Safety Trust provided grants for the e-scooters research and the Advocacy Officer. The Safer Roads Foundation supported PACTS with a strategic partnership grant. The trustees are grateful to these major funders.

A feature of PACTS income in 2021/22 was the higher levels of research grants from the Department for Transport which continued from 2020/21.

The trustees have continued to review the reserves policy and agreed that its overall aim remains appropriate for the risks facing the organisation.

In 2016/17 the trustees adopted a reserves target of £80,000 (being four months expenditure based on the 2015/16 budget) as a medium to long-term target and to work towards rebuilding reserves incrementally on an annual basis. They noted that the charity had successfully operated with a much smaller reserve for several years and that the reputation of the charity is such that its immediate future is not at stake. They also noted the guidance of the Charities Commission not to maintain excessive reserves. The surplus achieved in 2021/22 means that the target of £80,000 was achieved. In April 2022, the MFC reviewed this and decided to increase the target to £90,000, being four months expenditure of the budget for 2022/23.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

COMPANY NO: 2366377 (ENGLAND AND WALES)

DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022

Funds Available and Reserves Policy (contd)

The budget set for the year ahead seeks to achieve a modest surplus. The budget is similar to that for previous years but now including a full year of The Road Safety Trust Advocacy Officer grant, but without the £25,000 Safer Roads Foundation contribution. The trustees expect membership income to be broadly maintained and that further applications for research grants and event sponsorship will succeed. Some uncertainties inevitably remain but the trustees are confident that the financial situation can be managed and that PACTS is clearly a going concern. The MFC is monitoring the situation regularly and updating the budget accordingly. PACTS has a good track record of raising income and controlling costs. To date, income has been encouraging.

The trustees have agreed that the reserves policy will be reviewed on an annual basis.

REFERENCE AND ADMINISTRATIVE DETAILS

The company information set out on page 1 forms part of this report and includes details of our advisers and reference numbers.

Directors and Trustees

All directors of the company are also trustees of the charity and there are no other trustees. The current directors are shown on page 1 of these financial statements. Three directors and trustees (Barry Sheerman, Linda Phillips and Nick Starling) resigned during 2021/22. None was appointed.

The Board has the power to appoint additional trustees as it considers fit to do so. With nine directors and trustees (at year end), the Board considers there are sufficient members but it is open to the possibility if a suitable candidate were to be identified, particularly if this addressed skills gaps and improved diversity.

STRUCTURE, GOVERNANCE AND MANAGEMENT

The charity is constituted as a private company limited by guarantee and is therefore governed by its Memorandum and Articles of Association. This will be reviewed in 2022/23.

The charity is organised so that its directors and trustees meet three times annually and exercise responsibility for its governance. In the intervening period the Executive Director deals with the routine business with the help of members of PACTS staff. He is assisted by the MFC, which meets at least three times a year. Jon Crockett was appointed MFC Chair and Teresa Ciano appointed Vice-Chair by the PACTS Board in November 2021. They replaced John Plowman and Nick Starling, who had served for many years, but who remain on the MFC. The membership of this committee comprises five trustees and three co-optees (at year end).

The trustees are also supported by the PRC, chaired by Julian Hill, to help with the development of PACTS policy and research projects. In November 2021 Carolyn Griffiths was appointed Vice Chair by the PACTS Board. The committee meets two or three times a year. It comprises three trustees (at year end) and the chairs of the five technical working parties. It has also other co-opted members with specific expertise, including Professors Richard Allsop and Oliver Carsten, Special Advisers to PACTS. The membership of both committees is kept under review on an annual basis.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

COMPANY NO: 2366377 (ENGLAND AND WALES)

DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022

Governance Review (contd)

A major activity for trustees during the year was a thorough review of governance procedures and effectiveness. Although the trustees had confidence that they were undertaking good governance, there was a recognition that documentation to evidence this was not always comprehensive and that a thoroughgoing review would be good practice. This was started in mid-2020, led by the MFC, with the entire Board involved. Following the workshop, skills audit and independent Halpin report (December 2020) an action plan was drawn up.

In 2021/22 the trustees set about implementing the action plan, presented to Members in July 2021. This resulted in the establishment of a Council of Members (a formalisation of the existing PACTS members meetings), the creation of the new role of president, a separate chair of the board, agreed terms of office for trustees, terms of reference for all position holders, annual reviews, and endorsement of the Nolan principles and other ethical and behavioural standards. The trustees believe that the governance arrangements and documentation (the PACTS Governance Framework) is proportionate to the size and resources of the organisation, not unduly burdensome and helpful to the delivery of the charity's objectives. They believe that this has been achieved by this exercise.

A significant outcome from the Governance Review was changes in the roles of some trustees. Barry Sheerman MP, Chair of PACTS from the outset, resigned from the Board and became President. Tony Ciaburro was elected Chair of the Board and Dan Campsall elected Vice-chair. Other changes were made to refresh the Board and to demonstrate the Board's commitment to equality, diversity and inclusion.

The charity has a wholly owned subsidiary, PACTS (Training and Education) Limited which was originally formed to conduct the trading operations effected on behalf of the charity. During a previous year, the trustees reaffirmed the decision to take advantage of changes in the rules governing the total income of such subsidiaries and consolidated all financial activities within the accounts of the charity. PACTS (Training & Education) Limited has therefore not traded in the current year or for many preceding years. Trustees previously decided to retain it in case of future needs and opportunities. They will keep this under review.

Staffing and capacity

There were significant staff changes in 2021/22.

- The contract for the Communications Officer, Santiago Luis (two days per week) was extended.
- Margaret Winchcomb was appointed Senior Research and Policy Officer in May 2021 (four days per week).
- In November 2021 Kumar Niketan was recruited to the new post of Advocacy Officer.
- In December 2021, long-time Office & Events Manager, Joanne Mackel resigned.
- David Davies, Executive Director, served throughout the year.
- Elva Tehan (self-employed) took on the role of PACTS Finance Officer in early 2022.

Business continuity was maintained but some functions undertaken by the Office & Events Manager are not fully covered. This may make it challenging to organise in-person conferences, any office move and administrative tasks.

The trustees previously appointed the People's Pension Company Ltd as the pension provider for the PACTS workplace pension scheme. All employees are automatically enrolled and nearly all have chosen to remain in the scheme. Workplace Pensions Ltd manage the scheme for PACTS and ensure PACTS is compliant with legal requirements. The PACTS employer pension contribution for all staff is 10%. Staff are encouraged to make additional, employee contributions and some do.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

COMPANY NO: 2366377 (ENGLAND AND WALES)

DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022

Staffing and capacity (contd)

Bookkeeping services continue to be provided by Michael Ray and IT support by Anthony Cluer. Payroll services were provided by Superior Payroll Services Ltd. The trustees and Executive Director are pleased with all the services provided. After many years of service to PACTS, Michael Ray has stated that he will retire in 2022/23 and arrangements are underway to cover the tasks he undertakes.

PACTS honorary Company Secretary Glynn Maddocks retired in 2021/22. He was PACTS Company Secretary from the outset. The trustees decided the role of Company Secretary should be added to that of the Executive Director, with specialist legal advice sought as necessary.

The trustees are grateful to all these organisations and individuals who help PACTS to deliver its objectives and services.

RISK MANAGEMENT

The trustees regularly review the major risks to which the charity is exposed, in particular those relating to the operations and finances of the organisation. The Risk Register is now updated and reviewed at each MFC meeting. A specific focus for the year again was risks arising from Covid. The trustees identified this as principally financial, business continuity, and health (staff and others interacting with PACTS). All were successfully managed.

The trustees are satisfied that the remit given to the MFC enables potential risks to be monitored, reports to be produced and steps taken during the year to lessen the impact of any risks that may emerge during the course of the year. One mechanism by which this is discharged is the 'ABCD' Report (Achievements, Benefits, Challenges and Dilemmas) from the Executive Director to trustees, normally provided six times a year, at meetings of the Board and the MFC. These highlight any concerns which are then discussed and acted upon where necessary. Minutes of the Trustees' Meetings have action logs to summarise and track actions, including risk mitigation.

The trustees remain of the opinion that the major sources of risk to the charity is the uncertainty of the income streams, although these have proved reasonably stable (in aggregate) over the past few years. The annual additions to reserves in the years since 2013 are steps in the right direction. Changes in personnel with accompanying loss of knowledge is also a significant risk. This would risk impacting the charity's capacity to deliver its programme of research and events. This has been mitigated by a deliberate management strategy to share roles and skills within the team. Trustees, working party chairs, advisors and co-opted committee members also contribute greatly to the substantive work of the charity.

In January 2019, PACTS relocated to Buckingham Court on a three-year lease, ending November 2021. A one-year extension was agreed to 30 November 2022. Trustees, staff and PACTS members are very pleased with the offices which have significant benefits at similar costs to Clutha House. It is hoped that a further extension will be possible but is by no means certain. Other options for office premises have been explored and will be further towards the end of the year.

The trustees themselves have assisted the Executive Director with a number of management tasks including fundraising, HR, business planning, marketing and communications. This also builds capacity and resilience in the organisation.

As a result of the upgrade to PACTS IT systems in early 2019, PACTS staff have been able to work remotely and efficiently during the Covid-19 pandemic and lockdowns. Risks to staff were thus minimised. Options for hybrid events (combining physical and virtual attendance) have been developed.

Some internal financial control procedures were formalised in 2020/21. With the transfer of bookkeeping tasks to the new Finance Officer, controls were again reviewed. Trustees are satisfied that controls are fit for purpose.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**COMPANY NO: 2366377 (ENGLAND AND WALES)****DIRECTORS' AND TRUSTEES' REPORT FOR THE YEAR ENDED 31 MARCH 2022****STATEMENT OF TRUSTEES' RESPONSIBILITIES**

The trustees (who are also the directors of PACTS for the purposes of company law) are responsible for preparing a trustees' annual report and financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

The trustees are required by law to prepare financial statements for each financial year which give a true and fair view of the financial activities of the charity and of its financial position at the end of that year. In preparing those financial statements, the trustees are required to:

- select suitable accounting policies and apply them consistently;
- observe the methods and principals in the charity's SORP 20-19 (FRS102);
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on a going concern basis unless it is inappropriate to assume that the charity will continue in operation.

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

The trustees are responsible for the maintenance and integrity of the corporate and financial information including on the charity company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

INDEPENDENT EXAMINER

The trustees intend to reappoint the existing independent examiner to undertake the independent examination of the company for the following year.

This report has been prepared in accordance with the provisions applicable to the small company exemption.

This report was approved by the Board on 14 July 2022 and signed on its behalf by the Chair.



Anthony Ciaburro,
Director and Trustee

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**INDEPENDENT EXAMINERS REPORT TO THE TRUSTEES****THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**

I report to the charity trustees on my examination of the accounts of the company for the year ended 31 March 2022 which are set out on pages 13 to 22.

Responsibilities and basis of report

As the charity trustees of the company (and also its directors for the purposes of company law) you are responsible for the preparation of the accounts in accordance with the requirements of the Companies Act 2006 ('the 2006 Act').

Having satisfied myself that the accounts of the company are not required to be audited under Part 16 of the 2006 Act and are eligible for independent examination, I report in respect of my examination of your company's accounts as carried out under section 145 of the Charities Act 2011 ('the 2011 Act'). In carrying out my examination I have followed the Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act.

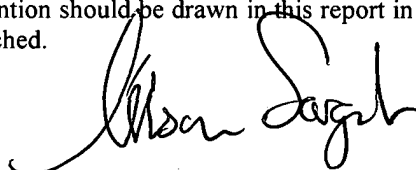
Independent examiner's statement

Since the company's gross income exceeded £250,000 your examiner must be a member of a body listed in section 145 of the 2011 Act. I confirm that I am qualified to undertake the examination because I am a member of ICAEW, which is one of the listed bodies.

I have completed my examination. I confirm that no matters have come to my attention in connection with the examination giving me cause to believe that in any material respect:

1. accounting records were not kept in respect of the company as required by section 386 of the 2006 Act; or
2. the accounts do not accord with those records; or
3. the accounts do not comply with the accounting requirements of section 396 of the 2006 Act other than any requirement that the accounts give a 'true and fair view' which is not a matter considered as part of an independent examination; or
4. the accounts have not been prepared in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities [applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102)].

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.



Alison Sargent FCA
Sargent & Co
Chartered Accountants & Registered Auditors
219 Croydon Road
Caterham
Surrey
CR3 6PH

Date: 14 July 2022

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**STATEMENT OF FINANCIAL ACTIVITIES****(INCLUDING INCOME AND EXPENDITURE ACCOUNT)****FOR THE YEAR ENDED 31 MARCH 2022**

<u>Income</u>	<u>Notes</u>	<u>Unrestricted Funds £</u>	<u>Restricted Funds £</u>	<u>Total Funds 2022 £</u>	<u>Total Funds 2021 £</u>
Donations and Research Grants	2	25,340	103,200	128,540	148,796
<i>Income from Charitable Activities:</i>					
Subscriptions		114,628	-	114,628	119,742
Conferences and Miscellaneous		-	-	-	20,000
<i>Income from Trading Activities:</i>					
Sponsors and fees:		21,000	-	21,000	16,000
Interest Receivable		<u>60</u>	<u>-</u>	<u>60</u>	<u>558</u>
<u>Total income</u>		<u>161,028</u>	<u>103,200</u>	<u>264,228</u>	<u>305,096</u>
<u>Expenditure</u>					
<i>Cost of raising funds:</i>					
Promotion and Publicity	4	3,124	-	3,124	2,445
<i>Expenditure on Charitable Activities:</i>					
Charitable Activities	3	<u>115,424</u>	<u>103,200</u>	<u>218,624</u>	<u>290,140</u>
<u>Total expenditure</u>	6	<u>118,548</u>	<u>103,200</u>	<u>221,748</u>	<u>292,585</u>
<u>Net income/(expenditure) for the year</u>	7	42,480	-	42,480	12,511
Funds transferred	14	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net movement in funds for the year		42,480	-	42,480	12,511
Total funds brought forward		<u>89,706</u>	<u>750</u>	<u>90,456</u>	<u>77,945</u>
<u>Total funds carried forward</u>		<u>132,186</u>	<u>750</u>	<u>132,936</u>	<u>90,456</u>

The statement of financial activities includes all gains and losses in the year.

All income and expenditure derive from continuing activities.

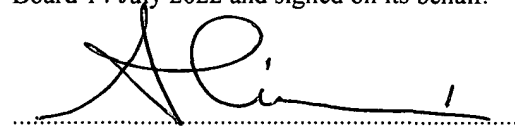
The notes on pages 15 to 22 form part of these accounts.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**COMPANY NO. 2366377****BALANCE SHEET AS AT 31 MARCH 2022**

	<u>Note</u>	<u>2022</u>	<u>2021</u>
		£	£
<u>FIXED ASSETS</u>			
Tangible Assets	10	4,097	4,700
Investment in subsidiary company	11	<u>2</u>	<u>2</u>
		4,099	4,072
<u>CURRENT ASSETS</u>			
Debtors	12	36,796	28,991
Cash at Bank and in hand	13	<u>233,767</u>	<u>221,858</u>
		270,563	250,849
<u>CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR</u>	14	<u>(141,726)</u>	<u>(165,095)</u>
<u>NET CURRENT ASSETS</u>		<u>128,837</u>	<u>85,754</u>
<u>NET ASSETS</u>		<u>132,936</u>	<u>90,456</u>
<u>FUNDS</u>			
Restricted Funds	15	750	750
Unrestricted Funds	15	<u>132,186</u>	<u>89,706</u>
<u>MEMBERS FUNDS</u>		<u>132,936</u>	<u>90,456</u>

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 2022. 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 2022 and of its surplus 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 the accounts so far as applicable to the company.

These accounts have 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 14 July 2022 and signed on its behalf.



 Anthony Ciaburro
 Director and Trustee

The notes on pages 15 to 22 form part of these accounts.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022****1. ACCOUNTING POLICIES****(a) Basis of Preparation of Financial Statements**

The financial statements have been prepared in accordance with 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 (FRS102) (effective 1 January 2019) - (Charities SORP (FRS102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) and the Companies Act 2006.

The financial statements are prepared under the historical cost convention and on a going concern basis, as no material uncertainties exist and future funding is sufficient at the present time. The financial statements are presented in sterling which is the functional currency of the charity.

PACTS meets the definition of a public benefit entity under FRS102. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note.

(b) Incoming Resources

Income is recognised when the charity has entitlement to the funds, any performance conditions attached to the item(s) of income has been met, it is probable that the income will be received and the amount can be measured reliably.

The income of the company is made up of annual and other members' subscriptions, government and other grants, donations, fees for conferences and research contracts, sponsorship and sales (net of Value Added Tax).

Income is accounted for on an accruals basis except for voluntary donations and other subscriptions which are accounted for when received, and grants to fund a particular activity which are accounted for to ensure that the income is recognised when the charity has entitlement to the funds, any performance conditions attached to the grants have been met, it is probable that the income will be received and the amount can be measured reliably and is not deferred.

(c) Interest Receivable

Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the charity; this is normally upon notification of the interest paid or payable by the bank.

(d) Fund Accounting

Unrestricted funds are available to spend on activities that further any of the purposes of the charity. Restricted funds are donations and research grants which the donor has specified are to be solely used for a particular area of the charity's work or for specific research projects being undertaken by the charity.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022 (Contd)

(e) Expenditure

Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably.

Expenditure is included in the Statement of Financial Activities on an accruals basis, inclusive of any VAT which cannot be recovered.

Certain expenditure is directly attributable to specific activities and has been included in those cost categories. Other costs, which are attributable to more than one activity, are apportioned across cost categories on the basis of an estimate of the proportion of time spent by the staff on these activities.

(f) Tangible Fixed Assets and Depreciation

Tangible fixed assets are stated at cost less depreciation.

Depreciation is provided at rates calculated to write off the cost of fixed assets, less their estimated residual value, over their expected useful lives on the following basis.

Web Development	25% straight line basis
Computer Equipment	33 1/3% straight line basis
Furniture	10% straight line basis

(g) Pension Scheme

The company operates a scheme to contribute a defined amount to individual employees' pension schemes and the pension charge represents the amounts payable by the company to the various funds in respect of the year.

(h) Promotion and Publicity Costs

Promotion and publicity costs comprise amounts incurred in raising the profile of the charity and inducing people and organisations to contribute financially to the charity's work. This includes the cost of advertising for donations and sponsorship and the costs incurred in ensuring that the work of the charity is recognised by members of both Houses of Parliament and others.

(i) Expenditure on Governance of the Charity

Governance costs include those costs associated with meeting the constitutional and statutory requirements of the Charity such as the costs of the Independent Examiners Report as well as costs of any strategic planning for the future.

(j) Debtors

Debtors are recognised at the settlement amount due after any trade discounts offered. Prepayments are valued at the amount prepaid net of any trade discounts due.

(k) Cash at bank and in hand

Cash at bank and cash in hand includes cash and short term highly lucrative assets with a short maturity of 3 months or less from the date of acquisition or opening of the deposit or similar account.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022 (Contd)

(l) Creditors and provisions

Creditors and provisions are recognised where the charity has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle the obligation can be measured or estimated reliably. Creditors and provisions are normally recognised at their settlement amount after allowing for any trade discounts due.

(m) Operating Leases

The charity classifies the rental of the premises from which it carries out its activity as an operating lease.

Rentals payable under operating lease is charged to the Statement of Financial Activities as incurred over the term of the lease.

(n) Judgements and key sources of estimation uncertainty

In the application of the company's accounting policies, the #wd6\Director\ #wd12\Director\ required to make judgements, estimates and assumptions about the carrying amount of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised where the revision affects only that period, or in the period of the revision and future periods where the revision affects both current and future periods.

2. <u>VOLUNTARY INCOME</u>	<u>Unrestricted Funds</u>	<u>Restricted Funds</u>	<u>2022 Total</u>	<u>2021 Total</u>
Donations	25,340	-	25,340	24,996
Grants	-	103,200	103,200	123,800
	<u>25,340</u>	<u>103,200</u>	<u>128,540</u>	<u>148,796</u>

Grants in 2020-21 included £123,800 Restricted Funds.

Grants include those received from government amounting to £26,950 (2021 - £79,800). See note 15 for details.

3. <u>CHARITABLE ACTIVITIES EXPENDITURE</u>	<u>2022</u>	<u>2021</u>
Conference expenses	2,932	9,177
Project Expenditure (including staff costs)	103,200	145,622
Premises and Office costs	35,948	37,192
Staff costs - unrestricted activities	71,876	92,710
Governance costs (see note 5)	<u>4,668</u>	<u>5,439</u>
	<u>218,624</u>	<u>290,140</u>

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022 (Contd)****4. PROMOTION AND PUBLICITY**

Advertising and Printing	1,741	1,092
Staff Costs	<u>1,383</u>	<u>1,353</u>
	<u>3,124</u>	<u>2,445</u>

5. GOVERNANCE

	<u>2022</u>	<u>2021</u>
Staff Costs	1,383	1,353
Independent Examiners fees	2,950	2,750
Professional fees	-	1,200
Travel & Expenses	178	-
General Overheads	<u>157</u>	<u>136</u>
	<u>4,668</u>	<u>5,439</u>

6. TOTAL RESOURCES EXPENDED

	<u>Staff Costs</u>	<u>Depreciation</u>	<u>Other Costs</u>	<u>Total 2022</u>	<u>Total 2021</u>
Charitable activities expenditure	71,877	2,438	36,441	110,756	140,901
Restricted charitable activities expenditure	68,211	-	34,989	103,200	143,800
Promotion and publicity	1,383	-	1,741	3,124	2,445
Governance	<u>1,383</u>	<u>-</u>	<u>3,285</u>	<u>4,668</u>	<u>5,439</u>
	<u>142,854</u>	<u>2,438</u>	<u>76,456</u>	<u>221,748</u>	<u>292,585</u>

7. NET INCOMING RESOURCES

	<u>2022</u>	<u>2021</u>
The net incoming resources is stated after charging:-		
Depreciation of Tangible Fixed Assets owned by the Charity	2,438	2,083
Operating Lease - rent	<u>16,482</u>	<u>15,946</u>

8. STAFF COSTS

	<u>2022</u>	<u>2021</u>
Salaries	127,140	134,902
Social Security costs	5,497	6,574
Pension costs	<u>10,217</u>	<u>13,140</u>
	<u>142,854</u>	<u>154,616</u>

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022 (Contd)**

8.	<u>STAFF COSTS (contd)</u>	<u>2022</u>	<u>2021</u>
	Average numbers employed in the year in charitable work	3	4

All the staff spend a certain amount of time on fund raising and governance work. No employee had benefits (excluding employer pension costs) in excess of £60,000 (2021 - None). PACTS considers its key management personnel comprise the trustees and the Executive Director. The total employment benefits including employer pension contributions of the key management personnel were £66,000 (2021 - £64,466).

The trustees received no remuneration in respect of their duties as trustees. Expenses were reimbursed to one trustee in 2021/22 totalling £129 (2021 - nil).

9. TAXATION

The charity is exempt from tax on income and gains falling within Section 505 of the Taxes Act 1988 or Section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.

10. TANGIBLE FIXED ASSETS

	<u>Web Development</u>	<u>Office Equipment etc</u>	<u>Total</u>
<u>Cost or valuation</u>			
At 1 April 2021	4,729	9,134	13,863
Additions	-	1,835	1,835
Disposals	-	(298)	(298)
<u>At 31 March 2022</u>	<u>4,729</u>	<u>10,671</u>	<u>15,400</u>
<u>Depreciation</u>			
At 1 April 2021	1,182	7,981	9,163
Charge for year	1,182	1,256	2,438
Disposals	-	(298)	(298)
<u>At 31 March 2022</u>	<u>2,364</u>	<u>8,939</u>	<u>11,303</u>
<u>Net Book Value</u>			
At 31 March 2022	<u>2,365</u>	<u>1,732</u>	<u>4,097</u>
At 31 March 2021	<u>3,547</u>	<u>1,153</u>	<u>4,700</u>

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022 (Contd)****11. FIXED ASSETS - INVESTMENT IN SUBSIDIARY COMPANY**

The Parliamentary Advisory Council for Transport Safety owns the whole of the issued share capital of PACTS (Training & Education) Limited, a company incorporated in England and Wales under company number 03541795. PACTS (Training & Education) Limited did not trade throughout the year ended 31 March 2022 or the previous year. The aggregate capital and reserves at 31 March 2022 was £2 (2021 - £2).

12. DEBTORS

Due within one year:	<u>2022</u>	<u>2021</u>
Prepayments and accrued income	7,740	4,154
Other debtors	<u>29,056</u>	<u>24,837</u>
	<u>36,796</u>	<u>28,991</u>

13. CASH AT BANK

The cash at bank includes monies held in respect of the MEBTI winners fund as shown in note 14 below.

14. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	<u>2022</u>	<u>2021</u>
Taxation and Social Security	2,688	4,215
Amounts owed to subsidiary undertaking	2	2
Deferred income - subscriptions	23,038	18,847
MEBTI Winners' fund	105,000	105,000
Other creditors and accruals	<u>10,998</u>	<u>37,031</u>
	<u>141,726</u>	<u>165,095</u>

Deferred income relates to subscriptions invoiced in respect of the following year.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022 (Contd)**

15.	<u>FUNDS</u>	<u>Balance</u> <u>31.03.21</u>	<u>Income</u>	<u>Expenditure</u>	<u>Transfers</u>	<u>Balance</u> <u>31.03.22</u>
	Unrestricted Funds:	<u>89,706</u>	<u>161,028</u>	<u>118,548</u>	— -	<u>132,186</u>
	Restricted Funds:					
	MEBTI	750	-	-	-	750
	e-Scooters	-	40,000	40,000	-	-
	Drink Drive	-	-	-	-	-
	Road Safety Advocacy Officer	-	36,250	36,250	-	-
	Stakeholder Consultation	-	-	-	-	-
	workshop	-	12,000	12,000	-	-
	Tackling Drink & Drug Driving	— -	<u>14,950</u>	<u>14,950</u>	— -	— -
	Total Restricted	<u>750</u>	<u>103,200</u>	<u>103,200</u>	— -	<u>750</u>
	Total funds	<u>90,456</u>	<u>264,228</u>	<u>221,748</u>	— -	<u>132,936</u>

The restricted funds listed above have received grants from DfT and Road Safety Trust to enable the charity to carry out its research projects. The grants received from DfT in 2021/22 amounted to £26,950, relating to two research projects (Stakeholder Consultation workshop and Tackling Drink and Drug driving). Restricted funds also include the balance of a DfT grant received in a previous year for the MEBTI project which will continue in 2022/23.

<u>FUNDS – prior year</u>	<u>Balance</u> <u>31.03.20</u>	<u>Income</u>	<u>Expenditure</u>	<u>Transfers</u>	<u>Balance</u> <u>31.03.21</u>
Unrestricted Funds:	<u>57,195</u>	<u>181,296</u>	<u>148,785</u>	— -	<u>89,706</u>
Restricted Funds:					
MEBTI	1,750	-	1,000	-	750
Drink Drive	10,000	-	10,000	-	-
Road Danger Statistics	9,000	-	9,000	-	-
Drug Drive	-	20,000	20,000	-	-
Urban Speed Limits	-	44,000	44,000	-	-
Alcolocks	-	35,800	35,800	-	-
SWIPE	— -	<u>24,000</u>	<u>24,000</u>	— -	— -
Total Restricted	<u>20,750</u>	<u>123,800</u>	<u>143,800</u>	— -	<u>750</u>
Total funds	<u>77,945</u>	<u>305,096</u>	<u>292,585</u>	— -	<u>90,456</u>

The restricted funds listed above have received grants from DfT, Road Safety Trust and FIT to enable the charity to carry out its research projects. The grants received from DfT in 2020/21 amounted to £79,800, relating to three research projects (SWIPE, drug driving and alcolocks). Restricted funds also include the balance of a DfT grant received in a previous year for the MEBTI project which will continue in 2021/22.

THE PARLIAMENTARY ADVISORY COUNCIL FOR TRANSPORT SAFETY**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2022 (Contd)****16. ANALYSIS OF NET ASSETS BETWEEN FUNDS**

	<u>Unrestricted</u>	<u>Restricted</u>	<u>Total 2022</u>
Fixed assets	4,099	-	4,099
Cash at bank	233,017	750	233,767
Other net current assets/(liabilities)	<u>(104,930)</u>	<u>-</u>	<u>(104,930)</u>
	<u>132,186</u>	<u>750</u>	<u>132,936</u>

17. LEGAL STATUS OF THE CHARITY

The Parliamentary Advisory Council for Transport Safety is a private company, incorporated in England and Wales, limited by guarantee and has no share capital. Each guarantor has agreed to contribute up to £10 in the event of the winding up of the company. The registered office is Suite G2, Buckingham Court, 78 Buckingham Gate, London SW1E 6PE.

18. PENSION COMMITMENTS

The company operates a scheme to contribute a defined amount to individual employees' Pension Schemes. The assets of the funds are held separately from those of the company in independently administered funds. At the balance sheet date there were unpaid contributions of £2,530 (2021 - £2,956).

19. OPERATING LEASE COMMITMENTS

At 31 March 2022 the charity had the following annual commitments under non-cancellable operating leases as follows:-

	<u>Land and Buildings</u>	
	<u>2022</u>	<u>2021</u>
Operating leases which expire:		
Within one year	<u>11,390</u>	<u>2,657</u>
The charge for the year for the above Lease was	16,482	15,946

20. RELATED PARTY TRANSACTIONS

Payments totalling £6,836 (including VAT) (2021: £23,020) were made to Agilysis Ltd for specialist services in connection with IT support for on-line conferences and the stakeholder workshop, of which Mr DRJ Campsall, a trustee of PACTS, is a shareholder and Chairman. Nothing was owed at the year (2021 - £8,820).