



Working for Safety on the Road

WORKING FOR SAFETY ON THE ROAD

Newsletter January 2018

IN THIS ISSUE

National Blue light Users Conference 2018

August

28th 29th 30th

On Sunday the 21st of January the Conference Chair Kevin Dell of Oxfordshire Fire and rescue chaired the conference review team meeting at Hinckley.

RescueKevin.Dell@Oxfordshire.gov.uk

After joining the armed forces, it soon became clear that Kevin had a passion for vehicles and driver training where he was fortunate to be developed as a driving

instructor in various fields, so when it came time to find a new career Kevin was extremely lucky to find a role within the fire & rescue service. He entered as driver trainer and made the move up to a response instructor soon after. As the years passed his skills were developed, and new skills acquired. Now 25 years later he is still working within the emergency response driver training field and still maintain the passion to improve standards produce safer drivers. Kevin has also had the opportunity to be involved in various other driver training related projects/groups both within the service, region and nationally.

Having been part of the team that has successfully managed the collaboration of two fire rescue services driver training departments, he can see the benefits of that and why other

people have concerns about such mergers.

Kevin said

"I am pleased to be the chair for this year's conference and hope that all that attend this year will be able to participate and bring their knowledge and expertise to all the sessions and share all the extremely good ideas/practices that are out in the world of response driver training".

The planning committee has established the conference mission. It is clear that collaborative and cross service partnership working along with the continued development in modern vehicle technology will remain the focus going forward.

With that in mind Kevin has secured the Oxfordshire CFO to open the conference.

Chief Fire Officer;
Simon Furlong.



Conference Main Focus:-

1. A Collaborative approach
2. Modern fleet technology
3. Simulation
4. What's the technology and what does it do
5. Q&A session on the technology such as Bosch UK.
6. Autonomous vehicles the future.
7. Electric cars.
8. In vehicle cameras, anything form insurance industry, i.e. they drive down claims costs. How is the service using them?
9. Data trackers, what's good and what's not working.
10. Types of intervention i.e. effect on safety performance. Highlighting the real issues to get buy in.
11. Affecting organisation driving behavioural change.

A Request to AIRSO members

Driving for Better Business

Adrian Walsh

FAIRSO



Driving for Better Business Regional Managers

The Driving for Better Business (DfBB) campaign was launched in 2007 and is now well-established as a way of taking a business message to business. The campaign aims to raise awareness of the importance of work-related road safety in the business community and public sector by using advocates drawn from these communities to promote the business benefits of managing it effectively.

By highlighting the business benefits of good management of those who drive for work, the campaign improves compliance standards. Organisations that have seen

substantial business benefits from good management of their work-related road risk share their stories with the wider business community and act as inspirational advocates to other employers.

Highways England is now leading this key programme of work and has a Memorandum of Understanding with RoadSafe (www.roadsafe.com) to work in partnership to deliver the three year business outreach campaign to engage businesses across England, especially those which have employees driving cars and light vans for work purposes.

We are seeking to appoint three regional managers to work as home-based self-employed part time contractors:

- To support the Highways England Regional Safety Coordinator in embedding DfBB into local road safety partnerships and their supply chains
- To contribute to the wider Highways England DfBB programme.

Daily £155 plus expenses initially ten days per month likely to increase as the campaign develops.

It is likely that the work will involve travel and work away from home.

For further details and full job spec please contact: info@roadsafe.com

**Closing Date: 12pm
on 23rd February**

DriverIntelligence

RICHARD BURGESS

MANAGING DIRECTOR

DRIVER INTELLIGENCE LTD



Dear Trainers

Please forgive this 'blind' approach, but we are looking to expand our bank of driver trainers across the UK and were hoping to reach you to you via your Airso membership. If you are interested in joining our team, please read on...

Who we are:

Driver Intelligence is an independent fleet risk management provider to companies with sizeable fleets throughout the United Kingdom. Our intelligent web-based system delivers a comprehensive fleet risk management programme, including assessment and analysis tools designed to identify and mitigate both corporate and driver risks.

Our fleet risk mitigation tools include: e-learning, classroom-based seminars/workshops, advanced in-vehicle training and collision investigation - delivered to

thousands of drivers across the nation.

What we are looking for:

Our trainers must be able to deliver an enjoyable and educational experience, designed to provoke thought, stimulate discussion and act as a catalyst for raising both corporate and personal road risk awareness. Trainers must be supremely confident in a Classroom environment, but also have the ability to put drivers at ease during an In-vehicle training session, in order to maximise their learning.

As well as the minimum qualifications below, we are seeking absolute professionalism. We pride ourselves on customer satisfaction; a huge part of which is earned when our trainers spend time with our trainees.

Our trainers are self-employed and, as a minimum, possess the following qualifications:

DVSA - ADI Grade A (Score 43 plus)
– Current Certificate of Registration.

- DVSA - Fleet Driver Trainer (Category B Vehicles) - Current Certificate of Registration.

In addition, as a JAUPT Approved Driver CPC Training Centre, we're also looking for experienced Driver CPC Trainers, as well as those who have completed 'SAFED for Van' training.

Any/all other qualifications pertinent to this type of role would be considered a bonus!

What to expect:

Whilst we will always endeavour to provide a full day's training of 7.5 hours, on rare occasions it might be that a shorter day is necessary - our

super-competitive rates reflect this requirement. We also pay capped expenses to cover subsistence and transport or mileage (mileage is calculated based on the shortest route option via Google Maps), where hotels are required, these will be arranged via the office.

The number of sessions we can provide depends on the varying demands of our clients throughout the year and your own geographical location. If you are flexible, happy to travel and willing to go the extra mile for our clients, the more work you will receive!

So, if you are interested in joining our small but well-formed team of driving specialists, please contact us on admin@driver-intelligence.com. We look forward to hearing from you.

AGM

**Wednesday the 31st
Of January 2018**



The AGM will take place several days after you receive this Newsletter.

A full synopsis and photos will be published in the February issues. There will be 31 attendees.

UPCOMING EVENTS

1. *AGM, 31st January 2018.*
2. *Breakfast Briefing, Cardiff, Whitchurch Rugby Club, March 20th. Hosted by Dave Skirrow, MAIRSO.*
3. *AIRSO Academic Masterclass, in May at Aston University. Hosted by Dr Lucy Rackliff in association with AIRSO council of management.*

NETWORKING

Items for the DIARY

Protecting Wildlife on Local Highways

Safeguarding Wildlife Habitats alongside the Strategic Road Network

Central London

Thursday 17th May 2018.

Building an Innovative, Customer-Focused Public Transport Network:

Developing Integrated Services that Support Local Growth

Central London

Wednesday 11th April 2018

David Sidebottom

Director

Transport Focus

Stephen Joseph OBE

Director

Campaign for Better Transport

Chris Stevenson

**Head of Commissioning,
Connected Essex, Integrated
Transport
Essex County Council**

Learning Disabilities 2018:

**Fulfilling Potential and Supporting
Better Lives
13.03.2018, The Bridgewater Hall,
Manchester**

Dementia 2020

The Next Phase

17th of April 2018 - RSM, London

Govconnect are delighted to announce that the next conference in our Dementia 2020 Series will be held on the 17th April 2018 at the RSM, London.

Dementia 2020 – The Next Phase will serve as a full formal review of the Implementation Plan up to 2018 and will assess whether we have achieved the actions included as we move into phase two, hearing from senior leaders from many of the key partner organisations involved in the 2020 Challenge.

Mike Yeomans MAIRSO

Road Safety News w/comm 15/1/18

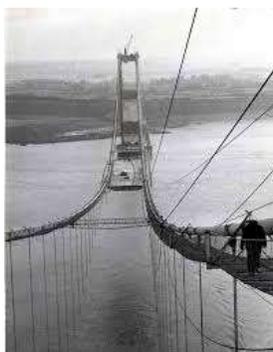
– in association with [THINK!](#)

- [‘Shared space’ is an unhelpful phrase](#) that should no longer be used to describe a form of street design, a new report has concluded.
- A [video produced by THINK!](#) as part of its festive drink-drive campaign has been viewed more than 5m times on Facebook.
- Euro NCAP says [2017 was an encouraging year for new car safety](#), with ‘greater and greater’ levels of life-saving technology featuring in new models.
- A new conference, designed to help road safety professionals keep [older people safe on the roads for longer](#), has been officially launched with an attractive early bird rate.
- Drivers in France caught [using their mobile phone at the wheel](#) could face having their licence suspended under new rules.
- 2018 will be a [year of change for many UK road users](#), with a raft of new legislation set to come into force.
- GEM Motoring Assist is encouraging family members to ‘be wise’ to the [early signs of unsafe driving in their senior relatives](#).

- Ministers called on local authorities to do more to reduce carbon emissions after it emerged [just five councils in the UK](#) have taken advantage of an electric car scheme.
- [Roadside checks by the DVSA](#) between August and November 2017 exposed 293 lorries fitted with 'emissions cheat devices'.
- While the number of new [ultra low emission vehicles rose by almost 35% in 2017](#), there was also an increase in carbon emissions from new cars.

In the News January 2018. Severn Bridges

The original bridge was opened on 8 September 1966, by Queen Elizabeth II, who hailed it as the dawn of a new economic era for South Wales. For thirty years, the bridge carried the M4 motorway. Upon the completion of the Second Severn Crossing, the motorway from Olveston in England to Magor in Wales was renamed the M48.



By: [Phil Carradice](#). Original piece for BBC Cymru Wales.

When travelling across the new or second Severn crossing, it is all too easy to forget that, when it was built, the original Severn Bridge, a bare mile upstream, was a crucially important piece of infrastructure that would revolutionize transport in Wales.

Whether or not that statement is true, the first [Severn Bridge](#) was certainly a remarkable piece of architecture. Officially opened on 8 September 1966, the bridge had been several years in the making and many, many more in the planning.

Telford recommended a crossing - over the very part of the river where the later bridge would eventually be built. In the event Telford's suggestions came to nothing. Cost was a major factor and it was not long before railways came to be considered the main form of transport. When the Severn railway tunnel finally opened in 1886 it seemed as if the idea of spanning the river had gone for ever.

By the early years of the 20th century, however, there had been a significant increase in road traffic and in the period immediately following World War One it became clear to everyone that the old ferry boat service was struggling to cope.

As early as 1935 a Bill was proposed in Parliament, by Gloucestershire and Monmouthshire County Councils, for a bridge over the estuary. But opposition from the Great Western Railway was too strong and the Bill was vetoed. And so things remained until after the Second World War when proposals were laid for a series of major trunk roads - motorways as they became known - across the length and breadth of Britain. A road crossing of the Severn River and estuary were seen as a vital part of this network.

From an early stage in the construction the government announced that they would be recovering at least some of the costs by levying a toll. The original charge for this - in old money - was to be two shillings and sixpence and in those

early days tolls were to be collected when motorists were travelling both ways.

Since its opening in 1961 thousands - millions even - of people have crossed the Severn by the original road bridge. Like so many important pieces of infrastructure in Britain, it has been privatized, sold off to foreign investors and operators but it continues in use, closed only occasionally by high winds and, as happened in 2009, by snow and ice dropping from the steel cables onto the carriageway beneath.

Whether or not the bridge brought prosperity to South Wales remains a matter of conjecture. It is certainly a remarkable piece of engineering, a Grade I listed structure that dominates the river and estuary. It remains an important part of the history of Wales.

FREIGHT OPERATORS WELCOME THE BEGINNING OF THE END FOR SEVERN TOLLS



The Freight Transport Association (FTA) has welcomed the news that today (8 January 2018) sees the beginning of the end for crippling year on year toll increases for users of the two Severn Bridges on the M4 and M48. However, the Association has urged the government to confirm the date by which tolls will be removed from the bridges altogether, in order to provide a vital boost to the economies of South Wales and the South West of England.

Ian Gallagher, FTA Policy Manager for Wales and the Southwest said: "Today marks a turning point for users of the bridges, although the reduction by the

rate of VAT has little impact on the business community which, in many cases, can reclaim this cost. The intended removal of all charges on the bridges by the end of this year is a welcome boost to logistics businesses in both the South West and South Wales already facing serious financial pressures. With the uncertainty of Brexit looming, anything which can help to boost business revenues is great news to keep economies on both sides of the Severn estuary trading effectively."

From 00.01 Monday 8 January 2018 control of the bridges will come back into public ownership and become the responsibility of the Government owned body, Highways England. At this point the charges will be reduced by the level of VAT, which will see the rate for crossing the bridge reducing to £5.60 from £6.70 for car drivers, £11.20 from £13.40 for van operators and £16.70 from £20.00 for Large Goods Vehicles.

The Freight Transport Association and its membership has lobbied constantly for the removal of tolls on the Severn crossings, work which cumulated in July 2017 with the welcome announcement by the Secretary of State for Wales, Alun Cairns that 2018 would indeed see an end to all tolls. And as Gallagher continues, in addition to saving FTA members millions of pounds, this is money which can be reinvested into UK businesses to upgrade fleets or upskill staff:

"At such an uncertain time for the logistics industry, the injection of capital previously used for the payment of tolls will go a long way to future-proofing those businesses which keep Wales and England trading. What's required now is a commitment from Highways England to a date in 2018 when all charges will go, and for any business looking to invest along the M4 corridor, a guarantee that charges will not be reintroduced at some point in the future."

FTA is the only organisation in the UK that represents all of logistics, with more than 16,000 members from the road, rail, sea and air industries, as well as the buyers of freight services such as retailers and manufacturers whose businesses depend on the efficient movement of goods. Established in 1889, FTA's members operate more than half of the UK's HGV fleet, are responsible for more than 90% of freight moved by rail, and 70% of the UK's sea and air freight. The UK logistics sector employs more than 2.5 million people (almost 10% of the UK workforce), and by Keeping Britain Trading directly impacts every aspect of daily life.

First Hydrogen Bus route in France Pau Hydrogen Bus Station



The GNVERT – VAN HOOL consortium will deploy the first hydrogen bus route in France, in Pau. François Bayrou, President of the community of Pau Béarn Pyrénées, made this public announcement for the creation of a "zero emission" bus route. It will be operated by the Pau transport operator companies SMTU-PPP[1] and STAP[2] from September 2019 between the hospital and the railway station in Pau.

Fuelled by hydrogen from renewable sources, eight buses from the Bus Rapid Transit service line (BHNS) will be operating on the streets of Pau within two years, as part of a contract between SMTU-PPP, Engie, Van Hool and ITM Power.

The buses will form an artery of the new transportation network designed by the City within its urban redevelopment project aimed at improving the perception and use of public spaces in a sustainable way.

The use of hydrogen buses is a French first.

The so-called hydrogen buses are electric buses whose energy is stored in the form of pressurized hydrogen: electricity is produced in real time on board the vehicle using innovative technology combining hydrogen and oxygen: a Fuel cell. This "zero emission" technology does not emit any greenhouse gases or atmospheric pollutants during its use, only water vapor.

Hydrogen buses have solid advantages: long driving range (350 km) and rapid recharging (10 minutes). These provide them, amid the various zero-emission bus technology options, with the highest level of operational flexibility and productivity for a bus operator.

ITM Power. info@itm-power.news

Thin Blue Line

Banned driver who led police on terrifying 30-minute 117mph

Published: 10:08, 4 January 2018 | Updated: 09:22, 5 January 2018

Daily Mail

- Christopher Brizell has been locked up following the 30-minute pursuit on M62
- A chase began after Brizell failed to respond to a police signal to stop in Bolton
- Brizell led them on 117mph chase which ended after he crashed at a roundabout
- The 30-year-old has pleaded guilty to dangerous driving at Bolton Crown Court

A banned driver led police on a dangerous high-speed chase, reaching speeds of 117mph.

Christopher Brizell has been locked up following the 30-minute pursuit, which came to a dramatic end when the car spun in the middle of the M62 carriageway. Officers said it was 'a miracle no one was seriously injured or killed' during the incident. Police first began chasing the 30-year-old when he failed to respond to their signal to stop in Bolton, Greater Manchester, in December.

The incident ended when the car Brizell was driving came off the motorway at junction 24 for Ainley. Police have released footage of the chase, at 2.50am on Saturday, December 9, following Brizell's sentencing at Bolton Crown Court. Brizell, of Blackley, pleaded guilty to dangerous driving, driving whilst disqualified and using a vehicle without insurance.

Brizell, of Blackley, pleaded guilty to dangerous driving, driving whilst disqualified and using a vehicle without

insurance. He was sentenced to 17 months in prison and was banned from driving for four years and eight months on Tuesday, January 2. He will also face an extended driving test before being able to go back on the roads. PC Matt Picton, from the GMP road traffic unit, said: 'It's a miracle no one was seriously injured or killed by the reckless actions of this individual.'

'It's testament to the skills and professionalism of the roads policing officers who kept the public safe during his pursuit. 'There is no place on our roads for individuals like this and we will use all available tactics and skills to stop these people and to prosecute them.'

'The sentence sends out a warning to those who believe they can make off from the police and drive dangerously that they will be handed a custodial sentence.'

Read more:

<http://www.dailymail.co.uk/news/article-5234571/Banned-driver-led-police-30-minute-117mph-chase.html#ixzz53bUQrAiS>

Dangerous cycling should be a crime, say two thirds of drivers amid claims they are treated too harshly

- Poll shows 73 per cent of drivers think cyclists should face same laws as drivers

- Drivers also think cyclists should have to pass a test and pay road tax
- More than half of motorists said cyclists should have roadworthy bike certificate
- Almost six in ten drivers said the cycle lanes have failed to improve traffic flow

By [James Salmon Transport Editor for The Daily Mail](#)

Published: 01:43, 30 December 2017 | Updated: 11:07, 30 December 2017

Almost two-thirds of motorists believe the offence of dangerous driving should be extended to cyclists. A poll of more than 10,000 drivers conducted for the Daily Mail reveals widespread concerns that cyclists are treated too leniently.

Some 73 per cent of drivers said cyclists should be subject to similar legal requirements as motorists. And of these just under nine in ten called for new laws to prosecute cyclists for a two-wheeled equivalent of dangerous driving.

A change in legislation is already being considered by Transport Secretary Chris Grayling after a woman died last year when she was knocked down by a rider whose bike had no front brake. The cyclist was acquitted of manslaughter but convicted of wanton and furious driving, an offence falling under an Act from 1861.



More than eight in ten drivers who called for tougher legislation for cyclists backed the introduction of compulsory

insurance, while almost three-quarters (73 per cent) said they should be required to wear fluorescent clothing.

Around seven in ten said they should be legally required to pass a road proficiency test, and wear a helmet. More than half (56 per cent) said cyclists should have a roadworthy bike certificate – the equivalent of an MOT – while 52 per cent want cyclists to have to pay road tax.

Almost six in ten drivers said the cycle lanes designed to alleviate congestion and increase safety for cyclists have failed to improve traffic flow, or made the situation worse.

The poll of more than 10,400 drivers was conducted by campaign group FairFuelUK.

Cyclist Charlie Alliston was acquitted of manslaughter but convicted of wanton and furious driving, an offence falling under an Act from 1861

Its founder Howard Cox said: 'What infuriates the highest taxed motorists in the world is what they see as the lack of fairness apportioned to all road users.

'They believe cyclists should be making some financial contribution to roads and increasing cycle lanes they currently benefit from.

'They also want to see the compulsory use of helmets, cyclists to be road insured, wear fluorescent clothing, pass a road proficiency test and more prosecutions for the increasing episodes of dangerous cycling.'

The poll also revealed that almost nine in ten drivers (88 per cent) believe that traffic has got worse over the last five years.

Alliston crashed into 44-year-old Kim Briggs as she crossed the road on her lunch break.



Almost seven in ten cited the simple fact that there are more cars on the roads.

But more than half (52 per cent) blamed years of underinvestment in the roads, while four in ten attributed the increase in congestion to more potholes.

More than four in ten (43 per cent) blamed bad driving – such as motorists who hog the middle lane on motorways.

Traffic has hit record levels, fuelled in part by the surge in delivery vans caused by the internet shopping boom. The Government has said it is investing a record £23million in improving roads, including on tackling congestion.

Roger Geffen, policy director at Cycling UK, said: 'Cycling UK strongly supports responsible behaviour by all road users and is very concerned about drastic cuts to roads policing in recent years.

'However, if we want grandparents and grandchildren alike to be able to cycle safely and normally for day-to-day journeys, it makes no sense to impose unnecessary new rules and costs on would-be cyclists, particularly children.

'The top priority must be to create safe, cycle-friendly streets and junctions, while strengthening the enforcement of our existing traffic rules, rather than adding new ones.'

Read more:

<http://www.dailymail.co.uk/news/article-5222189/Dangerous-cycling-crime-say-majority-drivers.html#ixzz53bWWFTUE>

[5222189/Dangerous-cycling-crime-say-majority-drivers.html#ixzz53bWWFTUE](http://www.dailymail.co.uk/news/article-5222189/Dangerous-cycling-crime-say-majority-drivers.html#ixzz53bWWFTUE)

FTA STATEMENT

Freight industry welcomes additional funding for Channel border security

The Freight Transport Association has welcomed news that an additional £44.5 million is to be spent on strengthening security at Calais and other French ports. Speaking shortly after the announcement, FTA's Head of European Policy, Pauline Bastidon, said:

"FTA welcomes the intention from the UK and French Governments to reinforce border security, especially in Calais. Our priority is our drivers' safety. We want them to feel safe while undertaking their daily tasks and operating across the area. Any measures that will help to reinforce their safety is therefore welcome".

"While the situation has greatly improved as a result of the 'Jungle' camp clearance, something FTA campaigned for very actively, there is still evidence of tangible migrant activity, not only in Calais, but also on the roads leading up to the town. This is something that will only be solved through reinforced cooperation between the French and the UK Governments. With Brexit looming on the horizon, this cooperation is more crucial now than ever.

"We also welcome the commitment from the French President that no new camp will be built or allowed to grow to replace the 'Jungle'.

"Meanwhile, FTA urges members to continue to take extra care when moving goods to and from the port areas, and to be extremely vigilant on the approach roads to Calais."

In the News

Four in five people don't know how to use a zebra crossing properly

Really? This item was a hot topic during January.

Who stops when?

A study asked at what point does a vehicle need to stop at a zebra crossing to allow a pedestrian to cross?

Of those spoken to, 81% answered incorrectly. The correct answer is that a car needs to come to a stop, to allow a person to cross, only when that pedestrian has already set foot on the zebra crossing.

It comes from Rule 195 of the Highway Code and shows that many people don't realise how to use these familiar crossings.

The survey spoke to 2,000 people across the country, and only 19% of them knew the correct answer. The majority – 46% in total – thought that a driver had to stop

Others had more extreme misconceptions of how to use the crossing, some of which have a strong potential to lead to accidents.

For example, 14% thought that a motorist had to wait when a pedestrian was walking towards a zebra crossing, not even waiting to cross. At the other end of the scale, 5% thought that pedestrians could only cross when the road is clear.

Another 4% said that cars only had to stop for a pedestrian when they were already halfway across the road on the crossing. Some 3% thought that pedestrians had no right of way at all and that drivers only had to stop out of courtesy. A further 8% of the people spoken to admitted they just didn't know what the rules around the crossings were when a pedestrian was waiting to cross.

Motorists escape prosecution due to lack of police, says AA

Two thirds of drivers (65%) don't believe they will be prosecuted for offences such as tailgating and lane hogging due to a lack of police on UK roads.

A study by the AA found that offences such as using a hand-held mobile phone while driving, driving a vehicle in a dangerous condition and not wearing a seatbelt were also being missed due to a lack of traffic officers.

A Freedom of Information request carried last year found the number of traffic officers had fallen by a third in 10 years from 3,766 in 2007 to 2,643 in 2017.

In 2007 there were 3,766 traffic officers in the forces which responded.

A number of forces increased the number of traffic officers between 2007 and 2012, but as budget cuts bit these numbers were reduced between 2012 and 2017.

The AA said the decline could see more drivers getting away with crimes.

Telegraph Reporters

The number of motorists caught using a mobile phone behind the wheel has fallen by almost half in four years, it has been reported.

Over two-thirds of police forces across the UK recorded a drop in the number of drivers being stopped for mobile phone use since 2011, with one of England's largest constabularies seeing stops fall by more than 80 per cent.

The figures were revealed after research suggested illegal mobile phone use by drivers is on the rise and ministers agreed to toughen penalties.

Police officer leaders have blamed the fall in those being caught on a reduction of traffic officers as a result of budget cuts, saying the two go "hand in hand".

FROM THE SECRETARY

I am still chasing annual subscriptions, there are some 30% of members who have yet not paid their annual subscription. I would urge you to do so as soon as is practicable please. Due date is January.

I would like to thank those members who replied to me with their thoughts and comments both positive and negative relating to the CILT proposal. This matter will be dealt with in detail at the AGM and you will receive correspondence in due course on the outcome.

The Blue light conference in August has been set out. We still need the assistance of members who would like to support, take part and or host any sessions to contact me with ideas and opinions please for TRUCK AND BUS, MOTORCYCLE and FLEET.

Due to Association members feedback, I am instigating new regional breakfast meetings with the first one now to be held in Cardiff during March. Can I ask you to support these events as without you they cannot happen or become unviable at the very least?

If you have some ideas, research and experiences that you feel other members of the Association would benefit from hearing or seeing, please contact me and I can either add to this Newsletter or facilitate during a breakfast meeting.

Don't Forget you can always get me on;

Mobile; 07723371796

Home; 01443 844145

Email: info@airso.org.uk

Email: Gareth@airso.org.uk

Newsletter

January 2018



Working for Safety on the Road

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