

Science Direct

Estimates by the World Health Organization suggest that, on a yearly basis, road crashes kill 1.25 million people—nearly 3400 road fatalities per day—and injure up to 50 million.

Traffic injuries are not equally spread over the world, however; some countries are hit harder than others, and the chance of being killed in a road crash depends on where one lives. Almost 90% of all traffic casualties occur in low- and middle-income countries (LMIC). The United Nations has adopted several resolutions on road safety and proposes actions to tackle the global road safety crisis.

Considering the current level of road safety to be unacceptable, the UN has taken several initiatives. One effort, the Decade of Action for Road Safety 2011–2020, has substantial activity around the world over the last couple of years.

<https://www.sciencedirect.com/science/article/pii/S0386111216300103>



This issue

Exploring AIRSO

Driver Intelligence

Technology

Pothole Wars

Trends

Exploring the reasons for the ongoing development of the Association.

As members and readers are aware, the association has gone through a period of change and development from within during the past two years. Following on from this year's AGM, in conjunction with the Council of management and the secretarial services, the association is looking at innovative ideas for our future.

One question that comes up time and time again in debate is '**what does AIRSO stand for**' the thing is, it's never changed. Yes, our strapline focuses on working towards safer roads. As an association we have a great deal of history behind us in presenting and challenging those involved within the road safety environment for the mutual benefit of others. That being said, we must accept that the road safety message is changing and certainly adapting to new methodologies in delivery and interventions. When we look around the road safety world there are so many new Innovations taking place, predominantly born out of efficiency savings and doing things in a smarter evidence based way.

SO MUST WE!

The issue is though, not unique to AIRSO. In communication with other associations they also see dwindling numbers and a degree of apathy from within. If we fail to adapt to the continued reduction in support for road safety then as many have struggled over the past decade then so will AIRSO.

It is with this in mind that we are calling on you as readers and members to support wholeheartedly the Council in their approach to the ongoing modernisation programme.

You will see at the end of the Newsletter that we continue to build a programme of events to meet our commitments plus other innovations that we are considering.

You will also see that this year for the first time we are actively challenging diversity development by supporting women's economic empowerment within our industry. We have already secured some great speakers who will deliver inputs on challenging under representation in this area. So get behind the respective teams and support AIRSO going forward. **The secretary.**

Our Seven Point Plan

Establish a value proposition

We've let our position slip, how you want it rebuilt

Identify our ideal customer

Who is our target audience in terms of members and the wider road safety network? How effectively do we interact with them?

Define our key indicators

It's got to be more diverse than working towards safer roads

Verify our charitable Investment streams

The Sean Morley Award is our benchmark. We could be doing so much more

Look to your competition

Our kindred associations are adapting quickly to the modern technological world, we must do the same

Focus on your strengths

The blue light Conference remains a single entity for success. How can we take that model and improve representation for the whole of AIRSO

Invest in talent.

A lack of focus on diversity within the association.

We must invest in those who are over represented in KSIs. Their voice also needs to be heard through AIRSO

How to judge a charity: the five questions no one asked Kids Company

How do you know if a charity is changing lives?

[Harriet Sergeant](#)



How do we judge a charity? Very badly, it turns out.

Until *The Spectator* revealed the full horror of Kids Company .

The first question to ask is: who uses the charity, and in what numbers?

It is surprising how many charities with marvellous PR and facilities are not very popular. On my first visit to Kids Company in 2005, one problem was immediately obvious. **There were no kids.**

The second move is to question the people using the charity. It is not good enough to talk to the people whom the charity has lined up for you to meet. The views of the people using the charity should be solicited independently of the charity staff — **and listened to.**

The third question is more difficult to gauge. How effective is the charity over the long term?

Is it really changing lives or merely satisfying an immediate need? A charity may dazzle you with all kinds of statistics to prove its long-term effectiveness. Treat such figures with care.

A fourth question to ask is whether the charity is actually required. Is another one doing the same job better? Often people assume a big-name charity is 'better', when actually it is a small local charity that is really helping.

The final question is: does the charity put the people it helps first — rather than concentrating its efforts on what is convenient for staff or seductive to donors?

The lesson here is that government has to understand the problems before it can spot the imaginative solution. The challenge is to develop the tools to compare charities and check their effectiveness without stifling their unique qualities.

Istvan Becsei's lorry collided with David Pokora on a bend in the road



Image copyright
Cambridgeshire Police

Kathleen Bellas death: Lorry driver Adam Rybicki jailed for 20 months



Image copyright Cumbria Police

Kathleen Bellas, 54, from Shap, died on 12 January when the lorry struck her Ford Focus on the A6 near Shap.

<http://www.bbc.co.uk/news/uk-england-cambridgeshire-40498422>

<http://www.bbc.co.uk/news/uk-england-cumbria-35869206>

Watch the video clip below, its so shocking but such an easy occurrence

<http://www.dailymail.co.uk/video/news/video-1444867/Shocking-moment-driver-hit-HGV-wrong-road.html>

Derek Cozens MAIRSO, has recently been promoting his interests in challenging and dealing differently with issues of drivers on **THE WRONG SIDE OF THE ROAD**. Here some of his thoughts are shared, for debate and to innovate for AIRSO and the future.

Although it would be nice to have all AIRSO members signed up to the Twitter page, I think we need to cast the net far wider for followers. If we could raise awareness on road safety matters by issuing press releases; **AIRSO calls for change. Etc., etc.** and successfully get media coverage, then the association would receive far greater attention.

I think that **'wrong-side'** issue is one in which we could raise public awareness in the need for change. Another subject would be **Road Safety Kits for cars**. Why is the UK almost unique in not having a mandatory provision requirement for fitment of safety kits in all new vehicles when virtually all other European countries do. No safety triangle, no high viz vests... is this good safety practice?

Wrong-side driving; the narrative

- We are failing to adequately protect the innocent people who are being killed through no fault on their part.
- Its primarily an information problem. We can all make mistakes when acting on insufficient information.
- Prosecution is no solution and has no preventive effect.
- We have no control over who is on our roads and whether or not they have undergone any form of training
- We are spoiling the ship for a ha'porth of line paint. Within one cycle of road surface maintenance remarking, 3-5 years, we could oversee a substantial reduction in incidents.
- The statistics may not properly reflect the problem as incidents may be recorded as unexplained or attributed to other factors.
- Safe systems requires a pro-active response to problems; it is not an issue that is just confined to specific locations.

Dereks other ideas to increase engagement with AIRSO members include

I would like to set up and then send you a link to an AIRSO exclusive forum and if it is approved by whoever has to approve things within AIRSO, could be circulated to membership via e-mails or the MEA. The objective would be to get as many members as possible involved in discussions on road safety topics from their desktops with a view to developing closer relationships between the members and also a road safety strategy for the Association to be able to promote. It would be called the 'AIRSO Talking Shop' indicating a professional rather than social agenda. Please let me know your thoughts on this idea.

'This is the type of engagement and momentum we need, let's further the debate by responding to the secretary on Dereks Ideas'

[The THINK! team has launched its latest drink drive campaign which targets young men aged 17-34 years](#)



Drink drive

A mate doesn't let a mate drink drive. Our campaign is calling on friends to do what they do best – look out for each other. We're specifically calling for mates not to let their mates drink drive, asking them to step in when necessary when a friend who is driving is drinking.

In Great Britain, in 2015, there were 170 young people between the ages of 17 and 24 who were killed or seriously injured in reported accidents when over the legal alcohol limit.

The resources on this page have been prepared for stakeholders to use in their own campaigns.

Please note that copyright for the films is granted for use in PR (ie news in broadcast, print and online media) and educational purposes and without making a profit. If you're unsure about whether copyright is covered please contact ..



Call out for driver trainers.

DriverIntelligence

Please forgive this 'blind' approach, but we are still looking to expand our bank of driver trainers across the UK and were hoping to reach 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.

PACTS conference: Street Legal

New ways to safe and compliant road use



The AIRSO Chair was delighted to represent Road Safety Support and AIRSO as a headline speaker at the PACTS street legal conference. At AIRSO we are extremely proud of the work that Nick carries out within the Road safety community. His experiences skills and excellent conference speaking abilities makes him the perfect choice to enhance any conference.

JUST A FEW FACTS ABOUT OUR CHAIR

Nick served as a police officer for 30 years retiring in the rank of Assistant Chief Constable. During his police career he specialised in Roads Policing. He was the Head of the Central Motorway Police Group and Secretary to the ACPO Roads Policing Operations Forum. He was instrumental in the development of a regional Automatic Number Plate Recognition (ANPR) system and was the national police lead for the on the introduction of the Highways Agency Traffic Officer service, the implementation of the M42 Managed Motorway Scheme and the policing response for M6 Toll.

As Assistant Chief Constable in South Wales Police he became Chair of the All Wales Roads Policing Joint Advisory Group, developing Roads Policing Strategy for Wales. He oversaw the introduction of the Welsh Traffic Officer Service and the installation of Average Time Distance Cameras on the A465 Heads of the Valley Road. He was Deputy Chair of the all Wales Casualty Reduction Partnership and the ACPO Wales lead for Wind Farm Policing.

He was the National Association of Chief Police Officers (ACPO) lead for:

- ACPO ITS (Intelligent Transportation Systems), developing technology to improve the functionality, efficiency and effectiveness of police vehicles and combating technology based criminality.
- ACPO Police Vehicle Specification and Procurement Group, developing a standardised specification for all categories of police vehicles.

He is the current Chair of the Association of Industrial Road Safety Officers (AIRSO).



He made 



Deterring illegal or dangerous road use is vital to road safety. Detecting one offence can deter others.

This conference will show how the government, police, technology, insurance and road safety sectors can work together to reduce casualties, fraud, lost revenue and more.

Nick Croft M.Ed.



Themes

Uninsured driving

Fraudulent insurance claims;

Cash for crash, and whiplash

Unlicensed drivers and untaxed or uninsured vehicles

Speed, mobile phones, drink/drug driving, seatbelts

Roads policing

Citizen reporting – Dashcams, helmet cams etc

Enforcement technology – cameras, etc

Home Office Type Approval

Educational alternatives to fines

Technology Solutions for Driverless cars goes wrong



The driverless Uber car that crashed into and killed a mum-of-two DID have time to brake, experts have claimed

THE driverless Uber car that crashed into and killed a mum-of-two DID have time to brake, experts have claimed. Shocking dashcam footage shows the moment Elaine Herzberg, 49, was hit by the car driving in "autonomous mode" while she crossed a road with her bike in Tempe, Arizona, on Sunday.

Elaine Herzberg, 49, was crossing a dimly-lit road with her bike in Tempe, Arizona, on Sunday night when she was struck. Police have released the dramatic clip, which shows Ms Herzberg wheeling her bicycle along a dimly lit road in the moments before she is hit and killed. AP reported that experts say it appears there was enough time and distance to avoid the fatal collision.

Daniel Sperling, director of the Institute for Transportation Studies at the University of California Davis, said: "It seems it should have detected her. "It seems unlikely that a human driver would have done better. We do want AVs to do better than us and the potential exists." Asked what would happen if the driverless car was at fault, she replied: "This is really new ground we're venturing into."

Convicted armed robber Rafaela Vasquez was behind the wheel of the self-driving Uber Volvo as a safety driver'.

Bryant Walker Smith, a University of South Carolina law professor who studies autonomous vehicles, said: "The victim did not come out of nowhere.

"She's moving on a dark road, but it's an open road, so Lidar (laser) and radar should have detected and classified her as a human."

Smith added that the video may not show the complete picture, but "this is strongly suggestive of multiple failures of Uber and its system, its automated system, and its safety driver".

EYE ON IT Tech trends

Green products

Consumers care about corporations that are socially responsible and sustainable. The younger generation is [increasingly likely](#) to buy into companies who follow a TOMS give-back model or feature environmentally friendly products and packaging.

Companies are aware that millennials are giving priority to those who are socially-conscious and are adapting their products and values accordingly.

Companies that connect

Rather than directly selling a product, we've seen a rise in companies looking to connect consumers with a service. Air bnb, Uber, and Trunk Club allow millennials to lead an asset-light life.

The connections these companies provide help build a sense of community while consumers feel they're getting a service they need.

Remote employees

As the digital space allows employees to complete work assignments from just about anywhere, more employees are seeking a flexible schedule and the comfort of working from home.

Remote employees allow an employer to have access to talent all over the world. Communication tools such as Google Hangouts, FaceTime, and Skype allow employers to have face-to-face meetings with employees who are not physically present.



Reported March 7 2018

In



The Chartered Institution of Highways & Transportation

Driving laws will undergo a comprehensive review to ensure the UK is ready and able to support the widespread introduction of connected and autonomous vehicles (CAVs) onto its roads, the Government has said this week.

A three year review by the Law Commission of England and Wales and the Scottish Law Commission will look to examine any legal obstacles to the deployment of these vehicles and highlight the need for regulatory reforms.

Focus is likely to be placed on adjusting traditional laws to reflect the fact that self driving vehicles will not have a 'driver' or perhaps even a 'steering wheel' in the future.

The review will also consider how to allocate civil and criminal responsibility where there is shared control between a human driver and the vehicle itself, as well as looking at the impact of CAVs on other road users.

Roads Minister Jesse Norman commented: "The UK is a world leader for self driving vehicle research and development, and this work marks an important milestone in our continued commitment to the technology. "With driving technology advancing at an unprecedented rate, it is important that our laws and regulations keep pace so that the UK can remain one of the world leaders in this field."

Law Commissioner for England and Wales Nicholas Paines said: "British roads are already among the safest in the world and automated vehicles have the potential to make them even safer. Provided our laws are ready for them.

"We'll now start consulting widely on how the law should work with this new technology and develop reforms which enable the use of self driving vehicles in the years to come."

Scottish Law Commissioner Caroline Drummond added: "Automated vehicles could have a big impact on the way we live and work so it's important that, UK wide, we have a legal system which can accommodate them." Also this week, it was announced that a system for allowing self driving cars to perceive obstacles around blind corners will be tested as part of a new CAV project, known as CORAM.

Diary dates

The general data protection regulation (GDPR) is a new EU law that will come into effect on 25 May 2018 to replace the current Data Protection Act. It's the biggest overhaul of data protection legislation for over 25 years, and will introduce new requirements for how organisations process personal data.

PACTS

April 2018

Rail Safety Working Party,
1-4pm,

19th Transport Safety
Commission: WRRS Forum,
SMMT, 1-4pm

26th Policy & Research
Committee, Loughborough
University, 12.am-3pm

May 2018

8th Management & Finance
Committee, 11am Clutha
House

Road Safety Working Parties,

Transport Focus

Improving Regional Public Transport

Infrastructure

Driving Innovation, Flexibility and Integration in Local
Services

Central London

Thursday 28th June 2018

Stephen Joseph OBE

Director

Campaign for Better Transport

Chris Stevenson

Head of Commissioning, Connected Essex, Integrated
Transport

Essex County Council

Professor Roger Vickerman FAcSS FRSA FCILT

FeRSA

(Event Chair), Professor of Transport Economics

University of Kent

Joe Irvin

Chief Executive

Living Streets

Philip Lightowler

Head of Public Transport

Kent County Council

Jools Townsend

Chief Executive

Association of Community Rail Partnerships

Senior Representative

Association of Community Rail Partnerships

TISPOL 2018 Conference

Expanding our Horizons

Delegate and exhibitor bookings are now open for our annual conference, which takes place at the Radisson Blu Hotel, Manchester Airport, on Tuesday 9 and Wednesday 10 October.

CC Anthony Bangham, National Police Chiefs Council

Chief officers from the **Norwegian** and **Belgian** Traffic Police services

Professor Alan Tapp, University of the West of England

Avenoso, European Transport Safety Council

Emanuela Stocchi, International Bridge, Tunnel and Turnpike Association

Claire Smith, Scottish Government

Dr Rob Tunbridge, independent expert on driver impairment

Insp Steve Davies and **Teresa Ciano**, Go Safe

Tomas Jonsson, MHF Sweden

Dr Fiona Fylan, NDORS

Det Ch Supt Paul Keasey, National Roads Policing Intelligence Forum

Paul Bennett, Motor Insurers' Bureau

Sgt Peter Woods, An Garda Síochána

Sgt Ian McPhail, Merseyside Police



On yer Bike

Government publishes call for evidence on cycle safety

Ambition is to improve cycling and walking safety whilst promoting more active travel.

Published 9 March 2018 From: [Department for Transport](#) and [Jesse Norman MP](#)



Cycling Minister Jesse Norman has set out his plans to help people to walk and cycle more, as part of a push for the UK to leave cars behind for shorter journeys. This comes as the Department for Transport publishes a [call for evidence on cycling](#) in this country, asking for a range of views and opinions from the public on everything from improved infrastructure to education for all road users.

This is part of the government's drive to make cycling and walking safer, while encouraging more people to take up cycling at all ages as part of a green revolution in transport. Mr Norman also announced today (9 March 2018) that he has awarded £100,000 of seed funding to 3 innovative cycling safety projects. These pilots aim to tackle a range of issues, including reducing the cost of e-bike batteries through recycling used laptop batteries.

Cycling Minister Jesse Norman said:

We need to become a nation of cyclists, and this government wants to make cycling the natural choice of transport for people of all ages and backgrounds. The call for evidence published today will support an open, comprehensive and thorough review across government to encourage active travel and improve safety for all road users, and I hope that as many people as possible take the time to read and respond to it.

We are determined to make cycling safer and easier across the country, and we are continuing to invest. Today we're announcing an investment of £100,000 each in 3 innovative cycle safety projects, in addition to the recent £7 million of funding to improve cycle safety. This is all part of the first-ever statutory Cycling and Walking Investment Strategy.

This announcement comes as a report, recommending that there is a case for a new offence to be introduced to tackle dangerous cycling, has been published by the Department for Transport.

The [independent report, written by legal expert Laura Thomas](#), finds there is a strong case for changing the law to tackle the issue of dangerous and careless cycling that causes injury or death. If this were to be introduced, it would bring cycling in line with serious driving offences.

This follows a multimillion pound government funding boost for cycle safety in February. 8 cities, which the government has already been helping to lead the way in promoting cycling, were given the chance to bid for an additional £6.5 million of funding to trial new schemes which improve safety. This will support the government's aim of encouraging more people to cycle as part of everyday journeys.

Also making the News

Cyclists who run over and kill people could be jailed for life under tough new laws. Ministers will recommend a new offence of causing death by dangerous cycling under plans expected to be announced. The crime will be treated the same as death by dangerous driving, which currently has a maximum penalty of 14 years in jail.

Here's what you should know before fitting a dash cam, says GEM

DASH CAMs are cheaper, smaller and easier to use than ever before. They also have the potential to make a significant contribution to road safety and to save you money on your car insurance, according to GEM Motoring Assist.



Writing in the Spring 2018 edition of *Good Motoring*, the quarterly magazine for GEM members, road safety expert Sandra MacDonald-Ames says dash cams offer safety and financial benefits for many drivers.

"Dash cam devices have been popular in the commercial sectors for fleets of vans and lorries, along with emergency vehicles, for a number of years," she says. "But until recently their high cost has kept them out of reach for most motorists.

"A surge in popularity and big steps in technology have led to a price drop, and a reduction in size, so they are now affordable for most of us. Properly positioned, they won't restrict visibility and they are readily available online and on the high street, with prices starting at around £25.



Dash cams shot to prominence through their use on the roads of Russia in recent years, and many of us will be familiar with some of the horrific footage captured and shared on the internet, according to GEM. And whilst we like to think our overall standards of driving and safety are among the highest in the world, we still have collisions, and one driver's account of what happened is likely to be different from another's.

Sandra explains that insurers love the clear and irrefutable information a dash cam provides. "If you're a safe, conscientious driver, a dash cam helps protect your no-claims bonus, as well as guarding against dangerous drivers, road rage incidents, 'crash-for-cash' scams and even minor car park knocks," she says.

What is a dash cam? It's a video camera that is mounted on the dashboard or windscreen of a car. Generally powered by the car's 12v system, it continuously records the view of the road and traffic through the windscreen.

How does it store footage? Typically a dash cam continuously records video footage either on an internal memory or a removable card (such as an SD card). When the memory fills, the camera automatically overwrites the oldest files. So you should be able to set it up then leave it until you need it.

Do I have to tell others that I'm using a dash cam to record? No. In the UK, if the car is yours and yours alone, and you are not using it for business (such as taxi work), it is legal to use one without notifying anyone else that you're recording.

How many are in use in the UK? It's believed around three million motorists use a dash cam.

Where's the best place to fit it? Fit your dashcam in the centre of your windscreen, behind the rear view mirror. Ensure it does not obstruct your forward vision.

What are the advantages of a dashcam? As fraudulent insurance claims increase, a dash cam provides vital evidence of what actually happened and who may have been involved. Following a collision or incident on the road, a driver's memory of events or the position and action of other motorists can sometimes be unclear, while a dishonest motorist may be less likely to pursue a claim knowing that video evidence is available.

Can I save on insurance? The installation of a dash cam could see a discount (typically 10% or more) from some insurance company, so it is always worth asking what they can offer.

Can I share my footage of a dangerous driving incident with the police? An increasing number of police forces are accepting them.

The AIRSO Chairs Pet Hate, will someone please take action



Poor maintenance of UK roads is being blamed for the death and serious injuries of cyclists as concerns are raised about a predicted spike in potholes following the cold snap which gripped the country recently.

The warnings come as figures published by the RAC show pothole related breakdowns have already doubled following last week's blast of freezing weather. Freezing water in road cracks when the Beast from the East struck has broken up surfaces, the road organisation has said as it marked National Pothole Day. The number of serious cycling accidents caused by crumbling roads has also hit the highest level in almost ten years. Cycling UK claim that between 2007 and 2016, 22 people cycling have died and 368 have been seriously injured due to the poor state and maintenance of Britain's roads. 64 cyclists were killed or seriously injured (KSI) in 2016, compared to 17 in 2007.

Commenting on the statistics, Edmund King, president of the AA, said: "This tragic toll of cyclists killed is far worse than we thought. We had earlier raised our concerns of deaths among cyclists after a coroner's report saying that new Department for Transport road maintenance guidance would lead to more riders' deaths." The RAC has raised concerns that following recent bad weather the condition of roads will worsen further. The RAC say it received an average of 218 call outs for pothole related issues, this is compared with 104 from 1 February to 3 March.

RAC spokesman Simon Williams said: "While the snow caused serious short-term travel disruption, motorists will sadly be suffering its consequences for months and possibly years to come as our roads were already in a poor state of repair before the extreme cold weather hit. Unfortunately, Siberian weather was the last thing our roads needed as the freezing conditions wreak havoc with any road surface that is in bad repair. We fear that this Spring we may see the emergence of almost as many potholes as daffodils."

Research by the Asphalt Industry Alliance (AIA) last year estimated that it would cost £12bn to get roads in England and Wales into a reasonable condition. The body is calling on the government to increase funding into local roads moving forward. The Local Government Association's transport spokesman Martin Tett, has echoed the AIA's calls and believes only investment will solve the pothole problem that continues to plague the UK.

"Councils are fixing a pothole every 19 seconds despite funding pressures," he added. "They want to do more but are trapped in an endless cycle of patching up our deteriorating network. It would already take £12bn and more than a decade for councils to clear the current local roads repair backlog. Only long-term and consistent investment in local road maintenance can allow councils to embark on the widespread improvement of our roads that is desperately needed, to the benefit of all road users up and down the country, including cyclists." A DfT spokesman said:

"This government is taking the big decisions for Britain's future and investing a record £23bn on our roads to improve journeys. We know road surfaces are a concern for all road users and that is why we are providing local highway authorities in England, with just under £6bn to help improve the condition of our local highway networks."



Secretarial
services

We welcomed new
members to AIRSO
during March.

Mr Lee Granger
A Driver Education
Manager
&
Mr Russell Cramb
A company
Director

Don't Forget you can
always get me

on;

Mobile; 07723371796

Home; 01443 844145

Email:
info@airso.org.uk

Email:
Gareth@airso.org.uk

Registered Charity
No 1054640

Upcoming Events

Academic Conference.

We are now well in to the planning for an academic conference which will be held at Aston University on the 24th of May. This is a free conference for AIRSO members. Contact the secretary to secure your place as they are limited.

AIRSO: National Blue Light Conference.

The date is set at the 29th and 30th of August. A diverse number of speakers have been successfully encouraged to present, with the focus on technology and Collaboration.

National Fire Service Driver Advisory Group (DTAG).

The Fire service will be holding their DTAG meeting as a curtain opener to the 2018 Blue light conference. Bookings are now being taken. The event is on Tuesday the 28th of August 2018.

AIRSO: Fleet Conference

We are delighted this year to have Simon Turner as the chair for the fleet conference. This conference will be held on Thursday the 30th of August at Hinckley.

AIRSO: Motorcycle Conference

We welcome back for the second year Kevin Wilcox Staffordshire Council Road Safety. Kevin hosted a fantastic conference in 2017 so we look forward to more again this year. The conference will be held on Wednesday the 29th of August

AIRSO: Women and enterprise conference, supporting women's economic empowerment"

This conference will be hosted by Wendy Derrick on Thursday the 30th of August 2018. Wendy is Director at Leading Confidently, an Award Winning Executive Coach and Leadership Mentor

AIRSO: Bus Conference

Wednesday the 29th of August 2018.

Presentation of the 2018 AIRSO Fellowship certificates

Hinckley Island on the afternoon of Tuesday the 28th of August 2018

Site Visit to the Driver Simulation Centre XPI, Surrey

October, final date to be confirmed



And Finally, we now have 83 Followers on