

Science Direct

The app that gives Oslo's children a direct say over their own road safety

Making kids 'secret smartphone agents' to pinpoint traffic problems is part of the Norwegian capital's plan to create a safer, greener, car-less city.

A drive for sustainability

The Traffic Agent app was created to understand children's concerns about their own safety in the city and is part of Oslo's move towards greater sustainability and away from cars. The new leftwing city government announced last year it planned to [ban private cars from the centre by 2019](#) as part of its initiative to halve greenhouse gas emissions. "The government said that all increase in traffic in Norway should now be done by cycling, walking or public transport," the country is on a sustainable push: Cars will be [banned in the hope of all cars running on green energy by 2025](#).



This issue

Exploring AIRSO Members

HRH Prince Michael of Kent

Collisions in Wales

Motorcycle campaign

Trends

Shine the light, getting to know our members. Simon Gardner, Cardiff Bus.

Simon is an employee of Cardiff bus he has been an AIRSO members since 2005, this year he will receive a fellowship certificate. (Cogratulations)

Recently Simon successfully completing the DVSA delegated driving Examiner training at Cardington, he remains integral to the daily business of the company.

Training 80 drivers per year, he is responsible for the initial training and career progression of 500 Driving staff, with an 98% overall pass rate. He has developed close working relationship with many local organisations, His aspirations for Cardiff Bus Training is to be known as the best, in the bus industry and selling Cardiff Bus training commercially. As the Capital City of Wales grows so does Cardiff Bus to meet the transport needs. Regionally respected as an expert in Driver Training and Drivers Certificate of Professional Competence, project managed 'how was your journey today'.

Elected Employee Director of Cardiff Bus October 2014-2018 serving all employees.

Here Simon can be seen receiving his 25 year service certificate.



Just some of his responsibilities

Conduct DVSA Driving tests as a delegated examiner

Drivers CPC, development, registrations.

How was your journey today, business plan KPI's, To arrange training and testing of PCV and initial CPC modules 1 to 4 .

Train and examine Advanced Driver training.

Bus Driver of the Year competitions.

RoSPA National Safe Driving scheme, &

Welsh & World host Customer service trainer.

Conduct quality assurance internally and externally

His Royal Highness. Prince Michael of Kent.

HRH Prince Michael of Kent was in New York where [he addresses the UN General Assembly](#)

He also opened the meeting of the [UN Road Safety Collaboration \(UNRSC\)](#) meeting



My Dear colleagues,

I am delighted to have this opportunity to speak to the United Nations Road Safety Collaboration. Since 2004 the organisation has played a key role co-ordinating the United Nation's response to the loss of thirty-five hundred lives every day on the world's roads. Your activities have provided important strategic direction to the Decade of Action for Road Safety. Most important, the Global Plan for the Decade developed by the UNRSC has encouraged countries to adopt more effective policies for road injury prevention. Your meetings bring together a powerful coalition of UN agencies, development banks, researchers, non-government organisations, philanthropies and private sector companies.

Going through the list of participants for this meeting I can see that the UNRSC membership reads like an alumni association for my International Road Safety Awards. For over thirty years now, my awards have recognised excellence in road injury prevention, and it is good to see so many winners here today. I am pleased also that the awards are on the agenda of your meeting, because our judging panel is always interested to receive more international nominations. Recognizing achievement and good practice is essential, and enables us to put our road safety successes under the spotlight. This demonstrates leadership and encourages others to take action; at a time when the urgency of effective road injury prevention has never been more pressing.

It is deeply shocking that since the beginning of this century over twenty million people have lost their lives in road crashes. And another 850 million have been injured. This is not only a tragedy for millions of families but an appalling cost to countries the world over. We know that the vast majority of these deaths and injuries can be prevented. This motivated the UN to call for a Decade of Action in 2011 and then to include road safety in the Sustainable Development Goals in 2015. But we also know that the scale of response so far has been far from adequate.

The Decade of Action was launched with the aim to "stabilize and then reduce" the level of road fatalities. Today we can say that at best there has been some stabilization but not yet any significant reduction. As you all know very well, the SDG Goal for Health includes the target to halve road deaths and injuries by 2020. Unfortunately, it is clear now that this will not be achieved. Against this disappointing background, it is surely time for some strategic reflection on how to inject more urgency into improving road safety globally.

Contd.

Decade of Action for Road Safety

5 million lives could be saved on the world's roads during Decade of Action for Road Safety 2011-2020

[Decade of Action for Road Safety 2011-2020](#)

Road traffic deaths

3,400 people die on the road every day

[10 facts on global road safety](#)

Sustainable Development Goals

50% reduction of road traffic deaths & injuries by 2020 called for in SDG 3.6

[SDGs](#)

UNRSC Partners

- [UN Road Safety Collaboration Partners](#)

UNRSC Meetings

- [24th UNRSC meeting](#)
- [23rd UNRSC meeting](#)
- [Previous meetings](#)

About 1.3 million people die each year on the world's roads and between 20 and 50 million sustain non-fatal injuries. Road traffic crashes are a major cause of death among all age groups and the leading cause of death among those aged 15–29 years

Upcoming events

13th World Conference on Injury Prevention and Safety Promotion

Bangkok, Thailand
5-7 November 2018

[More information](#)

World Day of Remembrance for Road Traffic Victims

18 November 2018

[More information](#)



April 2018: On 12 April the UN General Assembly decided on a number of steps to accelerate progress towards achievement of the SDGs linked to road safety.

Among them are acceptance of the offer of the Government of Sweden to host the Third High-Level Global Conference on Road Safety in 2020, consensus on 12 global road safety performance targets and establishment of the UN Road Safety Trust Fund. These decisions are reflected in a new resolution A/RES/72/271 tabled by the Government of the Russian Federation and co-sponsored by more than 70 countries.

In the resolution just adopted by the General Assembly I am very encouraged that the Government of Sweden has offered to host a Third High Level Global Ministerial Meeting on Road Safety. This important event will mark the end of the UN Decade of Action, but it must also lead to a new level of global commitment to road injury prevention. In many ways the Decade of Action has served as a useful period of preparation. We have a stronger level of engagement by the UN, the development banks, the private sector and civil society. We have a better understanding of effective road policies and a range of measures included in the World Health Organization's Save LIVES technical package. And crucially compared to ten years ago, there are many more countries ready to take action to make roads safe. So, we are poised now to deliver on the Decade of Action's promise to do more than just stabilise the level of road fatalities. In order now to achieve substantial reduction in lives lost, I suggest, we need three complimentary initiatives.

First, we need to establish a new UN road safety target for 2030 to halve road deaths and serious injuries. This will reinvigorate the road safety ambition of the SDGs and provide a framework for accountability and action. Of course, our vision is for a world free from road traffic fatalities but we have intended this target as a benchmark for progress rather than the final destination. The serious risk is that, without such a new casualty reduction target, the road safety performance of UN Member States will be weakly measured and consequently poorly managed.

Second, we need to mobilise new resources to finance road injury prevention programmes. Here I would like to pay tribute to the efforts of Jean Todt, the UN Secretary General's Special Envoy and the Secretariat of the UNECE. Today their proposal for a UN Road Safety Trust Fund has been approved. This fills a major institutional gap and provides a new opportunity to ensure that road safety attracts the funding it so clearly deserves. I hope that donors will respond generously.

Third we need much stronger political commitment to road safety. We know that the countries with the best road safety performance have benefitted from strong and sustained political support. In that contest it is important that today's General Assembly resolution acknowledges the key role of legislators in passing effective road safety policies and laws, and allocating budgetary support. That is why, I am especially pleased to welcome here today a delegation of MPs from the Global Network for Road Safety Legislators. Hosted by the Towards Zero Foundation, of which I am patron, the Global Network was first proposed at the 2nd High Level Global Conference on Road Safety in Brasilia. Launched in London in 2016, the Global Network aims to encourage more engagement from parliamentarians worldwide in road safety. Its dedicated and energetic chairman, Barry Sheerman MP, will be describing their work to you shortly.

The three propositions I have made today, to set a new UN target for 2030, to boost funding and to increase political commitment for road safety are inter-related. A target is needed to measure performance, funds are needed for effectiveness, and political commitment is needed for action. All three are about leadership. The work of the UNRSC, is at its best when providing a platform for road safety leadership. So please continue your important role co-ordinating the UN systems work on road safety. And I fervently hope that together we can use the last two years of the UN Decade to set a new path of road safety progress for 2030. Millions of lives depend upon it.

Thank you very much

Even though road safety has improved considerably in recent years, in 2014, there were a total of 8,208 reported casualties as a result of RTCs - 103 people were killed and 1,160 people were seriously injured in Wales," the report added.

"Recent figures released for the April 2016 year show that RTCs in Wales are not achieving the causality reduction targets set out in the Wales Road Safety Framework.

"The key strategic indicators on Welsh roads set by the Welsh Government is set at a target of 40% and the current figure is reported at 21%."



Motorcyclists, younger people and older drivers are to be targeted in a bid to cut the number of crashes on roads across mid and west Wales.



The move forms part of a plan by Mid and West Wales Fire Service to deliver a change in behaviour on the roads.

It said it rescues "significantly more" people from crashes than fires.

Its corporate plan did not show figures for the area but noted "casualty reduction targets" across Wales are not being met.

"We deal with the consequences of road traffic collisions RTCs and the impact they have on human life and our communities on a daily basis, as we rescue significantly more injured people from RTCs than from fires," the corporate plan report said.

Crashes which cause injury down 11%

"Education and intervention is key to reducing the number of RTCs on our roads and the service has a shared role in delivering this along with other road safety partners."

The service said it was working with Wales' two other fire services on a road safety strategy which runs until 2020.

But over the next year it has set out how it plans to play its role.

It wants to:

- Deliver activities to improve the safety of motorcyclists on roads by encouraging people to take motorcycle safety courses
- Develop a road safety youth intervention course which will target young people who have been identified as being of high risk due to their behaviour on the roads
- Target road safety education activities and intervention for older drivers

The aim of the plan is to deliver "an increased awareness of the dangers from irresponsible driving, resulting in less accidents, leading to safer roads within mid and west Wales and beyond".

"Even though road safety has improved considerably in recent years, in 2014, there were a total of 8,208 reported casualties as a result of RTCs - 103 people were killed and 1,160 people were seriously injured in Wales," the report added.

[Motorcycling : THINK! :](#)
[Roadsafety](#)

think.direct.gov.uk/motorcycles.html

Young riders represent 15% of motorcyclists but make up more than 38% of **motorcycle** rider casualties. Highways England has launched 'Distressed', a campaign highlighting the true cost of not dressing appropriately for the ride. While you can never know exactly what another driver might do, there are actions you can take.

Want to save your drivers time and money? Let's go.

Now your drivers can find fuel faster – and at better prices – with the

[FREE Drivers Club app](#)

Anyone can use it. You don't need a fuel card to use the app, but if you use them, the app is compatible with Allstar, BP, Shell, Texaco, Esso & Keyfuels to name but a few.

Available on both Apple and Android, it pinpoints the perfect pump in seconds, from 1000s of refuelling stations across the UK.

Download the Drivers Club app [here](#) and share this email with all your drivers, to take advantage.

Campaign calls for inclusion of motorcycle awareness in theory test



A new campaign has been launched calling for the vehicle theory test to include a mandatory section on how drivers and bikers can look out for each other on road.

The campaign, [which features on the BBC News website](#), has been set up by Ria Brisland whose 19-year-old son Nick was killed in a collision in Southampton three years ago.

Ms Brisland says the collision was a result of 'negligence' by a driver who 'pulled out and onto the road claiming he didn't see him coming'.

As part of the campaign, [Ms Brisland is running an online petition](#) outlining the proposed changes to the theory test, which to date has received more than 93k signatures.

An example, the petition says, could be a short video showing how there is a lack of vision from a driver's perspective.

Ms Brisland says more incidents could be stopped if only drivers and cyclists learnt how to better interact on roads.

Speaking to BBC News, she said: "The way in which he died could have been so easily avoided, so that's what has spurred me on to help other people."

Road Safety GB

In association with
THINK!

A14 Cambridge to Huntingdon: archaeology shines light on 6,000 years of history

A Roman trade distribution centre, an abandoned medieval village and three prehistoric monuments are among nationally significant archaeological discoveries uncovered by the team delivering the UK's biggest road upgrade. Published 27 March 2018 From: [Highways England](#)



The sites have been uncovered by archaeologists working on Highways England's £1.5bn scheme to upgrade the A14 between Cambridge to Huntingdon.

Neolithic henge monument being excavated on the A14 Cambridge to Huntingdon scheme

In total, around 350 hectares have been excavated – an area around half the size of Gibraltar – making it one of the biggest and most complex archaeological projects ever undertaken in the UK.

The finds mean experts now have a much better understanding of how the Cambridgeshire landscape was used over 6,000 years of occupation. Dr Steve Sherlock, archaeology lead for the A14 Cambridge to Huntingdon project for Highways England, explains:

Highways England is delivering the biggest roads investment in a generation, and we are committed to conserving and where possible enhancing the historic environment. In the context of a project like the A14 Cambridge to Huntingdon improvements, that means undertaking archaeological excavations to ensure we record any significant remains that lie along the 21-mile route. The archive of finds, samples and original records will be stored so that the data and knowledge is preserved for this and future generations.

We now have the evidence to rewrite both the prehistoric and historic records of the area for the last 6,000 years. The approach to archaeology on the A14 underlines Highways England's approach to protecting the country's cultural heritage. Elsewhere, on the A1, work on another road upgrade recently uncovered new evidence pointing to Roman occupation in northern England earlier than previously thought.

Highways England is required by law to agree plans for how a scheme will deal with the effects it will have on its immediate environment, including local communities, wildlife and plants, and also any archaeological finds that may be found ahead of starting work on any new road or major upgrade.

Highways England

Launches

Driving for Better Business Campaign.



Is your organisation working towards safety on the Strategic Roads Network.



<http://www.drivingforbetterbusiness.com/our-network/become-a-business-champion/>

If you are, the DfBB campaign is looking for more business

champions like these.



Call for driver courtesy training



(Photo: DVSA Crown copyright)

Motorists need to be taught to drive with greater courtesy so that roads become more pleasant and safer places to be, Gloucestershire's Police & Crime Commissioner has said.

"We need to find a way of making all of us nicer on the roads and to change the behaviour of the public," Martin Surl told the 'Street Legal' conference organised by the Parliamentary Advisory Council for Transport Safety. "Why is it so hard to let someone out of a junction?"

As well as educating younger motorists in how to drive in a more polite fashion he said there is a role too for fleet managers to tell their employees they expect them to be courteous on the roads.

He added that some people can become "arrogant and self obsessed" when behind the wheel, thinking that their abilities as a driver are above average. Drivers should aim "to be nice", he continued. "Being safe is critical and being sociable is also important."

The Commissioner also said that every day five people die and 66 are seriously injured on roads in England and Wales; with proportionately more younger drivers losing their lives. "We need to help young drivers become good drivers and good adults; not to become victims and not to become offenders," he said.

Martin Surl expressed frustration that a quarter of drivers are found to have an accident in their first year of motoring. "If we knew that 25% of the workforce (generally) was going to have a significant accident in the first 12 months and nothing was done about it, people would be sued, I would imagine."

He added that in Gloucestershire, school children are put through a one day training course in how to be safe on the roads and is sure the measure is having a positive impact.

Three in four drivers believe motoring manners have got worse in the past decade.

A Ford survey of 2,000 motorists found that the top bugbears are throwing rubbish out of car windows, making loud hands-free calls, playing music too loudly, inconsiderate parking and grooming in the rear-view mirror, with aggressive cyclists and tailgating also figuring.

Diary dates

Its getting closer. Ensure you are ready!

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

May 2018

8th Management & Finance Committee, 11am Clutha House

Road Safety Working Parties.

[Local Government Management Association of BC Conference](#)

May 15, 2018 @ 5:00 pm - May 17, 2018 @ 5:00 pm

Road Safety at Work representatives will be in Victoria May 15 to 17 to participate in the Local Government Management Association (LGMA) of BC Conference. A three-day professional development event,

[Find out more »](#)

Protecting Wildlife on Local Highways

Safeguarding Wildlife Habitats alongside the Strategic Road Network

Grange Wellington Hotel, London

Thursday 17th May 2018

KEY SPEAKERS:

Ben McCarthy

Director of Strategy
Plantlife UK

Richard Barnes

Senior Conservation Adviser
Woodland Trust

Fiona Mathews

Chair
The Mammal Society

Hugh Warwick

Spokesman, BHPS & Author of 'Landscape Remapping and Reconnecting Britain's Fragmented Wildlife

Mathew Frith

Director of Conservation
London Wildlife Trust

Dr Stephanie Wray

President
Chartered Institute of Ecology & Environmental Management

Dr Sarah Perkins

Lecturer, School of Biosciences
Cardiff University

Improving Regional Public Transport

Infrastructure

Driving Innovation, Flexibility and Integration in Local Services

Strand Palace Hotel

Thursday 28th June 2018

Stephen Joseph OBE

Director
Campaign for Better Transport

Chris Stevenson

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

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

Transport Focus





April 11 2018 | *Region:* North East & Cumbria, North West, Yorkshire & the Humber



Transport for the North formally took up its statutory powers last Thursday as England's first ever sub national transport body. At an inaugural meeting in Liverpool, 19 local and combined authorities came together with business leaders to form a leadership board.

"It's a watershed moment for devolution and a once in a generation opportunity to deliver significant improvements in the north's transport network," said the group's chairman John Cridland.

He added that its strategic transport plan will set the blueprint for transport infrastructure improvements across the next 30 years, allowing it to make a "strong and consistent case to Government" for sustained investment in the north.

Work has started already, he added. "We're developing fully costed proposals for Northern Powerhouse Rail, developing plans for major road improvements including a trans Pennine tunnel, starting to roll out smart ticketing and are driving tangible service improvements through our co-management of Rail North franchises. This coming year will be the busiest and most important yet."

Transport Minister Jo Johnson commented: "With significant new powers enabling Transport for the North to speak with one voice and drive forward crucial projects, such as Northern Powerhouse Rail and smart ticketing, I am confident that TfN will play a pivotal role in delivering the future of northern transport."

Welcoming the news, Civil Engineering Contractors' Association director Marie-Claude Hemming said: "For too long, the north of England has been allowed to lag behind the South East. Granting statutory powers to Transport for the North is a milestone that will facilitate the delivery of essential infrastructure, which will create jobs, boost skills provision and drive economic growth." The development means Transport for the North becomes a statutory partner to the Department of Transport and recommendations made will have to be formally considered by Government.

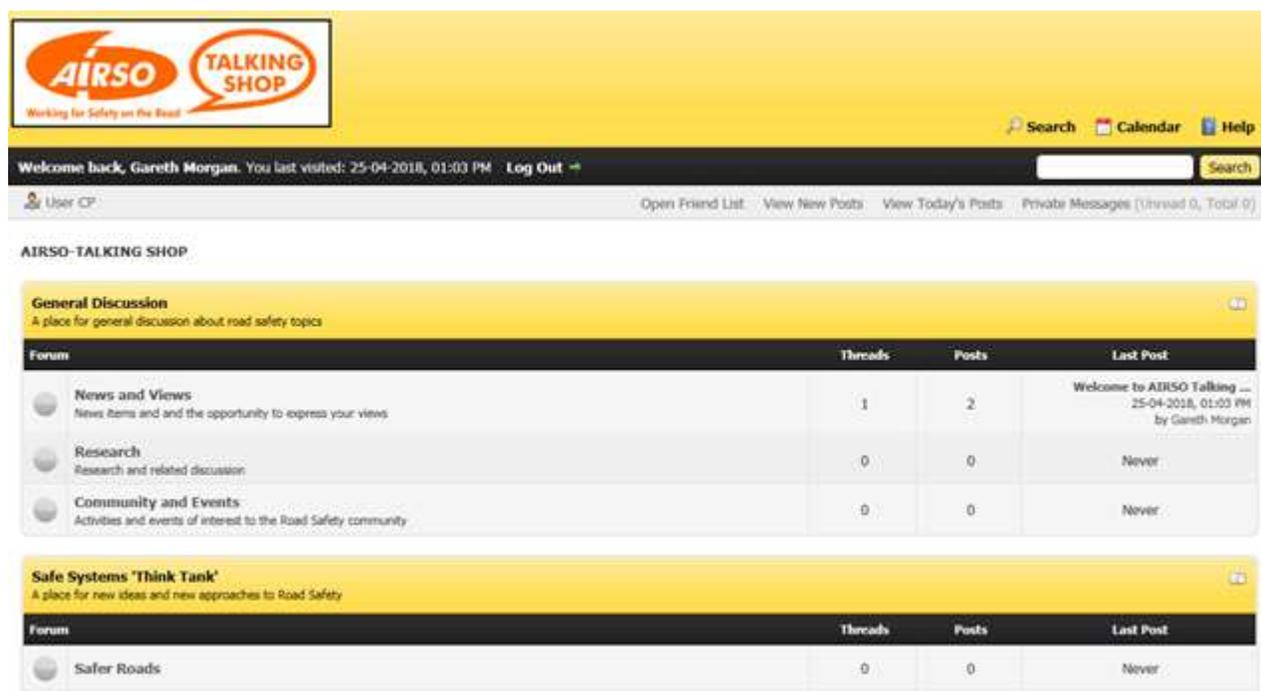
Powers granted allow Transport for the North to construct new roads — with the agreement of Government and relevant highway and local authorities — and decide on capital grants.

The organisation will also implement a strategic transport plan, relay the region's priorities to the Secretary of State, co-ordinate and deliver smart ticketing systems, become a statutory partner in road and rail investment decisions and oversee rail franchises alongside the DfT.

The ability to create sub national transport bodies to plan and prioritise long term infrastructure investment in a specific region was created by Parliament with an amendment to the Local Transport Act 2008 which was passed in January 2016

You may recall last month we published a response from one of our members, Derek Cousins, who was promoting a blogging or talking shop window for members to enter the wider debate around road safety and to support the future development of the association. Derek has carried out some preliminary work to see what this process would look like.

Below is an example of what we are trying to do pending sign off from the council or management.



We will let you know how this programme develops once the Council have given final sign off.

Other matters arising are.

1. We continue to update the website. You will see that the latest PACTS conference slides are now on the website information pages.
2. The work relating to impending changes on Data protection are on-going, you will also see amendments to some of our paperwork going forward this month along with additional web changes to cover your use of the site and the details you allow us to keep.
3. We are working to enable your web access to be easier, this will allow you to control and update frequently your personal data.



Secretarial services

We welcomed new members to AIRSO during March.

Sam Smith
Sales Manager
XPI Simulation

Scott Blagg
Driver Trainer

Gregory
Distribution

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. (This may change due to logistic issues)

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.

Drivermetrics: Psychometric Conference – Driver Management

Hinckley Island on Tuesday the 28th 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 93 Followers on