



This issue

Associatiuon Update

Colin Pettener MBE

AIRSO Conferences 2018

Safety Features

Mobile Phones

Science Direct

[Accident Analysis & Prevention](#)

[Volume 71](#)

A meta-analysis of the effects of
texting on driving

Author links open overlay
panel [Jeff K.Caird](#)^o[Kate](#)

[A.Johnston](#)^o[Chelsea](#)

[R.Willness](#)^o[MarkAsbridge](#)^o[PiersS](#)

[teel](#)^o

Highlights

Twenty-eight experimental
studies of texting and driving
were identified and meta-
analysed.

Typing and reading text
messages adversely affected
nearly all measures of safe
driving.

Texting while driving produces
visual, cognitive and physical
driver distraction.

A variety of countermeasures
will be required to prevent
texting and driving injuries and
fatalities.

Association update:

Conferenec season in upon us. Support AIRSO supporting safer roads

This years conferences are nearly here, book your place now and support AIRSO in making Roads a safer place to be. AIRSO can only do this through your support.



AIRSO : Putting Women in the Driving Seat 2018

47% of the UK
Force is female,
women make up
just 22% of the
transport industry

Are you a woman already in, or
thinking of, a career in the transport
and road safety industry?

Hear about the business benefits of a
gender balanced workforce and learn
from the experiences from the leading
women in this industry.

Blue Light User
Conference, Hinkley
Island Hotel,
Leicestershire

0930 on 29th August
2018

£50 full day
conference
including lunch

Register with
gareth@airso.org.uk

01443 344145



Working for Safety on the Road

Join us at the DriverMetrics® Blue Light Forum 2018, where our expert speakers will explore the latest research and best practice in behavioural based approaches to emergency services driving.

PLEASE NOTE: The DriverMetrics® Blue Light Forum is being held the day before the AIRSO National Blue Light Users Conference. If you are attending the DriverMetrics® forum and also wish to attend the AIRSO event, you will need to register with AIRSO separately.

10.00 – 10.15 Registration and
Coffee



Colin Pettener MBE 3rd September 1941 – 11th June 2018

Colin Pettener MBE sadly passed away on 11th June 2018 at the Severn Hospice in Shrewsbury after a comparatively short illness. As one might expect his funeral on one of the hottest days of the summer was attended by something approaching 200 people from all walks of his life.

A remarkable, friendly, kind, witty, great story teller and at times a tease but above all just a very nice person, fondly remembered and part of road safety history.

You could not fail but to fall in love with Colin from the first time you met him - He was that kind of person. He spoke with sensitivity and sincerity when you met him, careful not to offend but keen to learn about the people to whom he was speaking. Within a few minutes he had made an impression and indeed once met never forgotten.

I spent many nights away with Colin on our road safety ventures and he could set up a conversation with complete strangers on any subject matter and such was his skill he always got a positive response. He was incredibly interesting to listen to and seemed to be able to engage with any topic of conversation, such was his knowledge and extensive life experiences.

Colin was rightly awarded an MBE for his services to road safety and as many said *"it could not have been given to a nicer person"* but equally was so richly deserved and he always wished it to be known that he was receiving it as much for himself as all those colleagues whose endeavours needed to be recognised for their efforts to save lives and casualties on the road. He was also the owner of a Prince Michael International Road Safety Award for his services to National Driver Improvement – an award generally reserved for organisations and companies - for very few individuals have been honoured in this way. Also to, an Award for "Distinguished Services to Road Safety" held by only some 7/8 people in the UK awarded by the Royal Society for the Prevention of Accidents. He also won the Lynda Chalker Award, significant in so much as it was given by his own peers through the Local Authority Road Safety Association, now Road Safety GB. All these accolades were proudly displayed prominently in his home. In context these awards mark out his remarkable contribution and dedication to road safety and placed him in the highest regard amongst his professional colleagues.

Colin was a great ambassador and motivator. Very capable at being out front but equally content to support and advise behind the scenes. He played the part of stage and floor manager for me on several occasions and had that feel for how he could make the adjustments behind the scenes, so to speak, to change the atmosphere and aura of the occasion for the better. He was someone with a calming influence in a debate or discussion and without pouring gloom on any idea he was able to be positive about what was trying to be achieved and thereby bring about a successful outcome.

He was great at enabling and motivating others seeing what they could offer in contributing towards the aims of reducing casualties on the road. His relationship with the Institute of Advanced Motorists nationally and in particular the Shropshire Group when he was County Road Safety Officer is well documented and he sought to support their activities in every possible way being very aware of the contribution which they could make and would frequently have them alongside any exhibition or event which he was promoting. Colin was also one of the longest serving members of AIRSO and when he became the Road Safety Consultant for The TTC Group he became very involved in the Association serving on the Council of Management and has been its Chairman on two separate occasions. His efforts and work for AIRSO led him to receive the honour of Honorary Life Member, regarded as the Association's Oscar. He also had strong links with the driver training Associations particularly the Motor Schools Association of Great Britain and played a leading role in the Institute of Road Safety Officers prior to its amalgamation with Road Safety GB and then becoming the Road Safety Academy. These and many other links with outside bodies were a hallmark of his success as he saw the value which they could bring and that deserved his encouragement and support. Outside his involvement in road safety was his commitment to the Shrewsbury Flower Show where he served on the Committee and acted as their safety officer.

It is hard to believe that we will not see him around, he was just a wonderful person to be with, offered much to what he was involved in, a family man at heart but beneath that was a person who had found it hard to come to terms with the death of his beloved wife Mavis, who passed away a few years ago but now reunited in spirit.

I like so many others have lost a great friend who will never be replaced in the same way – There was and will be only one Colin Pettener.

Oops Colin Pettener **MBE**

Graham Feest

The Friday Blog -

Improving road worker health, safety and wellbeing

Dear Gareth,

This week's Friday Blog comes from Safer Highways Partner, Clearview Intelligence. In the piece, they examine the challenges we, as employers face in prioritising the health, safety and wellbeing of our workforces and the challenges we face.

No one should be harmed when travelling or working on the Strategic Road Network (SRN). This is one of [Highways England's three core aims](#).

However, in May, Highways England revealed that four road workers and two motorists were injured in just one three-month period because of incidents around roadworks.

The six injuries between July and September 2017 represent just the tip of the iceberg with [a total of 3,500 incidents recorded](#) in that short timeframe. These incidents range from abuse being shouted at road workers to collisions when drivers fail to divert around coned off areas.

Beyond the physical risk to road workers, there is also a risk to their mental wellbeing from the frequent abuse. With the risk of suicide among male labourers (who make up a high proportion of road workers) [higher than the national average](#), it has been increasingly recognised that both physical and mental health need to be safeguarded.

Read the full [blog here](#)



Image credit: ©istock/CrazyD

The driver of a heavy goods vehicle (HGV) has been handed a 12-month community order following the death of a cyclist who was struck by part of a loader crane. The director of his employer is serving a 21-month prison sentence.

Stephen Moorman admitted causing the death of Ella Murray, 70, by careless driving. The 49-year-old was also ordered to carry out 120 hours of unpaid work.

Buildland, the builders' merchant that employed Moorman, and its managing director pleaded guilty at an earlier hearing to offences under the Health and Safety at Work Act.

Birmingham Crown Court was told that Moorman was using a flatbed Scania HGV lorry with a rear-mounted Hiab crane to deliver and unload building materials across Birmingham on 20 March 2014.

Moorman stowed the crane's supporting legs after completing a delivery but failed to ensure he had properly secured the nearside leg, which rolled out as he drove to the next location in Solihull.

Unaware of the protruding leg, Moorman overtook Murray on Peterbrook Road in Shirley, striking her and knocking her off her bike. He became aware of the detached leg only when it had hit a tree and brought him to a halt. Murray died from her injuries at Queen Elizabeth Hospital four days later.

Police and inspectors from the Health and Safety Executive and the Vehicle and Operator Services Agency visited Buildland's site in Redditch, north-east Worcestershire. They found the company did not have any valid certificates of examinations for their vehicles, several of which had faults. They said the HGV involved in the accident was not defective, however the crane was found to have several faults.

Its electronics were unreliable and the warning light and buzzer fitted to alert the driver if the supporting legs were not properly secured were not working on the day of the accident, according to local news reports.

Buildland and its director, 53-year-old Rugbir Jutla, pleaded guilty to failing to protect those not in their employment and for failing to carry out risk assessments. On 13 March 2018 the company was fined £300,000 and Jutla was jailed for 21 months. Both were ordered to pay £25,687 costs. According to a document filed at Companies House yesterday (2 July), Jutla has been removed as Buildland's director.

Neil Fielding, specialist prosecutor with the West Midlands Crown Prosecution Service complex casework unit, said: "Rugbir Jutla and his company owed a duty of care to their employees and members of the public. They failed to meet this requirement and allowed vehicles, which had not been examined for their safety, on to a public highway. "Stephen Moorman was the driver of one of these vehicles. He failed to follow the right procedure when stowing the crane away."

UK lags behind as EU is 'set to fail' on road fatality targets

The EU's target to halve road fatalities by 2020 now seems likely to be missed, with the UK currently making no major progress, road safety experts have said. Citing a new report from the [European Transport Safety Council \(ETSC\)](#), safety campaigners at IAMRoadSmart pointed out that the number of road deaths in the previous four years has reduced by only 3%, a long way short of the 2020 target. Only two countries (Greece and Estonia) seem likely to hit the target of reducing road deaths by 50% by 2020, compared to 2010 levels. The ETSC report estimated that 25,250 lives were lost on EU roads in 2017, amounting to a 2% reduction from 2016 statistics.



This report prompted IAMRoadSmart to warn that past progress such as the 54% drop in fatalities since 2001 could be 'undone' and 'to call once again for road safety targets, and a partnership approach to drive home the safety message to a new generation of road users who are hooked on smartphones and social media'. The ETSC report states that the UK has gone from 1,905 killed on roads in 2010 to 1,854 in 2014 to an estimated 1,783 in 2017 – a fall of 6.4% over the four years, ranking the UK as one of the least progressive countries in the EU on reducing road deaths since 2010.

Neil Greig, IAMRoadSmart director of policy and research, said: 'The Safe System is firmly established in the UK but it does need to be backed up by road safety targets. 'The Government's own capacity review found that the lack of targets has led to the perception that road safety is not as high a priority as it could be.' The review, published last month, found that 'the absence of defined national road safety ambition in a measurable safety performance framework is setting back effort'. Within the the UK, Scotland has already met its 2020 road safety targets with the help of average speed cameras. IAMRoadSmart pointed out that since 2015 Estonia, which achieved a 32% reduction in road fatalities between 2016-17, has been promoting a 'Vision Zero' approach and shared responsibility among stakeholders. Local authorities are increasingly involved in road safety management. It said that a combination of road safety measures, including traffic law enforcement, high-risk site treatment, road network safety analysis and public safety campaigns are at the core of Estonia's recent road safety policy. According to [Witter Towbars](#), between 2011-2015:

- The West Midlands had the highest number of road casualties in the UK (37,153)
- The Thames Valley (36,778) and West Yorkshire (36,597) had the second and third highest recorded road casualties
- The South of the UK accounted for the vast majority of accidents in the UK
- Dumfries & Galloway in Scotland had the fewest casualties
- The City of London had the second lowest number of casualties

500 people a week still dying on EU roads

April 10, 2018

The European Commission has today published [data](#) showing that deaths on EU roads fell by just 2% last year, following a similar decrease in 2016 and a 1% increase in 2015.

Commenting on the publication of the latest figures, Antonio Avenoso, Executive Director of the European Transport Safety Council said:

"For four years in a row, the European Commission has announced poor results on road safety. And for four years in a row, there has been almost no new EU action on concrete policy measures to combat the scourge of road deaths and injury. The time for action is long overdue."

According to ETSC analysis, the [EU target](#) of cutting deaths by half in the decade to 2020 is now very unlikely to be reached. The EU28 collectively reduced the number of road deaths by 20% over the period 2010-2017, far less than the 38% cut needed to stay on course to meet the 2020 target

Speed camera revenue shortfall “suggests they have worked”

Speed camera vans in North Yorkshire have been described as “the single greatest underachievement of income” for the county’s police force.

July 2, 2018. **Tags:** [enforcement](#), [police](#), [speed cameras](#)

The Press website in Yorkshire says accounts for 2017/18 have revealed that road safety cameras brought in millions of pounds LESS than the force and the Police and Crime Commissioner expected.



Although the force does not receive revenue from fines, it does from speed awareness courses but in 2015/16, the force received just over £1.8 million from the courses, and based later budgets on a similar or higher amount, even increasing the number of speed camera vans on the region’s roads.

But the Chief Constable’s draft statement of accounts said, “The recharges made for speed awareness courses were responsible for the greatest single underachievement of income. The recharges generated £2.1 million less income than was forecast. “This was in part as a result of a delay in the procurement of new vans which resulted in fewer than 12 safety camera vans being deployed until the middle of December. In addition to this the safety camera vans generated course referrals at a slower rate than was forecast and the rate of offences detected per hour has also decreased.”

[The Press](#) quotes North Yorkshire Police and Crime Commissioner Julia Mulligan as saying the “underachievement of income” simply showed the road safety camera vans had worked. “The camera safety vans are on our roads to help make them safer. They have been very effective in doing so, with clear evidence that drivers are slowing down and as a result, fewer people have been on driver awareness courses than was estimated, resulting in less money coming in. “The success in slowing people down does mean shortfalls in estimated budgets, which were based on figures from previous years, but contrary to popular belief, this has never been about making money. The work that the safety camera vans do is very important, and as they pretty much ‘break even’, it suggests the current numbers are about right. However, this is under constant review, as are the financial impacts.”

The law

- You must not drive faster than the speed limit for the type of road and your type of vehicle. The speed limit is the absolute maximum and it doesn’t mean it’s safe to drive at this speed in all conditions.

The facts

- Speed is one of the main factors in fatal road accidents
 - In 2013, 3,064 people were killed or seriously injured in crashes where speed was a factor
- The risk of death is approximately four times higher when a pedestrian is hit at 40mph than at 30mph
- Fatal accidents are four times as likely on rural “A” roads as urban “A” roads

Campaign highlights dangers of texting while driving



Giant mobile phones – displaying the final messages sent by drivers killed while using their device at the wheel – are going on display across Northumbria.

Giant mobile phones – displaying the final messages sent by drivers killed while using their device at the wheel – are going on display across Northumbria.

The 'Last Text Tour' forms part of the Northumbria Safer Roads Initiative's (NSRI) long-standing [Road Respect](#) umbrella campaign, which targets young drivers in the north east of England.

The tour started in Newcastle (*pictured*) and is scheduled to visit Gateshead, Sunderland, Northumberland and South Tyneside over the coming weeks.

The centrepiece of the tour is an installation featuring six mobile phones, each showing a message sent by people who died as result of texting and driving.

A plaque on the back of each phone explains how each driver crashed, who they were texting and why they were doing so.

Road Respect hopes the visual nature of the installation will resonate with drivers and passengers – and encourage behavioural change behind the wheel.

The installation forms part of Road Respect's 'No Look, No Touch, No Phone' campaign, which also sees the text messages displayed on billboards and petrol station forecourts – and across pubs and bars in beer mat and poster format.

The campaign messages will also be promoted via the Road Respect [social media channels](#).

Diary dates
AUGUST 2018

28th 29th 30th

**Its getting closer.
Ensure you are
ready!**

The AIRSO National Blue light
users conferenc 2018.

Fire and Rescue Service

Ambulance service

Police Service

Privateers

Women in Enterprise

DRIVEMETRICS

15 November 2018

Etc venues, Manchester
NORTH OF ENGLAND

TRANSPORT SUMMIT

For 2018, the North of
England Transport Summit
has returned to Manchester!

Supported by Transport for
the North, the 3rd Annual
North of England Transport
Summit will include the
following themes:

**EU Infrastructure Funding Post-
Brexit:**

Preparing for Funding Cuts and
Developing Successful
Infrastructure Programmes

Central London

Wednesday 3rd October 2018

[Event Details](#) [Event Brochure](#)
[Website](#) [Register to Attend](#)



Secretarial services

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

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 in October in Birmingham.

AIRSO: Women in 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

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 101 Followers on