

Science Direct**Accident Analysis & Prevention**

Prediction and perception of hazards in professional drivers: Does hazard perception skill differ between safe and less-safe fire-appliance drivers?

Highlights

We designed a vehicle-specific and task-specific hazard perception (HP) test for fire-appliance (FA) drivers.

FA drivers performed better on the HP test than controls, but there was no difference between sub-groups of FA drivers.

A second experiment asked drivers to predict the hazard following a sudden occlusion at the point of hazard onset.

This *hazard prediction* test was more sensitive, as it also found **low-risk FA drivers** outperformed high-risk ones.

The low-risk FA drivers scored higher because they were looking in the right place at the right time, when the clip occluded.

**This issue**

Association update

The 22nd Blue Light Conference

The Motoring Assistant

Road Safety Support

Road safety Eyesight

Conference 2018 Update

Well, what a week that was. The 22nd National Blue light conference was held at the Hinckley Island Hotel, Leicestershire, with over 130 Delegates arriving on the Tuesday morning.

**The Confereneec hosted;**

Drivermetrics; Blue Light Forum hosted my Associate Prfessor Dr Lisa Dorn.

National Fire and Ambulance service Driver Training Advisory Groups.

The 2 Day blue light conference was again well attended with a diverse range of speakers covering Telematics, Thin and Blended learning along with Blue light aware updates and a range of training initiatives from **ROADCRAFT**.

Former AIRSO Chair Sue Cooper, gave the attendees at the conference Gala Dinner a fine and emotional speech in memory of our dear passed friend and colleague Colin Pettener MBE.

CALLING ALL FUNDERS: FIVE INSIGHTS ON HOW TO HELP CHARITIES SURVIVE AND THRIVE

Posted on [January 16, 2018](#) by [Nick Ockenden](#)

1. It's the journey that's important

2. Organisations need different types of funding at different stages of their life

3. If you trust organisations, they'll achieve more

4. That boring back office stuff is really important

5. Effective interventions result from more than just money

Find out more

The [full evaluation report](#) is available to read and download now, as are [a range of other resources](#),



The Council of management was out in force supporting the speakers and Delegates to ensure the programme was kept on schedule.

Special thanks must go to Sue Cooper, and Ron and Tracy McBride who took total control of delegates and exhibitor requirements to ensure all of their needs were met throughout the week.

AIRSO must also thank especially Peter Roger who attended all the sessions and who hosted the arrival and needs of the speakers.



Conference Exhibitors

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The conference welcomed the presence of new and old friends of the Association.

Our regular association with Yamaha UK was continued with the presence of Ian Kerr, his usual pearls of wisdom were well received by delegates.

Claire Polly representing TSO and Roadcraft was one of the busiest exhibits with Claire suggesting that she was extremely pleased with the level of interest in the TSO products.

Technology was also well represented with XPI Simulation, JML software solutions and The Mission Room. All three concepts were presented in the main conference. Interestingly Highways England have more recently announced a link up with the Mission Room. It's the future of blended learning and shows the different tactical delivery options now available.

Drivermetrics hosted a Blue light Forum, looking at some case studies, we were very pleased to see the police in attendance in numbers at this event.

Independent Exhibitors such as ERDT, SMA 4X4 Training and Leading Confidently with Wendy Derrick were also well received and we hope to see them back next year.



Chronicle Software Solutions and Yamaha UK.



ERDT and XPI Simulation



Leading Confidently and Roadcraft



SAM 4x4 and DRIVERMETRICS

The Driving Blind Campaign is petitioning the Government to take direct action to significantly reduce road accidents caused by drivers with defective vision, a behaviour pattern linked to 3,000 casualties every year.

A national campaign to stop UK motorists 'driving blind' is being launched with support from MPs, opticians and community activists. Shockingly, drivers in the UK can pass their test without having a full examination to prove their eyes are roadworthy and drive for the rest of their lives unpoliced.

The Driving Blind Campaign follows a high-profile case in March 2017, when Sutton Coldfield pensioner John Place was jailed for killing three-year-old Poppy-Arabella Clarke at a pelican crossing as she crossed the road with her mother, Rachel.

He told police that he had not seen the red light or the pelican crossing and had previously been advised to stop driving by an optician.

The Driving Blind Campaign



Dear Gareth

We have been supporting a new campaign that is aiming to raise awareness of the need for drivers to have regular eye tests with the eventual aim of making this compulsory. The campaign is being fronted by Essilor and is supported by various bodies including the FIA. We are looking to increase the support for the campaign across the country and wonder whether you would be able to put something out to the AIRSO membership? The basic details of the campaign can be found here: <http://www.drivingblind.org.uk/> together with a link to the parliamentary petition.

Would you be kind enough to circulate the web details and petition to members? If you could that would be greatly appreciated!

Many thanks
Neil

Neil Worth AMRSGB

Neil Worth <neil.worth@motoringassist.com>



Ways to support Project EDWARD:

Follow @ProjectEdward on Twitter and retweet messages

- Organise a road safety event and share pictures on social media including #ProjectEDWARD

- Make a short video supporting #ProjectEDWARD and send the link via the Project EDWARD website
 - Sign the pledge at projectedward.eu

- Use the freely accessible artwork templates



Road Safety Support proud to be backing Project EDWARD



Road Safety Support is proud to be supporting TISPOL's European Day Without A Road Death (EDWARD) campaign again this year.

This week Managing Director, Trevor Hall, recorded a [video](#) pledging his support for Project EDWARD on behalf of the Road Safety Support team. The campaign is aiming to achieve zero deaths on Europe's roads on Project EDWARD day – Wednesday September 19, 2018.

The project is supported by all 30 TISPOL (European Traffic Police Network) member countries, as well as a growing number of well-known brands and road safety organisations, like Road Safety Support, that have pledged to promote EDWARD.

Safer roads partnerships and police forces across the country are being urged to back the project by spreading the word on social media using #ProjectEDWARD and pledging their support on the website projectedward.eu

Trevor Hall said: "We are proud to be supporting Project EDWARD for another year.

"We are getting right behind the campaign and believe that it can make a real difference to road deaths and injuries across the world.

"Zero is much more than a number. It's about real people and saving lives."



According to DVLA rules, drivers must also have an "adequate field of vision", which opticians can test. Lorry and bus drivers are required to have a larger visual **acuity rating** of 0.8 (6/7.5) in their "best eye" and at least 0.1 (6/60) in the other. Glasses can be used to meet the requirements

Glaucoma



Macular Degeneration



Blindness



Motorists stopped by police will have licences immediately revoked if they fail a simple roadside eye test

Motorists should have eye test every ten years, experts warn

Seven people were killed and 63 were seriously injured in accidents on Britain's roads last year when 'uncorrected, defective eyesight' was a contributory factor, official data shows

Credit: John Stillwell/PA

Motorists should be made to undergo eye tests every ten years, leading experts have said.

The Association of Optometrists (AoP) warned that current laws concerning vision requirements for drivers were [insufficient](#).

They are among the most relaxed in Europe and involve no [mandatory eye exam](#) aside from the requirement to read a number plate on a parked vehicle during the practical driving test, meaning that a 17-year-old could continue to drive for the rest of their life with no further checks.

Motorists must tell the Driver and Vehicle Licensing Agency (DVLA) if they have problems with their eyesight but their licence will continue to be renewed if they do not admit to having difficulties. Seven people were killed and 63 were seriously injured in accidents on Britain's roads last year when "uncorrected, [defective eyesight](#)" was a contributory factor, Department for Transport data shows.

Nine out of 10 optometrists believe the current rules do not go far enough, the AoP said.

More than a third have seen patients in the last month who continue to drive despite being told their vision is below the legal standard. A separate poll of more than 2,000 road users found that 30 per cent have driven despite doubting their [vision](#) was adequate.

Only 40 per cent said they would stop driving if they were told their vision - even with glasses or contact lenses - was below the legal standard for driving.

Dr Julie Anne-Little, an optometrist and AOP board member, said Britain "falls behind many other countries" due to its reliance on self-reporting and the initial number plate test.

"Because sight changes can be gradual, often people won't realise that their vision has deteriorated over time," she said.

"This campaign is about reminding drivers that with a visit to their optometrist they can not only make sure they meet the standard but help make our roads safer."

Natalie Wade, a 28-year-old bride-to-be, suffered fatal injuries when she was knocked down by a car driven by a partially sighted driver who had failed to declare his vision problems to the DVLA.

The Department for Transport insisted that current requirements were adequate, noting that Britain had some of the safest roads in the world. A spokesman said: "All drivers are required by law to make sure their eyesight is good enough to drive.

Operation Safe Pass launches in Essex

Police in West Yorkshire issue warning to drivers after rise in road deaths

Police in West Yorkshire have issued a [video](#) to the public urging them to 'think for a second' about their driving.

Officers from the Major Collision and Enquiry Team (MCET) – the unit that investigates serious and fatal road traffic collisions on the roads of West Yorkshire - made the plea following an increase number of fatal road traffic incidents this year.

From the start of the year until June 30 there were 43 fatal road traffic collisions (resulting in 47 deaths) in West Yorkshire compared to 27 fatal road traffic collisions (27 deaths) for the same period last year.

Officers have filmed the footage to try and prompt people to think about how they are driving and whether or not they should be behind the wheel



A new operation has been launched to help keep vulnerable road-users safe on roads in Essex, by targeting drivers who pass cyclists and horse riders at an unsafe distance.

Operation Safe Pass – organised by the Safer Essex Roads Partnership with support from its partners, Essex Fire and Rescue Service and Essex Police – aims to replicate the good work of similar schemes across the UK.

The first operation took place on September 6 in Colchester and saw one motorist educated after passing a cyclist too closely.

Plain-clothed 'Bikeability' instructors spotted motorists passing at an unsafe distance (closer than 1.5m), before officers escorted the drivers to a check-point where they were educated on how they should safely pass cyclists and horse-riders.

Adam Pipe, Head of Roads Policing, at Essex Police, said: "We have listened to the cycling community – a road-user group we wish to encourage for a variety of reasons including health benefits and sustainable transport.

"Everyone has the responsibility to share the road and everyone has a part to play in keeping all road-users safe. We often forget that the majority of cyclists and horse-riders are also motorists and sometimes the lines get blurred.

"Ultimately, it does not matter what form of transport you use. We all have the right to feel safe on our Essex roads."

Blue Light Conference Speakers 2018

AIRSO would like to thank all those who presented at this years conference. The agenda was though provoking and developmental. One delegate said

“The conference has re-enthused my interest in future developments, I’m looking forward to next year now”

1. **Dr Lisa Dorn – Cranfield University**
2. **Stuart Gemmell Volante Insurance**
3. **Dan Campsall Road safety analysis**
4. **Simon Turner DfBB**
5. **Gareth Morgan AIRSO Secretary**
6. **Tim Coley XPI Simulation**
7. **Kevin Day W. Mids Fire and Rescue.**
8. **Dr Bryan Denby The mission room**
9. **Stuart Millward Insur Tech**
10. **Stephyn Milton ERDT**
11. **James Luckhurts Blue Light Aware**
12. **Nigel Rippon JML**





Upcoming Events 2018

Secretarial services.

Don't forget you can always
contact me:

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Email: Gareth@airso.org.uk

Registered Charity No.
1054640

Welcome to
Our New Airso
Members
in August

1. Alan Whitehall
Chauffeur Manager
2. Neil Shaw
Motor Risk manager

Sean Morley Award – 2018

Finalist presentation will be held at Portcullis House, 1 Parliament St, Westminster, London SW1A 2JR on the 22nd of October 2018.

As well as a presentation ceremony to Award winners the AIRSO Chair will be presenting 2018 AIRSO Fellowship certificates. All recipients will be notified by the 20th of September.

And finally, we now have 119 Followers on

