

This issue

Association update

Save Kids Lives

FACTS

Safer Roads Partnership

Road safety week

Science Direct

Acceptance of electric
passenger cars in
commercial fleetsAuthor links open
overlay panel[JoachimGlobisch^{ad}Elisa
bethDütschke^aJoachimS
chleich^{abc}](#)

Show more

[https://doi.org/10.1016/j.t
ra.2018.06.004](https://doi.org/10.1016/j.t
ra.2018.06.004)

This paper explores the antecedents of the acceptance of electric vehicles (EVs) in commercial pool car fleets. Conceptually, the analysis draws on the technology acceptance model (TAM). To test the model, structural equation modelling is employed, relying on unique survey-based data of actual users of electric vehicles (N = 575), i.e. from early adopter organisations. In general, the empirical findings support the model.



Sean Morley Award 2018 Update

On Monday the 22nd of October, AIRSO hosts the 2018 Sean Morley Road Safety Award. The award has been the passion of Dr Lucy Rackliff. **FAIRSO**. The presentation will take place at Portcullis House, Westminster with the winning finalists being invited to a tour of the palace. The awards will again be hosted by RH Craig Tracey, Dr Lucy Rackliff, Peter Rodger and of course Sean's Mother Ceri.



The event commences at 12:30, concluding at 16:00.

Programme.

1. Presentations from the Shortlisted Students
2. Presentation from Ceri Morley, Sean Morley's Mother
3. Presentation from RH Craig Tracey MP
4. Awards
5. Presentation of FELLOWSHIP certificates by Dr Lucy Rackliff and Simon Turner

BRAKE STATE

<http://www.brake.org.uk/facts-resources/15-facts/1255-speed>

Speed, speed limits and stopping distances



Key facts

- Breaking the speed limit or travelling too fast for conditions was recorded (by police at crash scenes) as a contributory factor of 24% of fatal crashes in 2016 [1];
- Drivers with one speeding violation annually are twice as likely to crash as those with none [2];
- A Brake and Direct Line survey found that four in 10 (40%) of drivers admitted that they sometimes driver at 30mph in a 20mph zones [3];
- More than a quarter of drivers surveyed (26%) admitted to 'regularly' speeding in areas designed to keep children and other road users safe. [4]

More young people aged between 15-29 die from road crashes than from HIV/AIDs, Malaria, Tuberculosis or homicide.

A threat to sustainable development

In September 2015, the world set their global development agenda for the next 15 years. These are called the Global Goals, which include for the first time, two road safety targets:

- **Target 3.6 – By 2020, halve the number of global deaths and injuries from road traffic accidents**
- **Target 11.2 - By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons**

There's less than five years to halve the number of road deaths globally by 2020.

YOURS is calling for real action to reach this very ambitious target. You can help us by joining the [#SaveKidsLives](#) campaign and ask our leaders to publish their plans.

The Global Road Safety Partnership (GRSP) have published a great tool for use in your own materials and road safety activities. The Advocacy Resource Centre provides tools and training to build targeted and innovative road safety advocacy campaigns. Explore the content gallery for case studies, images, facts, sample social media posts and so much more.

<http://www.youthforroadsafety.org/resources#Reports>

GRSP ADVOCACY RESOURCE CENTER

PACTS, in association with Ageas, has called on the government to adopt a new approach to managing road safety. The report, *Developing safe system road safety indicators for the UK*, was launched at the Conservative Party Conference on 2nd October 2018. It recommends that the UK monitors a set of eight key indicators to show changes in the underlying safety of the road system.

The indicators are:

Percentage of traffic complying with speed limits on national roads.

Percentage of traffic complying with speed limits on local roads

Percentage of drivers who do not drive after consuming alcohol or drugs

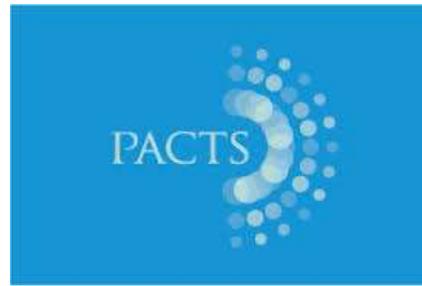
Percentage of car occupants using a seat belt / child seat

Proportion of drivers not using an in-car phone (hand held or hands free)

Percentage of new passenger cars with highest Euro NCAP safety rating

Percentage of roads with appropriate iRAP safety rating

Percentage of emergency medical services arriving at accident scene within 18 minutes.



Dear PACTS members

We are pleased to announce that our report *Developing safe system road safety indicators for the UK* was launched at the Conservative Party Conference in Birmingham yesterday. The report, in association with Ageas, is available to download [here](#). Many thanks to all members and associates who contributed.

A reminder our next conference *Streets Safe for Walking* will take place on November 8th, Mary Ward House, London. We are still offering 10% off your usual discounted member rate, and we have decided to give our members an exclusive offer of an additional place free of charge with each booking. Please book your place [here](#) and once you have completed registration add your additional delegate details, this time selecting the 'complimentary by prior agreement (£0.00)' option. Those members who have already booked a place can add an additional delegate in same way free of charge. See the PACTS website for [full programme and details of our fantastic line-up of speakers](#).

We hope to see you there. Please get in touch with me if you have any questions. We are always open to requests from member organisations who would like to attend the conference but are unable due to budget restrictions. These are dealt with on a case by case basis and we will make room for you at a further reduced rate if we can.

Best wishes

Joanne Mackel

Office and Events Manager. joanne.mackel@pacts.org.uk



DfT announces latest road casualty figures

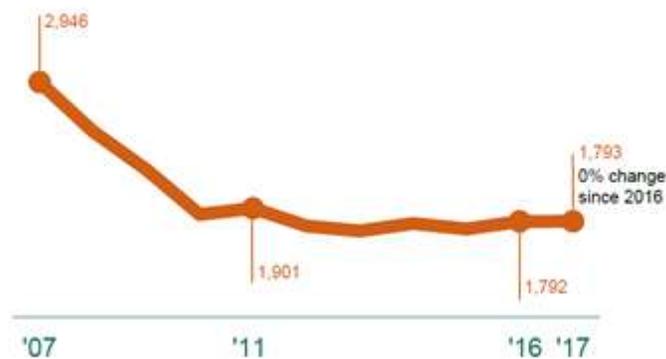
The Department for Transport announced the 2017 road casualty figures yesterday (September 27, 2018) on day two of the National Safer Roads Partnerships' Conference.

Principal Research Officer, Catherine Mottram, of the Road User Licensing, Insurance and Safety team (pictured), told delegates that there were 1793 reported road deaths in 2017, an increase of 1 on the 2016 figure.

On the day that the 'Reported road casualties Great Britain, annual report: 2017' was published, she told the conference there were 170,993 casualties of all severities in 2017 - a 6% decrease compared to 2016.

Road Safety Support (RSS) has now started analysing the data, and seven-year casualty reduction progress reports for every force area in England and Wales will be made available to RSS members next week.

Chart 1: Fatalities in reported road accidents: GB, 2007-2017



Organised by RSS, the theme of this year's National Safer Roads Partnerships' Conference was tougher enforcement and the technology and tactics in use across the world to drive down deaths and injuries.

The event, held in Manchester on September 26 and 27, brought together over 200 attendees from police forces, safer roads partnerships, highway authorities, charities and organisations from the UK and overseas

There were 24,831 **serious injuries** in road traffic accidents reported to the police in 2017. However, comparison of this figure with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces. The report contains further information and a proposed methodology to account for this discontinuity.

There was a total of 170,993 **casualties of all severities** in reported road traffic accidents in 2017. This is 6% lower than in 2016 and is the lowest level on record.

- **Motor traffic levels** increased by 1.1% between 2016 and 2017.

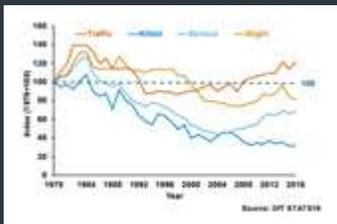
Information about the data collected, notes, definitions and guidance is available here:

<https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance>.

Key findings Since 1984.

The annual number of cycle fatalities decreased from 345 to 102 in 2016 (a fall of 70 per cent) whilst cycle traffic over the same period declined by only 13 per cent. Between 2003 and 2016, fatalities decreased from 114 to 102 (11 per cent) during a period when cycle traffic has grown by 25 per cent. However, the number of serious injuries has grown faster than traffic. Between 2003 and 2016 serious injuries rose by 48 per cent.

Pedal cyclists accounted for an average of 2 fatalities and 62 serious injuries per week between 2011 and 2016



In 2016, 102 pedal cyclists were killed in Great Britain, whilst 3,397 were reported to be seriously injured and 14,978 slightly injured.

The trend in pedal cycle traffic as recorded by DfT's traffic surveys.

It increased during the early 1980s before reducing thereafter. It was broadly flat in the 1990s reaching a low point of about 2.5 billion miles in 1998. Subsequently it has been fluctuating, although on a generally upward trend reaching nearly 3.5 billion miles in 2016.

Road Safety Week is the UK's biggest road safety event, coordinated annually by Brake, the road safety charity. Road Safety Week aims to inspire thousands of schools, organisations and communities to take action on road safety and promote life-saving messages during the Week and beyond. It also provides a focal point for professionals working in road safety to boost awareness and engagement in their work.



Helpline for people affected by road crashes: 0808 8000 401

Educators

Educators are being encouraged to register for UK Road Safety Week 2018 (19-25 November) at www.roadsafetyweek.org.uk/educators. Coordinated by charity Brake, the Week is a great opportunity to engage children of all ages with road safety by using free resources (available from September) on this year's theme *Bike Smart*.

Educators can now register for UK Road Safety Week 2018 (19-25 November) at www.roadsafetyweek.org.uk/educators.

Coordinated by charity Brake, the Week is a great opportunity to engage children of all ages with road safety by using free bilingual resources (available from September).

These include assembly and workshop slides, guidance sheets, activity sheets, posters and digital content such as videos and games. This year's theme of Bike Smart aims to raise awareness about the importance of being safe while cycling, the dangers cyclists face on the roads, and what children want so they can cycle safely in their communities.

Road safety professionals

Road safety professionals can now register for Road Safety Week 2018 (19-25 November 2018) at www.roadsafetyweek.org.uk/professionals. Coordinated by charity Brake, the Week is a great opportunity to engage schools, companies and communities with road safety by using free resources (available from September) on this year's theme *Bike Smart*.

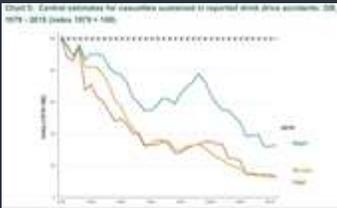
Emergency services

Emergency service professionals can now register for Road Safety Week 2018 (19-25 November 2018) at www.roadsafetyweek.org.uk/professionals. Coordinated by charity Brake, the Week is a great opportunity to engage schools, companies and communities with road safety by using free resources (available from September) on this year's theme *Bike Smart*.

Blood alcohol content: press, politics and the public

A recent [RAC survey](#) claimed 59% of respondents supported lowering the legal drink drive limit, with 21% of those happy to see it go even further to 20mg per 100ml.

The robustness of the figures though may be questionable, with previous public surveys claiming higher support. A 2014 [survey](#) reported 74% of UK drivers wanted a lower drink-drive limit, whilst a [2016 survey](#) of nearly 5,000 people indicted 58.6% of people strongly supported a drop in the drink-drive limit, a further 18% expressed some degree of support.



Save lives, safer roads, lower the drink-drive limit

Drink driving deaths in the UK have flatlined since 2010, yet England and Wales still have one of the highest legal limits in the world.

Things must change – it's time the Government took action.

<https://vimeo.com/185464242>



Dear All

Watch the latest episode of *Trust Me I'm a Doctor* on BBC 2
<https://www.bbc.co.uk/programmes/b0bkz9v4>.

FACTS former trustee and long-standing adviser, Prof Richard Allsop, will feature in a report on home breathalyser kits and why the drink drive-limit in England and Wales is too high. FACTS and FACTS members have assisted with the programme.

See also some media coverage here ahead of this programme

<https://www.dailymail.co.uk/health/article-6177987/Experiment-shows-drinkers-unsafe-drive-despite-passing-breath-test.html>

Is this proof the drink drive limit must be lowered? Experiment shows drinkers were unsafe to drive... despite passing a breath test

- Richard Allsop, an emeritus professor of transport studies at University College London, is now calling for the limit to be lowered by a third, in line with Scotland
- Six breathalysers were tested for a BBC show, all overestimating alcohol levels
- European Commission says member states should have a drink drive limit of 50mg, the UK's is currently 80mg

By JONATHAN GORNALL FOR THE DAILY MAIL

The good news about those self-test breathalysers you can buy on the High Street is that, compared with the gold-standard roadside device used by the police, they actually overestimate how much you've had to drink, giving motorists a built-in safety margin.

The bad news is that even if you stay well below the current drink-drive limit, once you're behind the wheel, your chance of being involved in a fatal crash is five times greater than if you'd drunk no alcohol at all. That's because if you're just under the legal limit of 80 milligrams of alcohol in 100 millilitres of blood, you can still be worryingly incapacitated.

The bad news is that even if you stay well below the current drink-drive limit, once you're behind the wheel, your chance of being involved in a fatal crash is five times greater than if you'd drunk no alcohol at all. We are, says the professor who helped to set the UK's drink-drive level back in 1967, 'deluding ourselves' if we think we are safe on the roads just because we pass a breath test.

Richard Allsop, an emeritus professor of transport studies at University College London, is now calling for the limit to be lowered by a third, in line with Scotland and most of Europe. This would save dozens of lives every year and prevent thousands being seriously injured, he says. He also suggests one reason the limit hasn't been reduced in line with scientific evidence is because the Department for Transport (DfT) has been slow in providing a high-standard roadside test device for police.

Parents put children at risk by not knowing in-car safety laws, study claims

Adults can choose child seats based either on a child's height or weight.

- Height-based child seats are called i-Size seats.
- Weight-based child seats offer a range of options: 0kg to 9kg or 13kg, 9kg to 18kg, and 15kg to 36kg.

Children must use a rear-facing seat until they are 15 months old. Never fit a rear-facing child seat in the front if there is an active airbag on the passenger side of the car.

When your child reaches 15 months, their neck will be stronger and it'll now be safe to mount their car seat facing forward.

Children weighing more than 22kg and taller than 125cm can use a backless booster seat.

Children of 12 years old or taller than 135cm do not need to use a child seat, but have to legally, before then.

Child seats must be fitted either using ISOFIX mountings or a diagonal seat belt strap.

For smaller children, a highback booster seat is recommended.



'Children are one of the most vulnerable road users - no matter how they travel' Rob Knight (The Independent)

37 per cent of parents surveyed said they had driven with someone else's kid as a passenger despite not having a suitable child restraint for them

37 per cent of parents surveyed said they had driven with someone else's kid as a passenger despite not having a suitable child restraint for them (Paul Davey / SWNS.com)

Parents put other children's lives at risk when giving them a lift - because they're not safely strapping them in, a poll has found.

Researchers who surveyed 2,000 mums and dads found 37 per cent had driven with someone else's child as a passenger, despite not having a suitable child restraint for them.

Fifty-seven per cent admitted they did not tend to carry a child car seat around on the off-chance they might need one for their children or for another parent's child, while 85 per cent believed the Government should do more to raise awareness of in-car safety laws.

"Road accidents remain one of the biggest killers of young children, said father-of-four, Jon Sumroy, inventor of the mifold, the Grab-and-Go portable child restraint. "Child restraints reduce this risk dramatically, but parents are still unnecessary endangering their children. Today, there is really no excuse any more." The research also found more than one quarter feared they had inadvertently broken regulations relating to travelling with children in vehicles, while 54 per cent also worried they might break the in-car safety laws in the future and not even realise it..

More than one third have allowed their children to travel without a suitable child restraint, while one fifth admitted their kids had travelled in their car boot and 22 per cent had used a cushion instead of a suitable car seat.

Three in 10 had driven with their children sat on someone's lap and one fifth have wedged their kids into a backseat containing four or more passengers.

A spokesman for Brake, the road safety charity, said: "Road crashes are the biggest cause of death among 5-25 year olds so when a child is present in a moving road vehicle it is essential the appropriate child restraints are used.

"Children are one of the most vulnerable road users - no matter how they travel. Their undeveloped frames are open to more severe injuries and ill-prepared to absorb the violent crash forces of a vehicular impact. It is important that the public are aware of the danger that children are in if they are not using the appropriate restraints."

November 2018

5-7 November 2018

[Safety 2018—13th World Conference on Injury Prevention and Safety Promotion](#)

Location: Bangkok, Thailand.

7-9 November 2018

[IRF Global Road R2T Conference](#)

Organisers: IRF Global
Location: Las Vegas, NV, US

19-21 November 2018

[2018 International Urban Transport Summit and Exhibition](#)

Organisers: International Road Federation
Location: Shanghai, China

Road Safety Conference 2019

Wednesday, February 13, 2019

- Edgbaston Cricket Ground,
Birmingham

Making our roads safer for
vulnerable road users

9 October 2018

Next steps for low emission vehicles – infrastructure, investment and delivering 'The Road to Zero Strategy'

Organised by Westminster Energy, Environment & Transport Forum • London

2nd Annual Scottish Passenger and Public Transport Conference: Disruptive technology and demanding times

CONFERENCE: Tuesday 11th December 2018, Edinburgh

Conference Overview

The 2nd Annual Scottish Passenger Transport Conference will bring together Scotland's passenger and public transport interests with innovators in disruptive technology. The core theme running through this conference is how transport services need to adapt to new technologies to meet changing passenger expectations driven by digital disruption and new opportunity.

What are the benefits of intelligent public transport systems?

> Increased efficiency - accurate passenger data can allow transport operators the opportunity to make best use of their fleet and the flexibility to avoid over/under capacity and 'wasted journeys'.

> Improved safety - data and sensors can provide updates on when maintenance needs to be carried out, before a problem arises.

> Door-to-door journeys - real-time data, along with smart tickets, can allow passengers to accurately and easily map their route from A to B using more than one mode of transport and/or more than one transport operator.

Want to know more? Visit our website where you can view the list of topics to be covered at this conference.

Main themes...

Session One: Passenger and Public Transport in the Disruptive Technology Age

Session Two: Passenger Transport for the Economy and Communities

Session Three: Digital Disruption - Breaking down producer models, building up new modes, managers and movers

Keynote speaker: Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity, Scottish Government

Michael Matheson MSP

Mr Matheson became Cabinet Secretary for Transport in June 2018. He will deliver the keynote speech at this conference which will give delegates an opportunity to hear his thinking on how we take passenger and public transport forward in Scotland.



Upcoming Events 2018

Secretarial services.

Don't forget you can always
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Email: Gareth@airso.org.uk

Registered Charity No.
1054640

Welcome to
Our New Airso
Members
in September

1. Pete Hammond
2. Dermot McCafferey
3. Dale Hill
4. Kirk McGrath

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 123 Followers on

