

## Elsevier Research

*Understanding  
driver distractions in  
fatal crashes:*

**An exploratory  
empirical analysis**

<https://www.science-direct.com/science/article/pii/S0022437518300574>

### Introduction:

**Driver distraction has become a significant problem in transportation safety. As more portable wireless devices and driver assistance and entertainment systems become available to drivers, the sources of distraction are increasing.**

**ILingqiao Qin**

**Zhixia (Richard)Li**

**ZhijunChen**

**Andi Bill**

**David A.Noyceah**



## This issue

Association update

From the Chair

Public Sector

Driving Matters

Dear Colleagues,

Today we announce the details for the 2019 AIRSO conferences.

For 2019, we will be hosted by Derby County Football Ground. A modern Conferencing facility, which will be used to continue the development of the association into the future.

This year we are working in partnership with Colleagues from Highways England, Driving for Better Business and supported by the Council of Management.

Included are;

- 1. Managing work related Motorcycle safety. (Anne - Marie Penny Chair).**
- 2. National Fire Service driver training advisory group (Kevin Day Rep).**
- 3. Blue, Amber and Green users conference.**
- 4. Work Related Road Safety – Covering the safe systems approach.**

**(Simon Turner Chair)**



**As part of the ongoing rebranding process.....**

Answer this question; If you were given free rein to change the name and direction of AIRSO what would you suggest. Send your opinions, thoughts and comments to the secretary?



## AIRSO Rebrand Update

### Dear Members

Following the decision by members at the AIRSO AGM to support a new future for AIRSO with refocused aims and objectives and a new name to better represent the Association, the Council have been looking at this in more detail. Following discussions with a number of stakeholders working in road safety, we have received some interesting and valuable feedback – principally that AIRSO should revert back to its roots. The modern equivalent of industrial road safety officers are those working in work-related road safety (WRRS) – an area of significant concern and fast-growing interest – and also part of Government’s stated objectives for improving road safety.

### Current Landscape for WRRS

- According to the DfT, Stats 19 incident data shows that in 2017 there were 68,500 people killed or injured by someone driving for or to/from work. Academic research suggests that journey purpose is only recorded in 20% of collisions so the problem is massive. 82% of deaths due to someone driving for work are not the driver – they are a passenger or another road user.
- WRRS encompasses a huge and diverse range of organisations and professional individuals who promote better standards – such as government, Highways England, DfT, HSE, DVSA and the blue-light services – as well as people employed by fleet operators to implement improvements including fleet, safety, compliance, finance, and HR professionals.
- There are also many organisations with their own campaigns that overlap with WRRS such as Highways England, TyreSafe, Thatcham Research, Stop the Crash Foundation, Global NCAP, FORS, Van Excellence, CLOCS, etc who would benefit enormously from access to a large group of relevant professionals.
- There are many academics and organisations conducting research into issues that have a direct impact on WRRS, both in the UK and overseas, that could contribute research, articles, and other content for members.
- There are a huge number of product and service providers operating in this area such as vehicle manufacturers, telematics and dash cams, licence checkers, driver training, fleet management consultants, fleet software providers, highways engineers, conspicuity, etc. These would provide a rich pool of potential corporate members and event partners.
- With the present generic road-safety remit we are perceived, rightly or wrongly, as competing with RoSPA, Road Safety GB et al. Refocusing on WRRS means we would stand alone as the only organisation for professionals operating in this field. This could open doors for us to make a much more valuable contribution to road safety debates.

### The Opportunity

It therefore appears there is a gap for an organisation that represents the following professionals:

- Road safety professionals involved in improving WRRS
- Blue light services involved with clearing up collisions and promoting WRRS
- PCCs involved in local policing and road safety priorities
- Local authorities engaged in collision reduction and safer road design
- Those involved in safer roads partnerships
- Driving instructors – both private (commuters) and fleet
- Company managers responsible for fleet safety which could include those involved in fleet, HR, finance, safety or compliance roles.
- Product design and sales professionals in companies supplying products and services relating to work-related road safety.
- Technicians fitting tyres or providing vehicles checks
- International road safety professionals

## **Vision, Mission, Aims and Objectives**

*If we are to succeed with the rebrand we need a clear direction.*

### **VISION:**

*To be the leading global membership organisation for individuals and organisations with a professional interest in work-related road safety.*

### **MISSION:**

*To create an international community of professionals and organisations that supports and promotes innovation and best practice in all areas of work-related road safety.*

### **Strategic Aims:**

New AIRSO will also need to look closely at its strategic aims and objectives, and absolutely central to this is the ability to deliver real value to members. One of the main reasons for rebranding is to appear more relevant to potential members however we will only be able to win and retain new members if it is worth their while to be a member. With that in mind we will be looking very closely at how we deliver additional value but in particular offering more opportunities to network and learn, to share best practice and to access the latest research and resources. With that in mind our new aims will be:

- Provide members with all the latest research, knowledge, information and expertise.
- Promote and share innovation and best practice throughout the community.
- Provide better opportunities for networking and sharing experience.
- Provide opportunities for personal development
- Promote best UK practice globally through international links and partners

### **Objectives:**

The Association's objectives should therefore be focused on a range of areas that either concentrate exclusively, or overlap on the following:

- Promote better understanding and practice of 'The Safe System'
- Champion improvements in all areas of work-related road safety and commuting
- Champion the education and awareness of those who drive for work
- Champion improvements in road infrastructure design and engineering
- Champion improvements in vehicle design and safety technology
- Champion improvements in emissions and air quality
- Provide easy and helpful implementation steps for effective measures
- Champion innovation in campaigning, product design and training relating to WRRS
- Provide training and education for those involved in the promotion of WRRS
- Provide a forum for networking and sharing of experience
- Provide a platform for the sharing of international road safety research and statistics
- Provide a platform to share international best practice
- Provide a platform to share UK best practice with the international community
- Provide a free library of resources for those involved in promoting WRRS

### **• The Next Steps**

We are currently finalising this year's conference programme which will be a radical departure from what has gone before – New venue, new format and much more opportunity for member involvement. It will also have a new name as we will be using this event to publicly launch the new Association together with new website and resources to support the new objectives.

Gareth will be sharing more details as they are finalised and I look forward to seeing all our current members, together with many new ones, at this fantastic event.

## Public sector comes together to improve work-related road safety 11th-15th February

Highways England are now collaborating with partners in the public sector to deliver improvements in work-related road safety using the Driving for Better Business programme.

The public sector part of the programme was launched with a high-level event at the Houses of Parliament in January bringing together leading figures from the public sector to champion improvements in work related road safety across not just the public sector but also down through their private sector supply chains.

Highways England's Chief Executive Mr Jim O'Sullivan opened proceedings by pointing out that, "although our roads are among the safest in the world, there is still work to be done to get to a point where no one is harmed while travelling or working on our roads."



"When we look at where the most significant changes can be made to reduce incidents on our roads and improve safety, it's clear that people driving for work is where we should be focussing on. At least a third of road traffic collisions in Britain in 2017 involved someone who was driving as part of their work."

"Through the Driving for Better Business Programme, we've been able to provide a step-by-step process that applies to both large and small organisations. This guidance helps them to identify where their existing policies, guidance, and compliance with work related road safety might not meet requirements."

Over 2 hours packed with vital information, the event,

Chaired by Nick Starling of PACTS also featured valuable contributions from:

- Pauline Reeves – Head of Road User Licensing, Insurance and Safety at the Department for Transport
- Martin Temple CBE – Chairman, Health and Safety Executive (HSE)
- Mark Phillips – Chief Executive Officer, Rail Safety and Standards Board (RSSB)
- Sean Bone-Knell – operations Director for Kent Fire and Rescue Service and the lead for Road Safety on the

### National Fire Chiefs Council

- James Haluch – Managing Director of Amey Highways
- Detective Chief Superintendent Paul Keasey of Gloucestershire Police, and Chair of the National Roads Policing Intelligence Forum (NRPIF)
- Becky Thomas – Director of Strategy & Policy at the Driver and Vehicle Standards Agency (DVSA)
- Alison Hernandez – Police and Crime Commissioner for Devon and Cornwall, and Road Safety Lead for the Association of Police and Crime Commissioners (APPC)
- Stuart Lovatt – Strategic Road Safety Lead for Highways England

The session was closed by Simon Turner – Campaign Manager for Driving for Better Business – who talked through the programme's compliance framework and the free resources available to help all employers, both public and private sector, to fill any gaps they may have in the management of staff who drive for work.

Simon followed up on calls from both Jim O'Sullivan and Alison Hernandez for the public sector to use their procurement process to encourage the private sector to raise their standards.

"A public sector organisation wouldn't dream of recruiting suppliers that didn't obey the law on slavery, bullying, discrimination or bribery. Why," Simon asked, "should we allow valuable public sector contracts to be awarded to suppliers who failed to obey the law in this vital area of workplace health and safety and who were endangering their drivers and other road users through a failure to manage in line with current legislation and guidance."

In his opening address, Jim O’Sullivan explained that Highways England were doing just that, and were expecting their own supply chain to support the campaign and ensure they managed their vehicles and drivers to a suitably high standard.

“This demonstrates the opportunity to harness the power of public sector procurement: if Highways England can require our supply chain to ensure compliance with current legislation, the rest of the public sector can do it too”

The entire event was filmed and you can watch the talks and download the event resources at [www.drivingforbetterbusiness.com/public-sector/](http://www.drivingforbetterbusiness.com/public-sector/)

The launch event will be followed by a series of regional events in the coming months. If you would like to be kept informed of when these will happen, please register your email address on the driving for Better Business website homepage.

With over 65,000 people killed or injured last year by someone either commuting or travelling for work purposes, Highways England Chief Executive Jim O’Sullivan called on public sector employers to ensure they were themselves maintaining a high standard of management of those who drove for work, and for them to require the same high standards of their supply chains.



The panel, chaired by Nick Starling, discussed the success of the latest multi-agency compliance events happening around the country.



Offering his thoughts at the end of a very successful event, Stuart Lovatt, Strategic Road Safety Lead at Highways England said “We have a real opportunity here from the public sector to lead by example. I fundamentally believe that this can be the biggest change in road safety in a generation.”

### London cyclists too white, male and middle class, says capital's cycling chief in vow to tackle diversity 'problem'

[Tom Batchelor @ tombatchelor](#)

Will Norman promises action as figures show black, Asian and minority ethnic groups account for just 15 per cent of the city's cycle trips. Too few women and people from ethnic minority groups cycle in London and more must be done to promote diversity among a largely white, male and middle class biking community, the city's walking and cycling commissioner has said.

Grand schemes, such as the Cycle Superhighway network of partially-segregated routes linking the suburbs with the centre, are too often perceived as simply a way of getting *"middle-aged men cycling faster around the city"*, [Will Norman](#) acknowledged. He said he was considering setting diversity targets for London's cycling population to ensure progress was achieved.



Black, Asian and minority ethnic groups account for about 15 per cent of the city's cycle trips – around two-thirds less than [Transport](#) for London estimates it could be.

Speaking to *The Independent*, Mr Norman, whose job it is to deliver on [Sadiq Khan's](#) pledge to make walking and cycling safer and easier in the capital, said: "There is a problem with cycling and the way it is perceived of getting middle-aged men cycling faster around the city, which is not the objective at all. "It touches on something which is a real challenge for London cycling, which is diversity." Mr Norman, the capital's first cycling commissioner, said he wanted to tackle the

"gender divide" among cyclists that had spawned the term middle-aged men in **lycra – or Mamils**.

He added: "Even when we have seen the growth in the number of cyclists, we haven't seen that diversity". *"There are a number of reasons for that. One is that safety is paramount for getting different people from different walks of life cycling: older people, younger people, those from different backgrounds."*

The mayor's office has unveiled a number of projects it says will begin to address a lack of diversity, including cycle training courses, grants for community groups who do not typically cycle and promoting electric bikes, as well as expanded cycle routes. On Quietway 1, a new route linking Waterloo with Greenwich, the proportion of women has risen from 29 per cent to 35 per cent.

Duncan Dollimore, road safety and legal campaigns officer at Cycling UK, backed the moves, saying authorities should be "focusing on the barriers that deter people from cycling rather than existing cyclists".

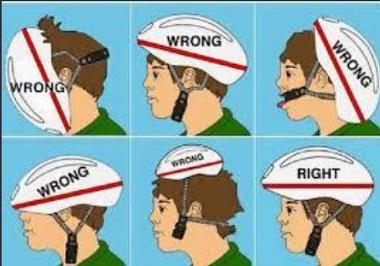
Mr Norman also responded to mounting criticism of Mr Khan's record on delivering cycling projects after nearly two years in City Hall, saying his boss had achieved more for London's cyclists than Boris Johnson had in his first six years in the job. He said it was *"nonsense"* to suggest the Labour mayor was failing in his promise to make London a *"byword for cycling"* and said the city was on track to double the number of cyclists on the streets by 2026.

However, he admitted more needed to be done. *"Is it ambitious enough in the longer term? I think we need a higher level of change,"* he said. *"The target that we have set out in the mayor's transport strategy is over that 25 years we want to shift to 80 per cent of journeys to be walking, cycling or by public transport"*.

## Diversity in cycling. The London Challenge

[Cyclists are 15 times more likely to be killed on UK roads](#)

[Government to consider forcing all cyclists to wear a helmet](#)



[London cyclists too white, male & middle-class, says city's bike chief](#)

[Road accident victims injured again as Government caves in to insurers](#)

['Reckless' driver approaches cyclist 'at speed' after argument](#)

[Reckless cyclist knocks over child and speeds off without stopping](#)

*"That is a much more ambitious target and really is fundamentally rethinking the way that we move around our city."*

Concern about a lack of progress comes after the latest death of a cyclist who was hit by a lorry on a busy roundabout in Greenwich, southeast London. That prompted the London Cycling Campaign to call on Mr Norman and Mr Khan to "hurry up" fixing the most dangerous locations in London for cycling. Simon Munk, the group's infrastructure campaigner, said only a network of safe, comfortable cycle routes would see cycling's appeal broaden. *"The mayor just needs to crack on with making sure that network is there and is high-quality," he said. "Each new main road cycle track and safe-feeling quiet route brings loads more people to cycling as one of the most convenient, healthy and safe ways to get around."*

Asked to address criticism the mayor had struggled to tackle stubbornly-high car use in the capital by shifting people onto two wheels, Mr Norman said: *"I think that is utter nonsense, there is an awful lot being delivered". "We have done more in the first year-and-a-half of this administration than Boris did in his first six years. It seems odd that that is the way people are looking at it because it is not actually true when you look at the figures."*



**Banned driver in a stolen Audi leads police on a terrifying high-speed chase through busy streets before two lorry drivers finally block his path**

- Christopher Khalfan, 22, drove at breakneck speed on roads in Nottingham
- Reckless driver smashes into five cars and overtakes on wrong side of the road
- Court heard it was a 'miracle' no one was hurt as Khalfan was jailed for 15 months

By [SOPHIE LAW FOR MAILONLINE](#)

**PUBLISHED:** 16:38, 5 March 2019



**Christopher Khalfan, 22, of Bilborough, Nottingham was pursued by officers as he hits breakneck speed along residential roads**

A reckless banned driver who led police on a terrifying 100mph chase in a stolen Audi has been jailed.

Shocking dash cam footage shows Christopher Khalfan, 22, being pursued by officers for almost 15 minutes as he hits breakneck speed along residential roads.

He can be seen crashing into five cars dangerously overtaking on the wrong side of the road and as he tries to give police the slip on January 21.

The dramatic chase finally came to an end when two brave HGV drivers boxed in the Audi A4 to block Khaflan's escape and officers were able to arrest him.

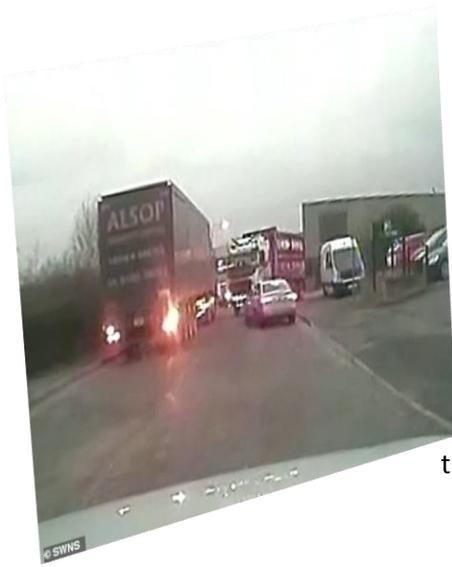
A court heard it was 'miracle' nobody was injured or killed during the chase - which saw Khalfan speed through five different towns.

Khalfan, of Bilborough, Nottingham, pleaded guilty to dangerous driving while disqualified, without insurance and failing to stop for

driving,  
police.

The father-of-two was jailed for 15 months and banned from driving for two years and seven months at Derby Crown Court last Friday.

**Khalfan drives dangerously round a roundabout and overtakes on the wrong side of the road and as he tries to give police the slip**



The court heard police spotted a stolen vehicle being driven by Khalfan and followed him on to the 70mph speed limit section of the A610.

Although the court heard no evidence Khalfan stole the car himself, he proceeded to lead officers on a high-speed chase during which he topped 100mph.

At one point he drove at more than 70mph in a 30mph limit, crashed into five different vehicles and hit bollards at high speeds on the wrong side of the road.

The footage showed Khalfan reach 101mph on the A61 - before coming off a roundabout and crashing into a parked BMW where officers ran out of their car to try and arrest the defendant.



**Khalfan crashes into a parked BMW where officers ran out of their car to try and arrest the defendant**

But Khalfan managed to squeeze his car through a gap away from police before speeding away.

The driver speeds through streets before two HGVs block him in. As he tried to flee, the HGV drivers also gave chase on foot and one found Khalfan hiding and helped apprehend him.

Other passengers of the car can be seen climbing out the vehicle as police shout at them to get on the ground. The two HGV drivers, Wayne Harwood and Robert Cameron, were commended for their actions by the judge. Mr Harwood was handed £600 from the public purse and £400 was given to Mr Cameron.

**The driver speeds through streets before two HGVs block him in**



**Other passengers of the car climb out the vehicle as police shout at them to get on the ground**

[Read full article](#) with video.

Once again Central and Local Government, Healthcare Professionals, National Governing Bodies, Higher and Further Education, the Third Sector and Private Sector will come together to discuss the inactivity challenge.

On the 27th June 2019 Why Sports will deliver the second Getting Wales Moving Conference at the Radisson Blu Hotel in Cardiff.

We have set the bar high both in terms of quality and expectation of stimulating real change. The conference will feature influential and well-respected speakers with detailed insight from the Welsh Government, the Welsh Sports Association, ukactive, The Welsh Rugby Union, the private sector and many leading figures involved in improving population health and tackling inactivity and the skills shortages across Welsh communities.

[CLICK FOR CONFERENCE WEBSITE](#)

Safer Highways Launch Free to Members Mental Health Training

For more information on course dates email [admin@saferhighways.co.uk](mailto:admin@saferhighways.co.uk)

### Boosting UK Cycling Activity

Securing the Benefits of Safe and Accessible Cycling

De Vere Grand Connaught Rooms

Wednesday 27<sup>th</sup> March 2019

#### KEY SPEAKERS:

**Roger Geffen**  
Policy Director  
Cycling UK

**Jayne Rodgers**  
Cycling and Walking Officer  
Liverpool City Council

[Event Details](#)

[sam.stevens@publicpolicyexchange.co.uk](mailto:sam.stevens@publicpolicyexchange.co.uk)

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## Creating a Transport System for Wales

13/3/19 1730 for 1800 Glamorgan Building Cathays.

Transport for Wales (TfW) exists to drive forward the Welsh Government's vision of a high quality, safe, integrated, affordable and accessible transport network that the people of Wales are proud of. Following the award of the Wales and Borders rail franchise, come along on **13 March** to **Cardiff University** and hear more about TfW's current and future priorities from **James Price**, Chief Executive. This promises to be a fascinating evening with the opportunity for Members to learn more and ask questions.

[Book Now](#)



Driver & Vehicle Licensing Agency

DVLA Digital Services

New 'Register your trailer to take it abroad' service goes live

If you're taking a trailer abroad, you may well need to use our new trailer registration service. Rebecca Naylor from DVLA Vehicle Services gives the lowdown.

# Secretarial services. National Blue Light Users Conference 2019

Don't forget you can always contact me:

Mobile; 07723371796

Home; 01443 844145

Email: [info@airso.org.uk](mailto:info@airso.org.uk)

Email: [Gareth@airso.org.uk](mailto:Gareth@airso.org.uk)



Registered Charity No. 1054640

February New Members

1. Michael Sadowski

Highway Services

Derby County Conferencing

<https://www.dcfco.co.uk/page/private-park-conferences-and-events>



## DERBY COUNTY Football Ground

9<sup>th</sup> – 10<sup>th</sup> September 2019

*Including*

9<sup>th</sup> September 2019

- Fire Service National Driver Training Advisory Group
  - Motorcycle work based safety

10<sup>th</sup> September 2019

- National Blue, Green and Amber Users Conference
- Work Related Road Safety (WRRS)



We have a facebook page in its infancy, please sign up to create more news and share ideas.  
Get engaged.

And finally, we now have 145 Followers on

