

MINUTES OF SURVIVE GROUP EXECUTIVE MEETING HELD ON 17TH 2019

Present Rob Gifford – Chairman
Shaun Coole – RRRA
Eric Hammond - AVRO
Dean Hatton – NPCC
Claire Hildreth - Direct Line / Green Flag
Steve Ives – AA
Derek Muir – RAC
Andrew Reeve – Secretary

Guests

Thomas Davies – HE
Mark Fell – WSP Ltd

ACTION BY

1 Apologies for Absence

Simon Henrik - Direct Line / Green Flag
Mary Hill – RAC
Damon Jowett - Direct Line / Green Flag
Mick Puleston – AVRO
Mike Wilson - Highways England

RG welcomed Derek Muir, who was standing in for Mary Hill, Eric Hammond for Mick Puleston and Claire Hildreth for Damon Jowett

2 Minutes of the meeting held on 11th February 2019

The minutes of the last meeting were accepted and approved as a true record of the meeting.

3 Matters arising not covered on the Agenda

3.1 Four Nations Safety Group and Police Forces

AR advised that feedback was still awaited from the Four Nations Safety Group regarding working practices following the circulation of the Best Practice Guidelines.

Regarding the correct procedure for recovery operators to call the Police Service for assistance at the roadside, SI confirmed that Best Practice Guidelines currently advised using the 999 telephone number.

RG proposed that WG1 review this advice for the next update of the BPG's and include DH in the review along with HE.

WG1 / DH

3.2 M6 Toll Road Safety Leaflet

AR advised that an electronic copy of the M6 Toll Road safety leaflet was still awaited so that it could be made available as a download from the SURVIVE website.

AR

3.3 Professional Recovery Operator Federation

SI advised that PROF has been launched on the 12th February by The Rt. Hon. Sir Mike Penning, the chair of the APPG for Roadside Rescue and Recovery. An invitation had been extended to interested parties to submit evidence of safety issues for the group to support.

After a short discussion, it was agreed that despite some confusion existing regarding the role and purpose of PROF, that SURVIVE should via its members contribute and support the work of PROF.

4 Working Group Reports

4.1 SURVIVE Working Group 1 (Practices and Procedures)

SI reported that the involvement of WG1 with HE regarding Smart Roads had now ceased. However WG1 were still involved in a number of HE led Task and Finish Groups.

Work was progressing in gathering data and information regarding the next update of the Best Practice Guidelines, which is due out in 2020.

SI advised that the work was still ongoing regarding the self-illuminating livery. However there were now some issues with the reliability of the product under testing.

Regarding the use of traffic cones to help provide a safe working area, SI reported that RAC were now carrying out a trial and it was apparent that they can be appropriate in certain circumstances.

4.2 SURVIVE Working Group 2 (Standards)

DM reported that there was currently very little to report on WG2 activity, however a meeting was being planned to take place in the near future.

Following a short discussion, it was agreed that DM, AR and Mark Braham (AA) should now discuss with BSI the possibility of PAS 43 becoming a British Standard. This would then be discussed at the October Executive meeting.

DM/AR/MB

4.3 SURVIVE Working Group 3 (Communication)

RG advised that he would be working with SH on the SURVIVE media campaign regarding the discouragement of working activities being carried out on the offside of vehicles.

RG / SH

5 IPV's attending at Breakdown Locations

It was agreed that there was nothing further to report yet on this issue

6 Structure of Working Group 1 and Working Group 2

6.1 Working Group 1

SI reported that as agreed a review had carried out regarding the structure of WG1. It was now proposed that rather than have too many permanent members on the group, some existing and some possibly new members would now become 'Associate Members'.

These 'Associate Members' would receive information via correspondence only and when it was felt appropriate be invited to a WG1 meeting.

SI requested that DH look into the NPCC representation on WG1 and advise SI if a change was required. SI agreed to let DH have the terms of reference for WG1 and an indication of the knowledge/experience that would be useful for the Working Group.

DH/SI

It was then agreed that a copy of the new WG1 structure would be circulated to the Executive for information purposes.

SI / AR

6.2 Working Group 2

DM advised that whilst the new structure of WG2 had been agreed at the last meeting, it was felt that the implementation should be deferred until the current situation with Mary Hill as Chair was resolved by the RAC.

This was agreed by the Executive.

7 Presentation by HE on GD 300 Standard – APTR

RG welcomed TD from HE and MF from WSP Ltd to the meeting and invited them to give their presentation on the work now being carried out by HE regarding the General Design 300 Standard.

TD explained that the purpose of this work was to improve the journeys for customers using Highways England's A road network. This network is almost double the length of the motorway network and DfT's roads accidents and safety statistics show that a motorway is up to six times safer than a single carriageway A road.

Key elements of the need to improve the current A road network to modern standards are based on safety, connectivity, journey time reliability and community cohesion.

TD advised that there were 4 'levels' introduced by the new standard: -

Level 1 - Improved A road performance

Level 2 – Further improved A road performance

Level 3 – Motorway performance with green signs

Level 4 - Motorway performance with blue signs

Full design requirements are given for Level 4 by GD 300. Advice and guidance are provided for Levels 1 - 3, but these levels are still to be formalised as full requirements.

MF detailed the design highlights of the new modern standard, with the features of each of the 4 levels.

A short discussion then took place regarding the design and SC enquired if the concrete central reservation being installed could have some form of reflective markings for improved visibility in bad light/weather conditions.

It was also felt that the installation of "sight vanes" on top of the central reservation could, in certain locations, help prevent drivers being dazzled by the headlights of oncoming traffic.

TD and MF agreed to consider both of these comments and it was also requested that consideration now be given to the exemption from prosecution for Recovery Operators should they be required to drive through a Red X sign on their way to an incident.

TD / MF

TD advised that the new standard would help provide a safer working environment through: -

- working in a controlled environment
- provision of consistent road space
- improved places of refuge
- support for Recovery Operators – this would be via the Police or Traffic Officer Service on Level 3 and Level 4 roads only.

The main benefits of the new standard would be: -

- making the network safer
- helping cyclists, horses, walkers and other vulnerable users
- supporting the smooth flow of traffic
- delivering better environmental outcomes
- encouraging economic growth

TD concluded the presentation by emphasizing the importance of the continued involvement by stake holders by providing their feedback and this would of course involve the input of Working Group 1.

WG1

The online location of the new GD 300 standard is:

[http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol0/section2/GD%20300%20Requirements%20for%20new%20and%20upgraded%20all-purpose%20trunk%20roads%20\(expressways\)-web.pdf](http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol0/section2/GD%20300%20Requirements%20for%20new%20and%20upgraded%20all-purpose%20trunk%20roads%20(expressways)-web.pdf)

RG thanked TD and MF for a very interesting and detailed presentation and it was agreed that a copy of the slide presentation would be sent out with the minutes.

AR

8 Any Other Business

8.1 IVR involvement with the SURVIVE Executive

RG advised that he had looked into the work undertaken by IVR, which supported the work of SURVIVE, namely PAS 43 and the Best Practice Guidelines.

Following feedback from the Executive members, confirmation had been received from Chris Hoare that IVR had no involvement at all in the development of the Recovery Operator Licensing Scheme (ROLS).

It was then agreed that IVR now be invited to join the Executive as a member and that in addition Gary Tucker from Network Training Partnership be approached to ascertain their possible interest in involvement in and potential contribution to either Working Groups or the Executive.

RG / AR

8.2 ERRI

AR advised that he would be attending the next ERRI meeting on 24th July and that a gap analysis still had to be carried out between PAS 43 and ROLS.

9 Date of the Next Meeting

The next meeting of the SURVIVE Executive will take place at the RAC Offices in Walsall on Monday 14th October 2019, starting at 11.30 am.

RG closed the meeting by expressing the grateful thanks of the Executive to CH and Direct Line / Green Flag for hosting the meeting and for their kind hospitality.