

## **MINUTES OF SURVIVE GROUP EXECUTIVE MEETING HELD ON 19<sup>TH</sup> JUNE 2017**

**Present** Rob Gifford - Chairman  
Brian Drury - AVRO  
Mary Hill - RAC  
Steve Ives - AA  
Mike Wilson - Highways England (via telephone)  
Andrew Reeve - Secretary

**ACTION  
BY**

### **1 Apologies for Absence**

Simon Henrik - Direct Line / Green Flag  
Dave Jones - NPCC  
Damon Jowett - Direct Line / Green Flag

RG announced that due to an unexpected visit to A & E, Mike Wilson would unfortunately not be attending the meeting in person but he would be joining in via a telephone link.

RG also announced that Derek Firminger was no longer involved with AVRO and welcomed Brian Drury as their temporary representative.

### **2 Minutes of the meeting held on 13<sup>th</sup> February 2017**

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 HE AVIS information to Third Parties**

AR advised that the process for gathering the necessary information was still on-going and hopefully an update would be available at the next meeting.

**MW**

#### **3.2 Possible Integration of ROLS with PAS 43**

MH advised that this topic would be covered in the WG2 Report.

### **4 Working Group Reports**

#### **4.1 SURVIVE Working Group 1 (Practices and Procedures)**

SI reported that WG1 would also be now acting as an Advisory Group to the HE Expressway Project and that a second meeting had now been held of the Practitioner Working Group, which was now being chaired by HE.

SI advised that the "Surviving a Breakdown" e-leaflet would soon be finalised, which would be made available as a download from the SURVIVE website. It was agreed that WG3 would be asked to help publicise the new e-leaflet.

**WG1/ WG3**

Regarding the Best Practice Guidelines, SI reported that the final draft was now ready and that several elements from PAS 43 had now been included within the latest edition of the BPG's. However, WG2 had decided to revisit the Equality Act section as WG1 had advised that some of the guidance

regarding disabled persons could not be included within the BPG's for legal reasons.

It was agreed that the final draft of the BPG's would be circulated to the Executive for their approval and following this the new version would then replace the existing download on the SURVIVE website.

**WG1 / AR**

SI advised that TRL were no longer supportive of the proposal for the use of rear red flashing lights on breakdown / recovery vehicles. Following a short discussion, it was agreed that AR would make an approach to DfT (possibly Adrian Burrows) to seek a meeting to discuss issues surrounding vehicle lighting on Smart Motorways and Expressways etc.

**AR**

SI reported that the Flat Towing Guide had been completed and was now available as a download from the SURVIVE website.

SI also reported that the shed load handling guidelines had been completed and were now included within the new version of the Best Practice Guidelines.

#### **4.2 SURVIVE Working Group 2 (Standards)**

MH reported that at the last meeting of WG2 it had been decided to form 2 sub-groups, one to review and endorse the content of the VR24B training course and the other to agree the suggested responses to comments received re draft 2 of PAS 43:2017.

MH commented that there was now a requirement to revisit the membership / composition of WG2 and it was agreed that this would be included as a main agenda item at the next Executive meeting.

**AR**

MH advised that John Martin (NPCC) was due to retire later in the year and would be replaced by Rob Bullough. Brian Drury from AVRO had also been replaced on WG2 by Eric Hammond.

MH reported that the submission to BSI of the final draft of PAS 43:2017 had been delayed, mainly due to the number of comments received from AVRO and FCB plus the review of the inclusion of certain elements from ROLS into PAS 43. BSI had been made aware of the delay regarding the submission of the final draft.

MH advised that upon completion of the consultation process, WG2 would discuss with WG3 how best to communicate and promote PAS 43:2017.

**WG2 / WG3**

MH reported that UKAS had advised that they were no longer able to conduct unannounced visits but in exceptional circumstances they would be able to conduct "market surveillance visits". However, these would only be conducted with Certification Bodies and there was a requirement that the Operator plus the Certification Body must consent to the visit.

MH advised that following the publication of a new Edition of PAS 43, Certification and Inspection Bodies were required to identify changes within the PAS, make any required changes to their assessment process and then request UKAS to arrange a Head Office Visit to endorse any changes. Until such time as this endorsement was received Certification and Inspection Bodies could not issue Certificates under the latest Edition of the PAS.

Due to the time involved in this process it had been agreed that a discussion would take with UKAS to agree a reasonable timescale for implementation of any changes. MH agreed to speak to UKAS and draft a communication to the Certification and Inspection Bodies and circulate this to the Executive for comment.

**MH**

Regarding training, MH advised that development of the course for Recovery Operators by IVR was on-going and the new sub-group would be looking at the VR24B training course for Certification and Inspection Bodies.

There was also some confusion regarding the requirements for technician training and there was a common belief that the VR modules were the only route that could be taken. The sub-group would also review the current requirements for technician training, with the aim of documenting clearer guidance for inclusion within PAS 43:2017.

MH reported that the guidance previously contained in PAS 43 relating to Vulnerable Customers, Children, Pets and Domestic Animals has now been included in the latest version of Best Practice Guidelines.

However, WG1 had advised that the guidance relating to disabled customers had not been included other than in respect of what actions should be taken if a disabled person cannot get out of the vehicle in a dangerous location. The remainder of the disabled customer guidance had not been included due to legal advice received that it was not appropriate to provide guidance on interpretation of the Equality Act and that any reference contained should be to the Act itself.

MH advised that due to this feedback a further review of PAS 43 guidance relating to disabled customers would now be necessary.

Regarding inspection of 100% of vehicles where PAS 43 certification was not part of ISO9001, MH commented that the final documented endorsement of the WG2 proposals was now awaited from UKAS. When this has been received, a communication would be sent out to the Certification and Inspection Bodies.

#### **4.3 SURVIVE Working Group 3 (Communication)**

RG reported that he had now received the paper from SH for consideration by the Executive. Some suggested answers to the questions raised in the paper had now been included and it was agreed that this would be circulated to the Executive for comment, response and subsequent revision if required.

**AR / All**

RG would then discuss the responses with SH and agree the way forward. RG also asked WG1 and WG2 whether there were any specific issues that needed to be communicated more widely. It was noted that a stronger presence in the professional/trade press would be beneficial to supporting SURVIVE's message.

**RG / SH**

## 5 Smart Motorways

MW then joined the meeting via a telephone link and gave a presentation on work regarding Smart Motorways and enhancements to All Lane Running. The main issues in the presentation focused upon the HE commitments to the Transport Select Committee report, namely-

- A review of ERA spacing, signing and size
- Improvement in Red X compliance
- Introduction of Stopped Vehicle Detection (SVD)
- Changes in communication, engagement and marketing
- 

Regarding ERA's, MW commented that the breakdown data collected did not support a blanket increase in the number of ERA's. However potential new sites may be identified at specific locations in the future, based upon demand and HE would continue to monitor the breakdown data.

MW advised that the trial held at Moreton in Marsh had confirmed that the current size of the ERA was still appropriate for breakdown / recovery operations. However, an important issue that was now being addressed was where the casualty vehicle actually stopped within the ERA, regardless of its size.

HE would therefore be introducing enhancements to ERA's comprising of painting them orange, new signage to help identify them as SOS areas and markings showing where vehicles should stop in order to allow space for recovery vehicles. Some of these enhancements would commence in summer 2017 at a few pilot sites.

HE was also planning an advertising campaign later in the year to help promote the new ERA design, name and visual identity together with their correct usage.

Regarding Red X signs, MW commented that there was concern over the current levels of non-compliance, which created a risk to both road user and workers. New legislation came into force in April 2017 and prior to the introduction of automated enforcement, HE would continue to focus on informing drivers and working with the police in issue warning letters for Red X non-compliance.

MW advised that following feasibility work and successful trials being completed, a stopped vehicle detection (SVD) system was being introduced to reduce the risk to road users who had broken down in a live lane. The roll-out of SVD across Smart Motorways would commence on the M25, between junctions 23 to 27, and would be operational by the end of 2017.

MW also commented that if SVD proved to be successful then consideration would also be given to its introduction on the planned new Expressways.

MW reported that HE was working with key stakeholders to progress a number of areas, especially communications, with a series of video and radio adverts focusing on Red X compliance, breakdowns and variable speed limits.

RG thanked MW for a comprehensive and informative presentation, and it was also confirmed that in future ERA's would be known as SOS areas. RG then requested that the new versions of both PAS 43:2017 and the Best Practice Guidelines made reference to both the old and new names.

**WG1 / WG2**

MW also confirmed that HE would be carrying out a review of those ERA's already in existence to ensure that they had been constructed to the correct dimensions.

It was agreed that a copy of MW's presentation be sent out with the minutes.

**AR**

## **6 Any Other Business**

### **Composition of SURVIVE**

AR reported that as agreed at the last meeting a review had been held of the number of motoring organisations in existence and their representation on the SURVIVE Executive and Working Groups. A table detailing all such organisations was then circulated and following a short discussion, it was confirmed that the current composition was indeed correct.

However, it was also agreed that consideration should now be given to how best to communicate with those motoring organisations not actually represented on SURVIVE.

**WG3**

AR then advised that regarding involvement with other UK road governing bodies in the work of SURVIVE, talks had been held with the Chair of the "Four Nations Safety Group". It had been agreed that AR would speak to them at their next meeting about the devolved nations inclusion in the work SURVIVE that undertakes.

**AR**

RG also requested that consideration be given to how best involve the Local Government areas in the work of SURVIVE. This would then hopefully cover those roads that were not included within the Strategic Road Network.

It was agreed after a short discussion that informal talks with NPCC should be sought as it was the Police Forces that normally dealt with any breakdown / recovery issues.

**AR / DJ**

## **7 Date of the Next Meeting**

The next meeting of the SURVIVE Group Executive will take place on Monday 16<sup>th</sup> October 2017 at 11.30am, being hosted by RAC at their offices in Walsall.

RG closed the meeting by expressing the grateful thanks of the Executive to SI and AA for hosting the meeting and for their kind hospitality.