

**MINUTES OF SURVIVE GROUP EXECUTIVE
MEETING HELD ON 18TH JUNE 2018**

Present Rob Gifford – Chairman
Shaun Coole - RRRA
Andy Eade – Highways England
Claire Hildreth – Direct Line / Green Flag
Mary Hill – RAC
Steve Ives – AA
Eric Hammond – AVRO
Andrew Reeve – Secretary

Guests

Mike Boyland – HE
Russell Brookes – HE
Aidan Holt – WSP

ACTION BY

1 Apologies for Absence

Brian Drury – AVRO
Simon Henrik - Direct Line / Green Flag
Dave Jones - NPCC
Damon Jowett - Direct Line / Green Flag
Mike Wilson - Highways England

RG welcomed Andy Eade, who was standing in for Mike Wilson, Claire Hildreth for Damon Jowett and also Eric Hammond for Brian Drury.

2 Recent RAC Fatality

MH announced that very sadly an RAC patrol had very recently been killed whilst attending a vehicle located on a busy A road. At the present time no details were yet available regarding this very tragic incident.

It was then agreed that a generic safety reminder should be issued wherever possible to technicians and recovery operators.

ALL

It was also agreed that although WG1 were currently seeking inclusion of the “slow down and move over” advice to motorists within the Highway Code, SURVIVE should now also write to DfT requesting urgent action regarding this issue. It was also agreed that WG3, in conjunction with SI and MH, should produce an urgent press release for circulation by all members of SURVIVE.

RG / AR

**SI / MH /
SH**

It was then agreed that, wherever possible, any TV advertising being carried out by SURVIVE members should also include road safety messages.

AE confirmed that regrettably HE was only able to provide Traffic Officer assistance for technicians on those roads which were within the Strategic Roads Network and therefore under the control of HE.

3 Minutes of the meeting held on 12th February 2018

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

4 Matters arising not covered on the Agenda

4.1 Four Nations Safety Group and Police Forces

AR advised that the new version of the Best Practice Guidelines had now been sent to the members of the Four Nations Safety Group for further discussions regarding working practices.

AR also advised that the Guidelines has also been sent to Pauline Smith, the NPCC contact for 'national contact management', regarding the circumstances and correct procedures for recovery operators wishing to call the Police for assistance at the roadside.

4.2 M6 Toll Road Safety Leaflet

AR advised that an electronic version of the safety advice leaflet being produced for the M6 Toll Road was still awaited for inclusion on the SURVIVE website.

5 Working Group Reports

5.1 SURVIVE Working Group 1 (Practices and Procedures)

SI confirmed that WG1 was acting as the Practitioner Working Group to the Expert Advisory Group of the Motorists Forum. The scope of the group was the design, frequency and signage of SOS areas on Smart motorways.

SI advised that Version 4 of the Best Practice Guidelines had now been issued electronically to Recovery Operators via the Motoring Organisations.

Regarding the "self-illuminating livery" for vehicles, SI reported that a trial was currently underway involving two AA vehicles fitted with the technology. Although its usage was currently limited to non-public roads, namely car parks etc., special permission to run the trial on the public highway was still awaited from Ian Yarnold at DfT

SI advised that a number of comments, some conflicting, had now been received regarding the draft of the "Basic Rules" card, which was being proposed for issue to technicians. This was now therefore being discussed within WG1 in order to arrive at an agreed version.

WG1

5.2 SURVIVE Working Group 2 (Standards)

On behalf of MH who had to leave the meeting early, AR reported that the PAS 43 public consultation process had now taken place and a number of comments had been received, those regarding editorial changes had been accepted by BSI and the others were either agreed or rejected by WG2.

BSI were now completing the final edited version for review by the Steering Group and it was anticipated that PAS 43:2018 would be launched towards the end of July, which would meet the BSI timescales.

The majority of changes in the new version were relatively minor or in relation to changes in legal requirements. The one major change related to the need

for a competent trainer to have an approved training qualification. It had been agreed that the changes and timescales for implementation should be published on the SURVIVE website.

MH / AR

WG2 had also agreed to hold a separate meeting before the launch to discuss the communication requirements for PAS 43:2018 and would liaise with WG3 regarding this.

WG2 / WG3

In addition, a meeting of the Certification and Inspection Bodies would be held around the time of the launch in order to explain the changes and obtain feedback etc.

A number of issues were already being considered for the 2020 edition, namely: -

- Guidance relating to police exemption scenarios
- DBS checks becoming a mandatory requirement
- Technician training mandatory requirements being specified in the same way as Sector Scheme 17
- TfL involvement in the Group as they may have relevant information which could be referenced within PAS 43
- The possibility of having a tiered award scheme for PAS 43 i.e. gold/silver/bronze – being awarded by FORS
- PAS 43 becoming a full British Standard
- Enforcing 9001 certification

The development by other organisations of suitable training modules for technician training now required further discussion at a future WG2 meeting in order to progress this issue.

WG2

5.3 SURVIVE Working Group 3 (Communication)

IT was agreed that WG3 should now proceed with the issue of the SURVIVE press release to cover: -

- Issue of version 4/18 of the Best Practice Guidelines
- Support for the Slow Down/ Move Over campaign and possible update of the Highway Code.
- Publication of PAS 43:2018

6 Expressways

RG introduced MB and AH who proceeded to give a presentation on the concept, approach and delivery of 'Expressway Standard' motorways.

Expressways were being introduced as the 4th engineering product for the Strategic Road Network, they would be in the same group as conventional motorways and Smart motorways, with All Purpose Trunk Roads being in a separate group.

Following the presentation RG requested clarification of the saving of circa 300 killed or seriously injured if the Expressway 2040 vision was delivered.

MB / AH

MB confirmed that Expressways would only be considered for those roads which were within the Strategic Roads Network and therefore under the control of HE.

It was agreed that as Expressways were a high-profile element of the HE SRN Initial report, that it would be useful for the link to this report to be circulated to the Executive.

MB / AH

Secretary's Note – the link is herewith attached

<https://www.gov.uk/government/publications/highways-englands-strategic-road-network-initial-report>

It was noted that a formal response from DfT to the report had yet to be published.

AR

It was agreed that a copy of the presentation would be circulated with the minutes.

RG expressed the grateful thanks of the Executive to MB and AH for their very informative and detailed presentation.

7 HE Data Sharing Project

RG introduced RB who then gave an overview of the asset information system that was being developed on the Strategic Road Network. Originally known as the AVIS, this project was now being generally known as CHARM and a main element is the improvement in data gathering and its subsequent usage.

One important activity was the review of the marker post data in order to improve the accuracy down to one metre. This is safety critical information which is used daily in traffic officer work, incidents and other activities, sometimes on a live carriageway.

New modules are being developed and added to CHARM, one in particular being the ability for inspections to be carried out on selected assets remotely from a desktop, thereby removing the need for inspectors to operate in live carriageway environments. This can also assist RCC's in dealing with incident management and with information being shared with third parties i.e. bridge heights, access roads etc.

Aerial LiDAR and imagery will be included within the AVIS platform, which will involve consolidating existing datasets, completeness checks and removal of duplication. An open on-line method of displaying the data would be sought, with technical documentation being produced to support the inclusion of aerial data within AVIS.

The Police Service were being involved in exploring aspects of information gathering for incident investigation. Enabling the Police to have access to AVIS, including aerial LiDAR and imagery, could potentially reduce the amount of time a carriageway was closed in order to capture evidence and data for collision/ incident investigations.

RG thanked RB for a very informative presentation and it was then agreed that WG1 should look into how best the breakdown / recovery industry could make use of the information that could possibly be made available via AVIS / CHARM.

WG1

8 Structure of WG2

AR reported that a draft of an alternative membership structure for WG2 had been produced and that this would now be discussed with MH and RG before circulation to the Executive for comment.

MH/RG/AR

9 ERRI and ROLS

A general discussion then took place regarding ERRI and the proposed Recovery Operator Licensing Scheme.

SC advised that ERRI were still promoting the introduction of ROLS, despite the reluctance of many recovery operators to proceed down this path.

EH stated that there was a common concern within the recovery industry that the introduction of yet another standard / licensing scheme would only increase costs for the industry. A recent industry survey had confirmed that a majority of the industry were more than satisfied to remain with PAS 43 as the accepted standard.

It was then generally agreed that possibly some elements within PAS 43 could be 'improved' in order to reduce the potential for differing standards developing amongst breakdown / recovery operators and that WG2 should work with BSI to try and achieve this.

WG2

It was also agreed that following the launch of PAS 43:2018, SURVIVE should write to ERRI detailing our concerns about the development of multiple standards. The letter would also ask that, if ERRI had identified gaps between PAS 43 and ROLS, these should be specified and discussed further between the two organisations. It would also be requested that RG and AR attend an ERRI meeting in order to formally discuss PAS 43 and ROLS.

RG / AR

10 Any Other Business

10.1 Resourcing Issues and Waiting Times

AE advised that HE had seen a noticeable increase in the number of breakdowns where vehicles and their occupants have waited a significant amount of time before being attended at the roadside.

After a short discussion, it was generally agreed that the causes of this were an increase in workloads, increases in traffic flows and a reduction in the availability of resources. This was of great concern, especially to the motoring organisations, and SC and EH both commented that there was now a reluctance for contractors to carry out work on behalf of the motoring organisations. In addition, there was now a reluctance to attend jobs involving night time working due to the extra costs involved.

10.2 Marker Post Information

AE advised that a number of requests for assistance were being received from recovery operators that did not contain any marker post information. It was agreed that SURVIVE members would issue a suitable reminder to their staff.

ALL

10.3 Hatched Areas on Motorways

AE reported that a recent incident had involved a recovery vehicle attending a breakdown within the hatched area at a junction on a motorway. This was technically still a live lane and should be treated as such. It was agreed that SURVIVE members would issue a suitable reminder to their staff.

ALL

It was also agreed that the 'live lane' section within the Best Practice Guidelines would be reviewed and amended accordingly.

WG1

10.4 Impact Protection Vehicles

AE advised that questions had been put to HE regarding the availability of an IPV in order to help provide protection at the scene of a breakdown.

AE confirmed that an IPV could not be used in this manner, as should the vehicle be used for purposes other than road works, then the required authorisation would not be valid and the vehicle then automatically would not meet the legal requirements for operating on the public highway.

11 Date of the Next Meeting

The next meeting of the SURVIVE Executive will take place on Monday 15th October, at the RAC Offices in Walsall, starting at 11.30 am.

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