



Date 1st April 2019

APPG for Roadside Rescue and Recovery safety inquiry - call for evidence

RISC was created in 2007 in an attempt to help the increasing number of recovery operators who were being injured sometime fatally in the course of their work. All of the Trustees have for a long time been involved with the recovery industry, three of them for their entire lives.

It is clear to us that while the extensive training given to operators today has improved the situation there is still **considerably** more that can be done to minimize the risk. The most obvious step is to make the public more aware of the difficult and variable conditions under which operators work. Campaigns like 'Slow Down Move Over' are already making a difference, but a government backed widespread awareness campaign along with a change in the law would do much more, and also bring us in line with other countries.

The introduction of flashing red lights while static in hazardous location as already used by the Police and Highways Officers is unmistakably long overdue. Clearly recovery operator's lives are just as important, but do not have the added protection of blue lights plus the authority that goes with them.

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When this subject has been discussed before it is often argued that giving red lights to recovery operators will 'open the flood gates' with every council worker demanding them. This argument is very weak and at the end of this document I have added a section clearly stating the difference between Motorway Workers and Recovery Operators

RISC is also concerned by the increased use of 'so called' Smart Motorways while accepting that much needs to be done to remove congestion on our roads we feel that's as things stand this needs closer examination. The often demonstrated lack of lane discipline seen when motorist only leave the closed lane when they see the broken down vehicle, must first be addressed.

Other ways to remove congestion should be investigated the most obvious being to help recovery vehicles reach the casualty that is often contributing to the congestion in the first place much quicker. This could include supervised use of the bus lanes and sections of hard shoulder for example.

Lastly we would like to see a much closer cooperation between the industry and all government departments, where the years of experience and knowledge gained by recovery operators in the private sector could be used to provide a better, safer, faster and more cost effective road network for the public to use.

Andy Lambert FIVR



Chairman Recovery Industry Support Charity

The Difference between Motorway Workers and Recovery Operators

Notes

The term Motorway is used to covers all major Dual Carriageways.

OMW = Other Motorway Workers.

VRO = Vehicle Recovery Operator.

Planning

OMW: Work is usually planned in advance with early warning signs, cones and 'fend off' vehicles.

VRO: Work is rarely planned as it is an emergency service and the VRO will have to survey the scene, make a judgment call and then work accordingly.

Operatives

OMW: There will normally be at least two members of staff per vehicle and they will be working with trained colleagues.

VRO: Will normally be on their own and will often have to shepherd a distressed family of four and possibly their dog!

Location

OMW: Will normally be working on a coned off central reservation, or on the banks of a motorway.

VRO: Will almost always be working next to a live and often most busy lane.

Nature of work

OMW: Most jobs are identical to the next and the operative knows what to expect.

VRO: Every job is different some operatives may only go on a motorway type road occasionally.

Consequence

OMW: If a job over runs everyone accepts it as a nuisance.

VRO: If a job over runs everyone from the Customer to the Authorities is unhappy which can lead to complaints and loss of work.

Training

OMW: Are trained to a high standard and very experienced at working on a motorway because that is their full time job.

VRO: Are also trained to a high standard, but across a much broader spectrum of locations and types of work.