

## **Supplementary written evidence from the Automobile Association (RSM0117)**

### **What percentage of your own people and contractors do you send out on motorways in daytime or at night?**

The figures below give an average over 2019 & 2020

- Approx. 3% of all our breakdowns are on motorways
- AA patrols were sent to 58% and garage contractors sent to 42% of motorway tasks
- During the day (between 8am and 6pm), AA patrols dealt with 62% and garage contractors were sent to 38% of motorway tasks
- At night contractors were sent to approx. half of motorway tasks
- 28% of motorway tasks happen at night.

In terms of total breakdowns, the garages attend less than 10% during the day and around 30% at night. The number of jobs we have during the night means that it's not always viable for use a yellow AA resource.

We have the largest dedicated recovery fleet of the breakdown providers.

### **International experience**

A question was asked about known international experience and only a partial answer given.

Other countries that have motorways akin to 'smart motorways' have ERAs at closer distances apart than in the UK.

Holland – ERAs at 1km max

Germany – ERAs no more than 1km and less if possible.

Australia – ERAs at 500m and up to a maximum of 1km.

(source: research from [www.royalhaskoningdhv.com](http://www.royalhaskoningdhv.com) )

### **Technical questions about SVD**

Mr King referred to a submission to the committee from Chartered Engineer, Alan Hames, highlighting various concerns about SVD and some articles in Highways magazine.

[Highways Magazine - smart motorways](#)

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