

**Professional Recovery Operators Safety Executive (PROSE)**  
**Six Month Review into Red Lamp Usage for The Recovery Industry:**



**NFCC**  
National Fire  
Chiefs Council



**May 2025**

## **Index:**

### **Content:**

### **Page No:**

### **Section:**

1. Introduction	3
2. Applications to Vehicle Certification Agency (VCA) for Red Lamp Usage	4
3. Approved 'On-Line' Training completed as per Institute of Vehicle Recovery (IVR) records	6
4. Information from National Tyre Distribution Agency (NTDA) & associated Roadside Industry	7
5. Dynamic Risk Assessment (DRA) Information provided through approved sector systems eg. APEX etc	9
6. APEX Red Light Usage Data	10
7. Further Issues worthy of note	11
8. Appendices	12
Appendix 1 - Criteria for PROSE Agreed Red Lamp Training	12

## **Section 1: Introduction:**

In September 2024 the use of Red Lamps in the Recovery Industry was permitted by the Department for Transport (DfT). Responsibility for the discussions, decisions and rollout was delegated to The Professional Recovery Operators Safety Executive (PROSE). The complete process was formalised and a clear structure was put in place for all interested parties. An application had to be made to the Vehicle Certification Agency (VCA) for a license and agreed on line training by PROSE had to be completed prior to being allowed to use the Red Lamps.

The initial formalised training was developed by The Institute of Vehicle Recovery (IVR). Further training packages will be considered by PROSE for approval post this review and agreed six-month initial process. See section 8 - appendix 1 for details of the criteria.

Further key information relating to the 'Dynamic Risk Assessment' (DRA) and the specific use and justification of the Red Lamps is provided through sector specific recording systems. An overview of this can be seen in sections 5 & 6 below.

Finally, a summary of specific industry issues which have been identified and raised during this initial review period are included for reference in section 7 below.

PROSE are delighted to be sharing this six-month review information and recording of data and are happy to discuss the content at any time.

**Ian Greenman – Chairman of PROSE**

## **Section 2: Applications to Vehicle Certification Agency (VCA) for Red Lamp Usage:**

- Automania Group Ltd
- Automobile Association Developments Ltd
- Autorite Industries
- Autotrics
- BDV Recovery Services Ltd
- BM Services
- Boarhunt Garage & Recovery Services Ltd
- Channel Commercials PLC
- City Tyres Ltd
- CMG Ltd
- Crouch Recovery
- DRS Kent Ltd
- E & JW Glendinning Ltd
- Firstline Recovery Ltd
- Fuel Mistake Ltd
- Goodyear Tyres UK Ltd
- Green Flag Ltd
- GRS Recovery
- Keltruck Ltd
- Kwik-Fit GB
- Lionheart Garage Ltd
- Lodge Tyre Company Ltd (The)
- M8 Recovery Ltd
- McConechy's Tyre Services Ltd
- Midhurst Engineering & Motor Company Ltd
- Mike Beer Transport T/A Online MBT
- National Rescue
- Nationwide Fleet Services

- RAC
- Ravenscroft Motor Co Ltd
- Thompson's Garage Ltd
- Universal Tyre Company (Deptford) Ltd
- Watling Tyres Ltd

### **Section 3: Approved 'On-Line' Training completed as per IVR records:**

As of 1<sup>st</sup> April 2025 – Initial 6-month post review of Red Lamp training applied for and completed as per Institute of Vehicle Recovery (IVR) guidance and instructions.

The following number have completed the Red Lamps training – **3054**.

There are some organisations that have booked spaces but haven't used them yet and there is one organisation that has not yet shared the names of those that have trained with the IVR.

## **Section 4: Information from NTDA & associated Roadside Industry:**

The NTDA developed a PROSE compliant training module and made it available, free of charge, to their approved training providers in September 2024. The following companies are authorised and are participating in the use of Rear-Facing Red Flashing Lamps:

- ATS Euromaster
- Autotech Training
- Bridgestone
- Central Tyre
- Continental
- DM Training Solutions
- Engage Training Academy
- Halfords Commercial Fleet Services
- Kwik Fit
- Leading Edge Training
- Michelin
- PFTP Ltd
- Roadside Safety Ltd
- RWC Training
- Tructyre Fleet Management

Most of the training providers listed above have carried out extensive refresher training since September 2024 and all new trainees are receiving the Rear-Facing Red Flashing Lamps Training.

The above details provide information regarding VSO applications based on NTDA member responses received. However, the following information is also relevant;

**Circuit Tyres Ltd** (*Small Member*) was granted a VSO to cover 2 fitted out vehicles in January 2025 and all technicians have received the training.

**Halfords Commercial Fleet Services** (*Large Member*) was granted a fleet VSO to cover its entire fleet of vans on 30<sup>th</sup> September 2024. Halfords Commercial Fleet Services includes Lodge Tyre, McConechy's and Universal and is the leading commercial roadside tyre incident response company in the UK.

**Kwik-Fit** (*Large Member*) was granted a fleet VSO to cover up to 170 response vehicles on 22<sup>nd</sup> January 2025. In addition to all technician staff receiving the training, all vans have been fitted with vehicle interlock systems.

**The Watling Tyre Services Limited** (*Medium Member*) was granted a fleet VSO to cover its 42 response vehicles on 4<sup>th</sup> of February 2025 and is having REACT refresher training delivered to all 61-technician staff over the next month as well as having its vehicles fitted out.

**Continental's** Managing Director has informed NDTA that although Continental has not applied for VSOs to date or fitted red lamps, its subsidiary **R&J Strang** (*Medium Member*) has been asked to assess whether they feel their fleet should be fitted with red lamps and then provide the Continental management team with a recommendation and plan.

Other companies are undertaking training and have learnt from On Board Power Ltd, one of NDTA supplier members that vans are being fitted with red lamps, so progress will continue to be monitored.



**Section 5: Dynamic Risk Assessment (DRA) Information provided through approved sector systems eg. APEX etc**

<b>Labels</b>	<b>Oct '24</b>	<b>Nov '24</b>	<b>Dec '24</b>	<b>Jan '25</b>	<b>Feb '25</b>	<b>March '25</b>
Multiple Vehicles involved	46	12	7	4	5	3
Other	108	29	17	9	11	3
Poor Line of sight	56	10	10	9	4	6
Poor visibility due to weather	578	230	204	204	101	82
Working in a live lane	220	91	74	65	38	28
<b>Grand Total</b>	<b>1008</b>	<b>372</b>	<b>312</b>	<b>291</b>	<b>159</b>	<b>122</b>

Regards the above statistics provided by APEX Systems, they stated that the October statistics were slightly skewed as many people were trying out the new functionality. But for the other months, they are believed to be fairly accurate. As you can see, good use is being made from the use of Red Lamps.

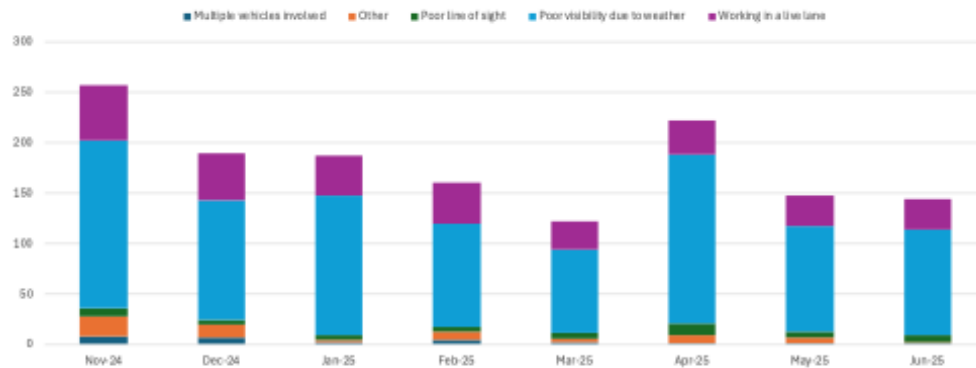
## Section 6: APEX Red Light Usage Data:

### Apex - Red Light Report



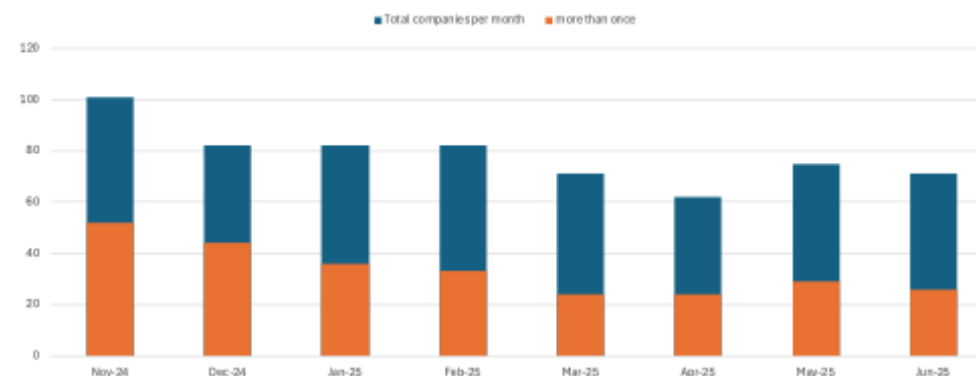
Total Usage - By Reason Type

Jun-25



	2024					2025					Total	in %
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25			
Multiple vehicles involved	29	8	7	2	5	3	1	1	1	57	3%	
Other	82	20	13	3	8	3	9	6	1	145	7%	
Poor line of sight	37	8	5	5	5	6	11	6	7	90	4%	
Poor visibility due to weather	373	166	118	138	102	82	167	105	105	1356	65%	
Working in a live lane	189	55	47	39	41	28	34	30	80	443	21%	
Grand Total	669	257	190	187	161	122	222	148	144	2091		

Company Usage



	2024					2025					Total
	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25		
Total companies per month	197	141	82	82	62	71	62	75	71	271	
more than once	117	52	44	36	33	24	24	29	26	207	

## **Section 7: Further Issues worthy of note:**

Since the introduction of Red Lamps into the Recovery and Roadside industry, National Highways has received only two reports of misuse of red lamps by recovery and tyre technicians. Both incidents occurred in the same region and involved the same company.

### **Action Taken:**

The misuse was raised with the appropriate Industry representing body, and red lamp use has been suspended in the individual organisation until a full understanding can be demonstrated by all technicians.

As can be seen above, the sector is self-policing this issue and will continue to do so whilst incidents of exception are deemed to be minimal as above.

## **Section 8: Appendices:**

### **Appendix 1:**



#### **Criteria for PROSE Agreed Red Lamp Training:**

- Must comply with National Highways – Working on a Hard Shoulder guidelines and instructions;
- Must include Health and Safety training and include Dynamic Risk Assessment training. If it does not include this, the company will need to supply evidence where this training is completed elsewhere;
- Must have capability to record Dynamic Risk Assessment for audit purposes;
- Must explain the parameters around obtaining permission to using red flashing lamps (i.e. VSO, Interlock & Flash rates etc);
- Must fit with and refer to the existing protocol agreed documents.

**PROSE will consider proposed Training criteria with effect from 1<sup>st</sup> April 2025  
(Agreed 6 month period post introduction of Red Lamp Guidance**