

POLICING OF FAST ROADS **PROCEDURE**



Heddlu
Gwent
Police

SUMMARY

'STAFF ARE REMINDED THAT THIS SUMMARY IS STRICTLY AN OVERVIEW OF THE KEY ELEMENTS OF THE DOCUMENT AND FOR A MORE COMPREHENSIVE EXPLANATION THE WHOLE OF THE DOCUMENT SHOULD BE READ'

This document outlines the Force procedure in relation to the policing of Fast Roads such as motorways and key dual carriageways. It encompasses police attendance at incidents, the safe procedures to be followed and equipment to be carried by marked vehicles.

Fatal road traffic collisions and collisions involving Police vehicles should be dealt with in accordance with the guidelines set out in their specific Procedural documents.

PRINTED VERSIONS SHOULD NOT BE RELIED UPON. THE MOST UP TO DATE VERSION CAN BE FOUND ON THE INTRANET POLICIES SITE.

INDEX

1.0 Guidance, Procedures, Tactics

- 1.1 Risk Assessments and Health & Safety Considerations
- 1.2 Specific Instructions and Procedures

2.0 Procedure Statement & Intentions

- 2.1 Principle & Scope of Procedure
- 2.2 Aims of Procedure

3.0 Introduction

- 3.1 Motivators / Driving Forces
- 3.2 The Legal Basis and Legitimate Aims

4.0 Implications of the Procedure

- 4.1 Financial Implications
- 4.2 Human Resources / Training
- 4.3 Strategic Plan Links
- 4.4 Diversity
- 4.5 Consultation

5.0 Human Rights Consideration Certification

- 5.1 Auditing for Potential Interference and Discrimination
- 5.2 Key Human Rights Principles
- 5.3 Rights, Publication, Audit and Inspection
- 5.4 Certificate of Compliance
- 5.5 Legal Vetting

6.0 Promotion and Distribution

7.0 Monitoring / Review

8.0 Procedure Identification Page

1.0 Guidance, Procedures, Tactics

1.1 Risk Assessments and Health and Safety Considerations

The Gwent Police Service Dynamic Assessment should be applied as necessary, together with the Generic 'Incidents on Motorway or Other Major Road' Risk Assessment. A training package in the use of risk assessment will be provided to all police personnel if required and requested.

1.2 Specific Instructions, tactics, methods, practices and procedures

1.2.1 The National Policing Improvement Agency ('NPIA') has published a manual on behalf of the Association of Chief Police Officers ('ACPO') entitled 'Practice Advice on The Policing of Roads 2007,' which replaces the Centrex (NCPE) manual entitled 'Guidance on Policing Motorways 2006'. The 2007 manual contains nationally identified good practice and provides the basis for how the police should operate on all roads, including the motorway network and is available as a full document for downloading via an internet link at: <http://www.acpo.police.uk/policies.asp>

Deployment to Fatal/Serious Road Traffic Collisions

1.2.2 Roads Policing Unit ('RPU')/Armed Response Vehicle ('ARU') officers will always deal with fatal/serious injury collisions that occur, irrespective of the road classification and divisional staff will be utilised when appropriate and necessary to provide assistance.

Deployment on Motorways

1.2.3 Only RPU/ARU officers who are suitably trained and equipped will deploy to incidents on the M4/M48/A48(M) Motorways. Only in exceptional circumstances will any other units be deployed to motorway incidents and in such cases, it should only be in support of RPU/ARU officers who are already in attendance. It will frequently be the case that the motorway or area of the scene will be closed off allowing a safe working environment for other officers needing to attend.

1.2.4 **Police personnel** who come across an incident whilst travelling on the M4/M48/A48(M) Motorways will immediately inform the Force Control Room ('FCR') so that the urgent attendance of RPU/ARU officers to replace them can be arranged.

Deployment on Strategic Dual Carriageways

1.2.5 Certain of our dual carriageways have particular strategic importance. Whilst by definition these roads are not motorways, they fundamentally make up a vital part of the regional road network. They regularly carry vehicular traffic at high speeds and this, together with their general configuration mean that, whilst safe in free flowing traffic conditions, they can become dangerous when events occur that require a police presence. Because of this, primacy for incidents on the following roads rests with RPU/ARU:

A449/A40 (Newport Coldra to Monmouth)

A40 (Raglan to Abergavenny)

A465 (Abergavenny to Dowlais) note: 'dualling' work is still outstanding on certain sections of this road

1.2.6 Force Control Room will conduct the appropriate risk assessment when allocating either RPU/ARU/or other [Police Resources](#) to immediate or routine incidents.

1.2.7 Depending upon who attends first, following the carrying out of a dynamic risk assessment, a decision will be made to stand down other resources if not required. Where other [Police Resources](#) staff have arrived first, they will update FCR and either indicate whether they can deal with the incident without RPU/ARU assistance and therefore recommend standing-down RPU/ARU attendance, or provide a full update to enable the RPU/ARU Sergeant to determine if there is still a requirement for RPU/ARU attendance.

1.2.8 Incidents will arise on these roads that can be dealt with safely by divisional staff without assistance being necessary from RPU/ARU, for example minor collisions or vehicle breakdowns, providing that the scene can be made safe by the appropriate positioning of a marked police vehicle. Alternatively, depending upon their circumstances some situations, such as a minor damage collision, may be more sensibly dealt with by other [police resources](#) but with support provided by RPU/ARU officers to ensure enhanced scene safety.

1.2.9 Regardless of the circumstances, where the RPU/ARU Sergeant determines that there is a need for RPU/ARU attendance in any case then this will always follow.

1.2.10 Where all ARU/RPU officers are otherwise committed and unable to attend, the FCR Inspector/supervisor will determine the appropriate level of resource to dispatch.

Deployment on Other Dual and Single Carriageways

1.2.11 Deployment to other dual carriageways not named above and all other roads across the force area will, other than when the incident involves a fatal or serious injury collision or there are other aggravating circumstances impacting upon the safety of officers attending, be the responsibility of divisional staff.

Personal and Scene Safety

1.2.12 Officer safety is paramount when dealing with incidents occurring anywhere on the road network. In all circumstances, officers and police staff travelling in marked police vehicles must individually be in possession of a high visibility reflective jacket. This will always be worn (as the outer most garment) when deployed outside the vehicle on a road at an incident. Officers and staff must ensure that the garment is clean, efficient and properly zipped-up or fastened whilst being worn.

1.2.13 Officers attending a Standard driving course receive a full theoretical and practical input upon procedures to be adopted when attending incidents on motorways and dual carriageways. This includes the positioning of police vehicles and the need for personal safety.

1.2.14 Attached to this document as Appendix 'A' is an extract from the ACPO/NPIA document 'Practice Advice on The Policing of Roads 2007' which contains detailed, definitive guidance on scene safety. These requirements represent nationally agreed best practice and should always be followed when officers are carrying out related duties on roads.

Additionally, a PowerPoint briefing note containing some key reminders on scene safety has been produced by the force and can be obtained via the intranet link: http://intranet/support/uniform_ops/osd/roads_policing/documents/docs/survival.pdf

Stopping of Vehicles

1.2.15 Attached to this document as Appendix 'B' is an extract from the ACPO/NPIA document 'Practice Advice on The Policing of Roads 2007' which contains detailed, definitive guidance on the stopping of vehicles by police officers. These requirements represent nationally agreed best practice and should always be followed when officers are engaged in stopping vehicles.

Police Vehicle Equipment

1.2.16 All marked police vehicles will carry the following minimum allocation of equipment to facilitate the professional and safe management of incidents occurring on the road network:

Fire extinguisher
First aid kit
6 x Red High Visibility Cones
2 x Police Slow Signs with 2x 'pop-over' directional arrows
Cordon Tape
RTC Tape Measure
Shovel (for debris)
Extendable brush (for debris)

1.2.17 RPU/ARU marked vehicles will carry the following additional equipment to that listed above which is pertinent to their designated role:

Flashing blue lights (for placing on top of cones on unlit stretches of road)
Camera
'Stinger' or equivalent HOSTYDS (Hollow Spike Tyre Deflation) system

Vehicles deployed for motorway patrol will carry an extra 6 x Red High Visibility Cones.

2.0 Procedure Statement & Intentions

2.1 Principle & Scope of Procedure:

This procedure has been written to inform staff of the procedures to be complied with when policing fast roads.

2.2 Aims of Procedure

- Denying criminals use of the roads
- Reducing road casualties
- Tackling the threat of terrorism
- Reducing anti social use of the roads
- Enhancing public confidence and reassurance by patrolling the roads

3.0 Introduction

3.1 Motivators/Driving Forces

This procedure was developed locally in order to assist officers with the process of dealing with the Policing of Fast Roads. It is imperative that a consistent approach is developed and maintained throughout the force area when dealing with such incidents.

3.2 The Legal Basis and Legitimate Aims

Gwent Police will comply with legislation and procedures as set down by relevant road traffic regulations and in particular Sections 35 and 163 of the Road Traffic Act 1988 and Section 67 of the Road Traffic Regulation Act 1984, and also the following:

- The Police Act 1996
- The Health and Safety at Work etc. Act 1974.
- The Management of Health and Safety at Work Regulations 1999

The legitimate aims of this procedure include:-

Public Safety

The protection of health and morals

The prevention of disorder and crime

The protection of the rights of others

Protect the economic wellbeing of the country

As stated by the Human Rights Act 1998

4.0 Implications of the Procedure

4.1 Financial Implications

There should be no additional financial implications with this procedure.

4.2 Human Resources/Training

Line managers will be required to support police personnel to ensure that the aims of this procedure are complied with.

4.3 Strategic Plan Links

This procedure equates to the Force Priority of making the Service more professional.

4.4 Diversity

In the application of this procedure consideration must be given to the possible social impact of this procedure on the community. An [equality](#) impact assessment is a requirement to ensure all issues are considered. This is also a requirement of the Gwent Police Race Equality Scheme. [Equality](#) impact assessments must be undertaken before and after the application of this procedure.

Under the Race Relations (Amendment) Act 2000 Gwent Police is required to undertake proactive work to meet the General Duty of :

- Eliminating unlawful racial discrimination;
- Promoting equality of opportunity;
- Promoting good relations between people of different ethnic groups.

The General Duty is outlined in Section 71 (1) of the Act, and must be met **in its entirety**.

Monitoring must be undertaken to ensure that there is no adverse impact either positive or negative upon any one particular social group or individual. The results of monitoring must be analysed and be available for publication, and appropriate changes made.

All individuals using this procedure must be aware of the potential impact that this procedure has on the individuals to whom it is applied. The following strands of diversity and their corresponding pieces of legislation must be considered when answering these questions.

- Welsh Language Act 1993
- [Equality Act 2010](#)
- Race – Race Relations Act 1976
- Race Relations Amendment Act 2001
- Disability - Disability Discrimination Act 1995
- Gender – Sex Discrimination Act 1975
- Equal Pay Act 1970
- Employment Equality (Sexual Orientation) Regulations 2003
- Employment Equality (Religion or Belief) Regulations 2003
- Employment Equality (Age) Regulations 2006

4.5 Consultation

Police Authority
Chief Officers
[Area/ LPU/ Departmental Heads](#)
Superintendents' Association
Police Federation
UNISON
Gwent Police Women's Association
Gwent Black Police Association
Gwent Police Disability Network
Gwent Police Gay Support Network
Freedom of Information Officer
Legal Services

5.0 Human Rights Consideration Certification

5.1 Auditing for potential interference and discrimination

This procedure has the potential to engage the following articles of the Human Rights Act 1998:-

Article 2, 3, 5, 6, 8, 14:

There is potential to discriminate against parties involved. Anyone who feels that they have been discriminated against should seek the appropriate remedy.

In the application of this procedure the Force will not discriminate against any persons regardless of sex, race, colour, language, religion, political or other opinion, national or social origin, association with national minority, property, birth or other status as defined under article 14 of the European Convention on Human Rights.

5.2 Key Human Rights Principles

Q1. What is the legal basis for your procedure?

See section 3.3

Q2. Does the procedure provide details of what could be considered as a legitimate aim for the potential interference with an individual's rights, through the exercising of this procedure? Restrictions on the rights protected in articles 8 - 11 in the Human Rights Act will be compatible with the convention only if they are aimed at protecting one of the interests listed in articles 8(2), 9(2), 10(2) and 11(2) respectively. The interest protected are broadly the same and generally include:

1. National Security
2. Public Safety
3. The protection of health or morals
4. The prevention of disorder or crime; and
5. The protection of the rights of others.

Any restrictions relating to human rights will be in accordance with the above principles.

Q3. How are staff made aware of the clearly defined decision making processes?

Publication of this document on the Force Intranet and General Orders. Also as outlined throughout section 1.2.

Q4. What are the minimum standards of documentation in relation to decision making?

As outlined in section 1.2

Q5. How does your procedure provide guidance on the justification for actions and assessment as to whether the action is the least intrusive?

As outlined at section 1.2.

5.3 Rights, Publication, Audit and Inspection

Q1 Are there any sections of the document which should not be disclosed to the public on the Force Publication Scheme; because they consist of tactical or operational procedures, that would inhibit the apprehension or prosecution of offenders if publicly known, or would compromise the ability of the force to carry out its duties? Please outline the relevant sections that cannot be disclosed.

This procedure can be disclosed.

Q2. What rights to make representation and appeal process are available?

If an employee suffers loss, damage or injury as a result of a breach of this procedure, independent legal advice can be sought and appropriate redress can be pursued through the criminal or civil courts. Persons who wish to make representations regarding the operation of this procedure will have recourse to both civil and criminal law. There is also the right to use both formal, and informal complaints procedures in respect to the operation of this procedure.

Q3. What internal review and audit process is in place or is proposed?

This procedure has been drafted in accordance with the principles and rights contained within the Human Rights Act 1998. It will be reviewed and continuously assessed in the light of any relevant changes and developments.

5.4 Certification of Compliance

Consideration has been given to the compatibility of this procedure and related policies and procedures with the Human Rights Act by the policy officer; with particular reference to the legal basis of its precepts: the legitimacy of its aims; the justification and proportionality of the actions intended by it; that it is the least intrusive and damaging option necessary to achieve the aims; and that it defines the need to document the relevant decision making process's and outcomes of actions.

5.5 Legal Vetting

This procedure has been vetted.

6.0 Promotion and Distribution

The procedure will be published in General Orders and included on the Force Intranet and internet.

7.0 Monitoring / Review

The Chief Inspector Uniform Operations will be responsible for monitoring and interim review of all incidents which occur on fast roads.

8.0 Procedure Identification Page

This procedure has been drafted in accordance with the principles of Human Rights Legislation. Public disclosure is approved.

Procedure Title: POLICING OF FAST ROADS

Reference: 320/1 b issue 2

Underlying Documents: ACPO/NPIA 'Practice Advice on The Policing of Roads 2007'

**Procedure Ownership: Superintendent Uniform Operations
Portfolio/Business Area Owner: Chief Officer Operations Support**

Procedure Written By: Chief Inspector Uniform Operations (Roads Policing)

Department Responsible: Uniform Operations

Procedure Lead: Chief Inspector Uniform Operations (Roads Policing Unit)

Links to other Policies: Professional Standards Reporting, Direction and Control Complaints, Health and Safety, Police Vehicle Collision, Testing and Examination of Vehicles, Data Protection, Management of Vehicle Pursuits, Pocket Book, Independent Advisory Group, National Intelligence Model, CHIS, Diplomatic Immunity and Privilege, Interpreters, Vehicle Recovery, Road Collision Statistics Department, Race Equality Scheme, A-Z Media Guide.

Procedure Implementation Date: 29th August 2008 OPG Reviewed 9th Feb 2011

Procedure Review Date: Feb 2013

The following is an extract from the ACPO/NPIA document 'Practice Advice on The Policing of Roads 2007':

7.5 INCIDENT RESPONSE

7.5.1 ACE-CARD

ACE-CARD is a long-established mnemonic which helps responders to consider the steps necessary to deal with incidents on the roads. The principles of this mnemonic should be included in the training of all officers who may be called to deal with incidents on the roads.

A Approach (consider most appropriate approach).
C Caution signs (police emergency or matrix signs)
E Examine the scene

C Casualties
A Ambulance, Fire and Rescue and other partnership agencies
R Remove the obstructions
D Detailed investigation

Each feature of ACE-CARD must be considered in sequence but not necessarily implemented on every occasion. Appropriate training means that this procedure will become second nature to responders.

Advance warning of the scene is critical to the safety of those present and takes precedence over all other action at the initial stage.

Explanation of the code

A – Approach

Whenever possible, all incidents on motorways and dual carriageway roads should be approached from the rear. Where a critical or major incident occurs, special circumstances may apply and the control room will inform officers on how to approach the scene. On single carriageway roads officers should consider the most appropriate approach to the incident taking into account local issues such as traffic congestion and the quickest route.

If patrols are not able to approach from the rear on motorways and dual carriageways, see 6.5.1 Reverse Flow. Officers should obtain as much information as possible regarding the nature of the incident they have been assigned to. They should resist rushing straight to the scene and becoming involved without implementing the necessary safety measures.

The initial actions of the attending unit are critical. They are expected to put in the immediate safety measures, control the incident and be responsible for the overall management of the scene until relieved by a more suitable incident control officer if required.

The police vehicle is an integral tool in dealing with incidents and is used to give advance warning of the scene. [South Wales Trunk Roads Agency Officers \(SWTRA\)](#), where applicable, and other partners will provide invaluable assistance in making the scene safer and mitigating the effect on the roads network.

On motorways and dual carriageways patrols may pass the incident on the opposite carriageway on the way to the incident. They should take this opportunity to begin the assessment process and start deciding on their tactics, e.g. for a minor collision, put on a rolling road block from the next junction, see 6.5.3 Rolling Road Blocks. Great care should be taken when carrying out rolling blocks on dual carriageways as vehicles may emerge from small turnings, such as farm tracks, ahead of the rolling block. Rolling blocks should only be undertaken by those who have received specific training in this procedure.

On motorways, if the carriageway with the incident on it has come to a halt and traffic is tailed back, the hard shoulder can be used for access to the incident. Officers should, however, obey the rules on hard shoulder running, see 6.1.3 Hard Shoulder, and exit the hard shoulder in time to be able to position their vehicle 50 metres from the incident.

On single carriageway roads care must be taken on the approach to collisions as they may be just beyond a blind bend. Officers should also be mindful of any following vehicles that will not be aware of the collision ahead and, therefore, will not expect the police vehicle to stop suddenly.

C - Caution signs

Early advanced warning of incidents is a major tool in making scenes safer for attending units. Control rooms or RCC's in England (South Wales Traffic Management Centre, 'Traffic Wales' for Wales) should display the speed limit and/or lane closures required on the variable message signs (where available). Full use of such technologies is essential.

Police officers should be trained to place signs and cones correctly.

SIGNING

- Is it necessary to close the lane(s), given the prevailing conditions?
- The Fire and Rescue Service require an exclusion zone of 2 metres around any scene. If the scene reaches the outside edge of any lane, the next lane will need to be closed to ensure the integrity of this exclusion zone.
- Ensure all signs and other equipment are undamaged and in a serviceable condition.

- Carry out a risk assessment prior to erecting equipment, paying particular attention to weather conditions. Be aware that in bad weather (e.g., strong winds or heavy rain) equipment may move and cause obstruction or hazard on a live carriageway. In such cases alternatives, such as closing the road, may be appropriate.
- Consider the necessity for a full rolling road closure on approach to the scene prior to placing signs/cones. See 6.5.3 Rolling Road Blocks.
- Where available and practical, use matrix and message systems for speed restrictions, lane restrictions or closures before starting to cone. These can be set by the control centre prior to the officers arriving at the scene, either on receipt of the initial call or on the request of the officers attending. If there are no signs in the immediate vicinity, the nearest available signs should be used to give advance warning. Note: If the patrolling officers do not use available signalling and an incident occurs as a result of this, they may be held liable.
- If no such technologies are available on the road in question the patrols will have to use the police signs in the patrol vehicle. Officers must consider the sight lines of approaching vehicles when placing signs.
- On motorways, signs will normally be placed only on the hard shoulder. Where there are no matrix or vms signs, however, officers should consider the benefits, practicalities and risks of placing warning signs on the central reservation. In such cases a rolling block should be implemented before the signs are placed or removed. A dynamic risk assessment must be carried out before signs are placed on the central reservation.
- On motorways, police warning signs should be placed at 900 metres, 600 metres and 300 metres from the start of the cone taper. It may be the responsibility of a second patrol car to complete this task.
- On roads with a speed limit of 50 mph or above signage, as a minimum, should be placed at 300 metres and 600 metres from the start of the cone taper. Consideration should be given to placing signage at 900 metres to further enhance safety.
- On roads with a speed limit of 40 mph, signage should be placed at 200 metres and 400 metres from the start of the cone taper.
- On roads with a speed limit of 30 mph or below a single sign situated 50 metres from the start of the cone taper should suffice.
- The distances cited are recommended minimums; officers should take into account local conditions when placing signs.
- Whenever possible, signs should be placed to give a clear view of at least 100 metres to the first sign.

- On single carriageway roads warning signs should be placed on both approaches to the scene.

Always watch the approaching traffic.

CONING (Motorways and Dual Carriageways)

- The length of cone tapers will depend on the speed limit of the road but, as a minimum, the distances in Figure 4 should be used (for each closed lane). One police or SWTRA (where applicable) vehicle should be placed in each closed lane, where possible. The object of the exercise is to cause traffic to change lanes gradually before reaching the obstruction. If the taper is too severe, further collisions could occur by vehicles being forced into the path of traffic using the adjoining lanes.
- Always cone a complete lane, never part of a lane.
- Never make an island with the cones, i.e., do not isolate yourself between two lanes of live traffic.
- Coning should start at the point of the taper. In stationary traffic it may be necessary to work back from the police vehicle, clearing the cone area of vehicles in the process.
- Where it is available, it is preferable to leave the hard shoulder open to allow the emergency services access into the scene.
- Only the rearmost police vehicle in each closed lane should display full emergency rear facing lighting. Crews should consider the purpose of this vulnerable police car and view it as a line of defence. The fend-off position (see 7.7.1 Positioning of Vehicle) should be used unless a dynamic risk assessment indicates that it is inappropriate. When parking in the fend-off, the police car must be angled in the same direction as the cone taper. An exception to this rule would be where there is significant curvature to the left and using fend-off would reduce side conspicuity to approaching drivers. In such instances officers should consider using fend-in instead.
- Use direction arrow signs to reinforce the cones.
- Additional lighting should be considered if available, particularly in reduced visibility. Note: Lighting that is emitting an intermittent blue light must be placed at least 450 mm from the road surface.
- The excessive and inappropriate use of emergency warning lights at the scene of an incident can have an adverse effect on the traffic. The rearmost vehicles protecting the scene, and any control vehicles should display blue warning lights to the traffic on the affected carriageway only.
- When placing cones, officers should ensure a minimum lateral safety clearance of 1.2 metres between the edge of the working space and the part of the carriageway being used by traffic.

- All other vehicles at the incident must stop ahead of the rearmost police vehicles. They will be parked in line and use only upper and lower red flashing lights when delineating the closed area. All other emergency lights should be turned off.

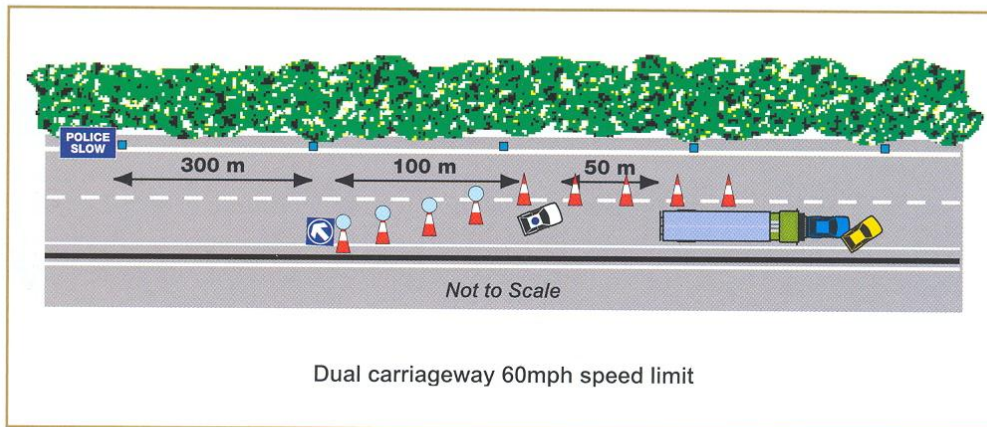
Figure 4 Speed Dependent Distances

Speed limit (mph)	Stopping distance	Cone from rear of police vehicle	Police vehicle from scene (minimum distance)
30	75 ft = 23 m	50 m	15 m
40	120 ft = 37 m	100m	50 m
50	175 ft = 53 m	100m	50 m
60	240 ft = 73 m	100 m	50 m
70	315 ft = 96 m	100m	50 m

- The police vehicle should be placed at the relevant minimum distance from the obstruction based on the speed limit of the road, see Figure 4. It should be positioned in such a way as to give maximum warning to approaching traffic. Officers should assess the location and be prepared to extend the distances to maximise their conspicuity if sight lines (horizontal or vertical) are restricted.
- Figure 5 shows a typical single offside lane closure on a dual carriageway subject to a speed limit of 60 mph. Distances are the minimum and should always take into account the sight lines of approaching vehicles.

Note: Advanced warning signs must be placed on both approaches to the incident

Figure 5 Lane Closure



CONING (Single Carriageway Roads)

Figure 6 Single Carriageway

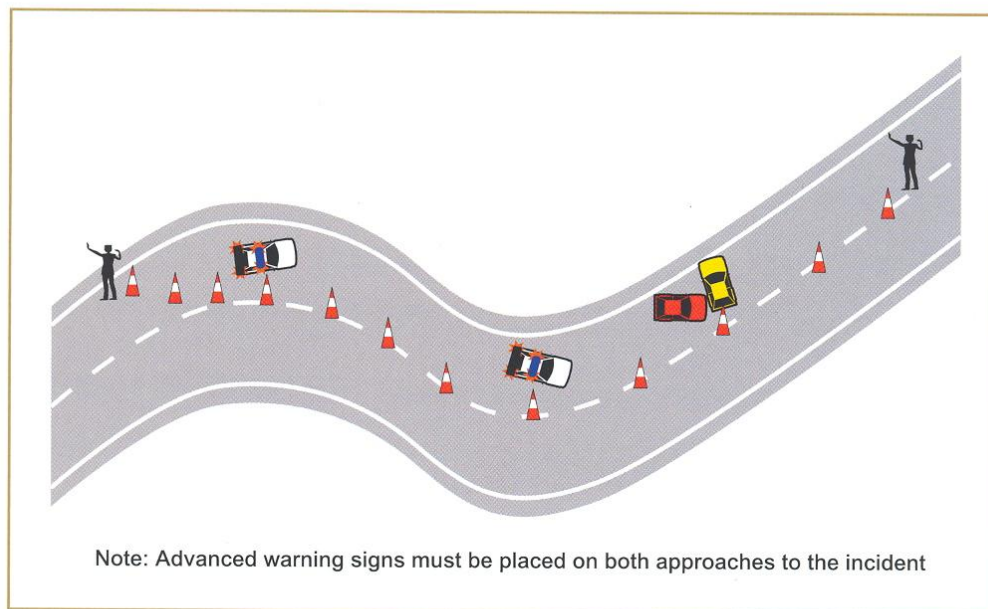


Figure 6 gives an example of coning on a stretch of road where advanced visibility is restricted because of a bend. In this case effective communication between officers is vital to control the traffic. Additional resources would be necessary to manage the scene and deal with the incident.

For further information on coning and signing, see *Department of Transport (2006) Traffic Signs Manual* Chapter 8. This document is split into two parts and is available at <http://www.dft.gov.uk>

NOT PROTECTIVELY MARKED
NOT PROTECTIVELY MARKED

E – Examine the scene

After providing sufficient advance warning of the scene, the scene should be examined to determine whether further assistance is required.

Requests for additional assistance should be made via the control room. Radio contact must be maintained at all times. Normally the first officer at the scene acts as the communication link to prevent the duplication of requests.

In examining the scene the mnemonic SAD-CHALETs (see 8 Critical and Major Incidents) should be used to consider the key points systematically. This assessment should be repeated at regular intervals when new information becomes available, see 8.4.2 Initial Actions by First Officer at the Scene.

An incident log should be started if it is declared a major or critical incident.

The following should be considered when deciding what further actions need to be taken:

- The likelihood of further collisions. What caused the original collision and have steps been taken to mitigate that danger?
- The extent of the obstruction of both carriageways and the possible impact on traffic flows.
- The need for carriageway closures.
- The need for further police and partner agency resources.
- The possibility of hazardous materials being involved.
- The numbers and severity of casualties.
- The presence and likelihood of fire and the need for special equipment carried by the Fire and Rescue Service.
- The visibility and road surface conditions at the scene.
- The need for equipment to remove disabled vehicles
- The attendance of expert collision investigators.
- The need to inform the media and public.

C – Casualties

Police patrols will normally be first on the scene of any incident. The scene must be protected with advance warning to make the environment safer before any attempt at first aid is made. This can be done quickly and should prevent further incidents at the scene.

An early check should be made to ensure that all casualties have been found. This is essential at night when a person or vehicle may have been thrown down an embankment, or persons may be trapped inside wreckage. Consider the use of other resources for this role such as the Air Support Unit or Police Search Dog Units.

Details of casualties should be obtained before they are removed from the scene where possible. If this is not possible then the name of the hospital should be obtained from the ambulance crew. If the injuries are considered life threatening or changing, it may be necessary to deploy a continuity officer. See also 7.14.2 Casualties.

A - Ambulance, Fire and Rescue and other partnership agencies

It is the responsibility of the police in conjunction with the [SWTRA Officers](#) (where applicable), to provide a safe working area for other services. Emergency services arriving at the scene will be directed to the best position to stop their vehicles. This must take account of the danger from passing traffic and the needs of services attending to perform their role. Priority must be given to lifesaving and casualty-handling requirements.

Emergency vehicles will be directed beyond the police vehicle(s) providing advance warning, and within the coned off area. The 50 metre area between the police vehicle and the incident is intentionally left clear for the Fire and Rescue Service to position their appliances. This should allow sufficient space for specialist fire fighting or extrication equipment to be deployed. If there is a fire and the Fire and Rescue Service is in attendance, the responsibility for fighting the fire will be with the senior fire officer. The police should assist with any reasonable request.

Ambulances will usually be positioned beyond the incident. This will allow safer loading of casualties into the ambulances and allow them to leave more quickly.

The cooperation of all emergency services and other partners will be required to maintain free passage to and from the scene, and to keep traffic moving at a safe speed. The overall control and scene management rests with the police. They must inform the other partners at the earliest opportunity of any special road conditions at the scene.

All services must share information relevant to the safety of personnel at the scene and the command of the incident.

See also 7.7.1 Positioning of Vehicle.

R - Remove the obstructions

The police are responsible for securing evidence at any scene. Until this has been achieved at a serious incident, to the satisfaction of the investigating officer, no vehicle should be removed from the scene.

Officers should not manually handle vehicles unless there is a risk to life.

Recovery operators should be contacted as soon as possible. Even where the removal of obstructions will be delayed, recovery operators should still be notified of the anticipated need. This will allow them to plan a suitable response. A manager from the recovery operator may have to visit to assess the situation and liaise with the emergency services to agree the timetable and requirements for the removal of obstructions. This can sometimes be synchronised with the repair of the road surface and structures to speed up the return to normality. If the damaged vehicle is off the carriageway and causing no danger, it may be worth leaving it where it is until the traffic flows are light enough not to cause disruption.

Control rooms should use authorised, nominated recovery services, and ensure that they keep an audit trail of which garages are used.

Recovery services should be given as much information as possible about the nature of the damage to the casualty vehicle so that they can deploy the most appropriate vehicle to the scene. Control rooms should be wary of stipulating a certain type of lift to the garages as this could cause unnecessary delay if the wrong vehicle is deployed. Recovery services are responsible for ensuring their operatives are fully trained to use the correct equipment in compliance with Health and Safety legislation and PAS13.

Breakdown vehicles arriving at the scene will be controlled and directed by the police or [SWTRA Officers](#), where applicable. High priority must be given to clearing damaged vehicles from the carriageway and reopening the road as soon as possible.

D - Detailed investigation

This is the system of investigating and reporting collisions within the force.

When investigating serious collisions refer to *ACPO (forthcoming) Practice Advice of Road Death Investigation*.

7.6 COMMAND AND SUPERVISION

When in attendance, police have overall primacy of an incident, see 3.1 Primacy and Responsibilities.

Generally, local procedures dictate command protocols at the scene of an incident. In the event of a serious collision or a critical or major incident, however, a supervisory officer should be informed immediately.

7.7 SCENE SAFETY

Officers being assigned to road incidents should have received appropriate training. They should also have the appropriate equipment and vehicle to deal with the incident safely.

A continuous dynamic risk assessment must be carried out from the time officers become aware of the incident, to when they leave it. Local knowledge and conditions may dictate the tactics and resources required, prior to arrival on scene.

Officers at the scene should ensure that the signs, cones and lighting are placed out in the correct manner. They should be checked regularly to ensure they have not been moved by passing traffic or a gust of wind. Full use should be made of any variable message signs available.

Officers must ensure that all warning equipment is removed once the incident has been dealt with; leaving it at the scene can send the wrong message to motorists and undermine their future use. In addition this equipment will not be available in the police vehicle for deployment at future incidents. See also Appendix 4.

7.7.1 POSITIONING OF VEHICLE

Moving traffic is the biggest hazard to any person working on the roads. The police vehicle should be used to improve the safety of the environment by making use of lights and conspicuity markings.

The main methods of positioning the police vehicle on the carriageway are:

- In-line - the police vehicle is parallel to the running lanes on the carriageway. This maximises rear facing lighting and rear vehicle markings. Patrols should be aware that, to the approaching traffic, the stationary in-line vehicle could appear to be moving with the traffic. The police vehicle will not completely fill the carriageway and offers less defence than the other two methods. If the police vehicle is struck from the rear it will travel forward towards the safety zone.
- Fend-off - the police vehicle is angled, pointing front end towards the carriageway in the direction the traffic should pass. This method will fill the lane that is going to be closed and also acts as a visual reinforcement of the cone taper. It will appear stationary to the approaching traffic, but the effectiveness of rear facing lighting will be reduced. In the event of a rear-end collision, the police vehicle is likely to be projected into a live carriageway.
- Fend-in - the police vehicle is angled, pointing front end toward the nearside in the direction the traffic should pass. This method will fill the lane that is to be closed and acts as a visual reinforcement of the cone taper. Officers should be aware that the effectiveness of rear facing lighting on the police

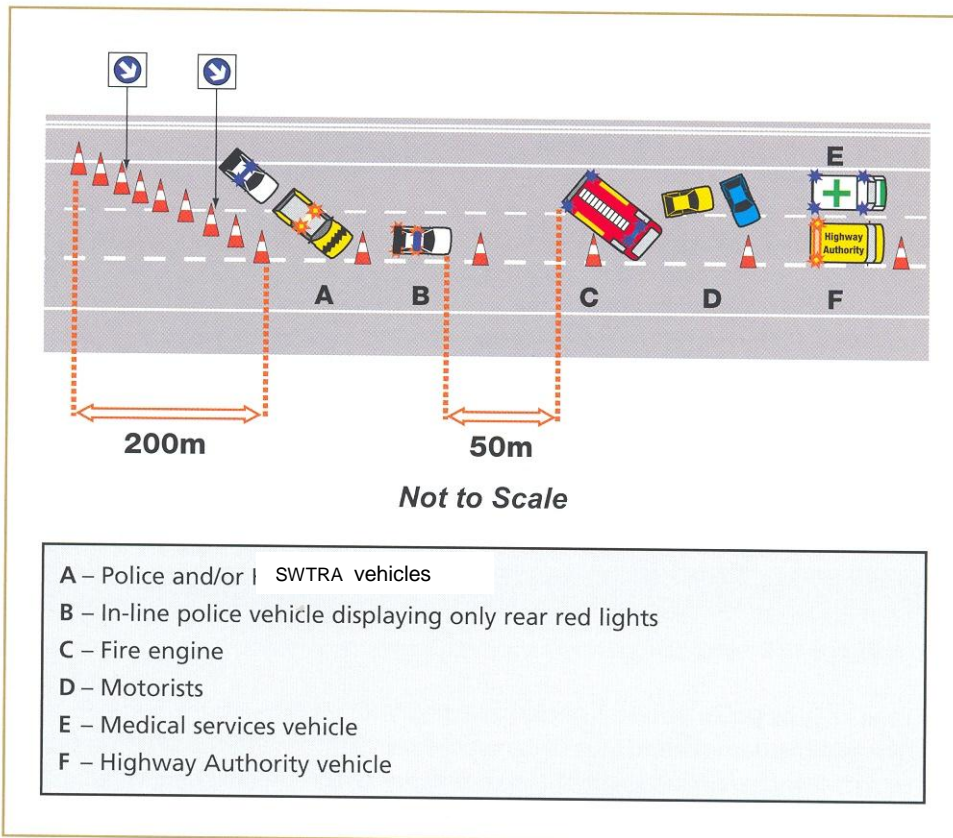
vehicle will be reduced, and that their visibility of approaching traffic will be reduced. On roads fitted with a nearside crash barrier there is a danger that if the police vehicle is struck from behind, it will collide with the barrier and could continue to travel along the barrier into the safety zone. Where there is a nearside ditch or embankment, this may cause the police vehicle to overturn if struck.

After risk assessing the location and deciding which style of parking will work best for them the crew can then position the vehicle in relation to where and what the hazard is.

When providing advance warning of a scene where people are working, police vehicles should always remain unoccupied.

On roads with a speed limit of more than 40 mph, the police vehicle should come to a stop 50 metres to the rear of any carriageway hazard. This distance may be extended if circumstances warrant it, but should never be shortened. This provides a relatively safe working area. Where officers or other partner agencies need to use the area in advance of the incident, a working space in addition to the 50 metres already provided should be allowed for. See Figure 7 for further information.

Figure 7 Positioning at the Scene



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is to prevent the traffic in lane 1 turning into the gap between the police car and the stopped vehicle. This will decrease the likelihood of a collision occurring and prevents the car that is going to be stopped misunderstanding the police intent and driving away.

A vehicle travelling at 70 mph covers 31 metres per second. If a vehicle travelling at this speed hits the stationary police car, there is little time for those at the scene to take avoiding action. No one should be in between the police vehicle and any other vehicle or nearside barrier.

7.7.2 OFFICERS OUTSIDE OF VEHICLES

Being out of a vehicle on a live carriageway is potentially dangerous and police officers should pay attention to the following precautionary advice.

Always stop the police vehicle at an appropriate distance from the subject vehicle. This should be at a safe location displaying the appropriate lighting.

- Officers must wear high-visibility safety clothing that is clean and effective and properly zipped up at all times while they are out of the vehicle. (High-visibility means fluorescent and reflective (BS EN471) to cover activity across the twenty-four-hour period. BS EN471 High-Visibility Warning Clothing is the current European Standard governing high-visibility safety wear.)
- Deal with motorists from the nearside of the vehicle.
- Do not stand against the offside of a vehicle or allow others to do so.
- Always be aware of the potential for vehicles to travel at very high speed.
- Securely fasten or remove headgear.
- Avoid standing between vehicles.
- Always be in a position to monitor potential dangers by facing oncoming traffic wherever possible.
- Police vehicles should be parked to provide additional warning of an incident or obstruction. If the police vehicle is placed in a vulnerable position such as a live carriageway, however, officers must not remain inside the vehicle.

Note: References in Appendix 'A' above to 3.1 Primacy and Responsibilities, 6.5.1 Reverse Flow, 6.5.3 Rolling Blocks, 6.1.3 Hard Shoulder and Section 8 Critical and Major Incidents (including 8.4.2 Initial Actions by First Officer at the Scene) can be accessed via downloading the

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Appendix 'A'

full ACPO/NPIA document 'Practice Advice on The Policing of Roads 2007'
via the following internet link:

<http://www.acpo.police.uk/policies.asp>

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The following is an extract from the ACPO/NPIA document 'Practice Advice on The Policing of Roads 2007':

5.3

Stopping Vehicles

Officers should carry out a dynamic risk assessment prior to stopping a vehicle. The necessity of this action must be considered and take into account the circumstances, particularly traffic volume, speed of passing vehicles and weather conditions. Officers should ensure that when stopping a vehicle, it is stopped in a position that gives approaching traffic sufficient warning and will not present a hazard to other road users.

On motorways and dual carriageways, where possible and practicable, vehicles should be taken off the carriageway and stopped at the next junction or services area.

5.3.1 Stopping Vehicles from the rear

Before stopping vehicles from the rear, attention should be given to the following.

- The officer must ensure that the vehicle has a safe place to stop
- A sufficient gap should always be left between the vehicles during the stopping manoeuvre to give the driver and/or other motorists time to react. This may be the first time the motorist has been stopped by the police.
- A laden, large goods vehicle will obviously take more time to stop safely than smaller lighter vehicles.
- Headlights and other emergency equipment should be used to attract the motorist's attention.
- When the vehicle has stopped, all steps should be taken to improve the safety of the officers(s) and the motorist. The police vehicle should be positioned in such a way as to make the best use of emergency lighting and conspicuity markings. It may be necessary under certain circumstances to ask the motorist to move to a safer location.
- Consideration should always be given to the necessity of stopping a laden Passenger Carrying Vehicle (PCV). Road conditions and passenger safety should be taken into account.

Motorway specific conditions

- Once a vehicle has been stopped on the motorway hard shoulder, officers must leave a distance of at least 25 metres between the police

vehicle and the subject vehicle. This also applies when attending a broken-down vehicle on the hard shoulder.

- Debris from the hard shoulder may be thrown into the path of the police vehicle.

5.3.2 Stopping vehicles from the front

- It is always preferable to stop vehicles from the rear. Should this not be possible, the following points should be considered when stopping vehicles from the front.
- There must be sufficient space available for both vehicles to stop in a safe manner and to later rejoin the carriageway safely.
- A large laden goods vehicle will require a longer distance than other vehicles to rejoin the carriageway safely, particularly on an incline.
- Large goods vehicles also offer some protection for to the driver and anything in front of the vehicle if hit from behind.
- The police vehicle's rear matrix (where fitted) should be used to direct the vehicle to a suitable and safe location, and then stopped.
- Other drivers' reactions need to be monitored in case they believe an instruction to stop applies to them.
- Officers must ensure that the vehicle in question has stopped before bringing the police vehicle to a stop.

Motorway specific conditions

- Once a vehicle has been stopped on the motorway hard shoulder, officers should leave a distance of at least 25 metres between the police vehicle and the subject vehicle.
- After stopping a motorist on the hard shoulder they must be instructed how to rejoin the main carriageway safely. This advice should include:
 - Building up speed on the hard shoulder to match the speed of the traffic in lane 1
 - Signalling prior to moving into an available gap
 - Ensuring that motorists from another lane are not also about to move into the same space.

Officers need to be confident that this advice has been understood.