

Dyfed-Powys Police

Dyfed Powys Police
Policy on
Escorting Abnormal Indivisible Loads

HQ Policy Ref. No: 02/04

Author:	Supt. W.P. Phillips	Dept:	Headquarters Operations Department
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Document History

Version	Date	Author	Reason for Change
1.2	11/2/2005	D SWEET	DOCUMENT REVIEW
1.2	30/03/2005	S. Gainard	Check Human Rights Compliance
1.2	08/05/2006	John Edwards	Document Review – no change
1.3	19/06/2007	John Edwards	Document Reviewed – new paragraph included under 3.1.3 (b).
1.4	15/10/2008	Steve Matchett	Codes of Practice added at appendix 4

Consultation Circulation List

Divisional Commanders/HODs	
Police Federation	

Policy Contents

This policy has been drafted in accordance with the Human Rights Act 1998.

1. Policy

1.1, Dyfed Powys Police recognises the importance to the nation's economy of the ability of the haulage industry to safely, successfully and efficiently transport abnormal indivisible loads (ALLs) on the highways network of the Force area. Legislation does not contain any requirement for any abnormal load to be escorted. Legally enforceable standards exist for the notification of abnormal load movement to the Chief Constable under Part 1 of Schedule 12 of the Construction and Use Regulations 1986. Whilst the police service has a duty to promote road safety, Dyfed Powys Police are not specifically responsible for ensuring the safe operational passage of abnormal indivisible loads on the roads of Dyfed Powys; this is the role of the hauliers. The routine escorting of abnormal loads in the Dyfed Powys Police area is no longer a function that can be sustained and therefore the self or private escorting of the majority of abnormal loads will be permitted from the 1st January 2004

1.2 The purpose of this policy and procedure document is to provide members of the Dyfed Powys Police with detailed guidance on the procedures to be followed in the escort of abnormal indivisible loads within this Force area.

1.3 When considering issues surrounding the escorting of abnormal indivisible loads, officers and police staff, in the exercise of their duty must ensure that:

(a) they follow a clearly defined decision making process by detailing their objective(s), assessing all available and relevant information and feasible options, documenting decisions made, and reviewing outcomes.

(b) they give due regard to the welfare, safety, general well being and human rights of all individuals involved;

(c) they do not unjustifiably discriminate against any individual or groups of individuals;

(d) actions taken are justified, strictly proportional to, and the least intrusive and damaging option to the achievement of their legitimate aims;

(e) they follow :

(i) guidance contained within this policy document and the associated procedural guidance notes

(ii) the Code of Practice issued by the Highways Agency on the escorting of abnormal loads..

1.4 The decision making process, as at 1.3 (a) above will may be subject of to review and scrutiny by Headquarters Operations Department Managers, Divisional Managers, as well as other relevant parties as appropriate.

2. Aim and lawful Authority

2.1 The primary aim of the Dyfed Powys Police and this policy is to provide an efficient and effective means of delivering the functions as set out in paragraph 1.1 in a manner which ensures that the safety of all concerned is of paramount importance and thereby releasing operational police officers to concentrate on other roads policing duties.

2.2 It also achieves the following objectives: -

- To implement the findings of the 1998 ACPO review on the privatisation of abnormal loads escorts on motorways and linking dual carriageways and the recommendations of the ACPO Roads Policing Operations Forum meeting of 18th-19th September 2003.
- To implement the findings of the Policing Bureaucracy Task Force (2002) recommendations to remove the burden of escorting abnormal indivisible loads from the police service.
- To implement the findings of the review of roles and responsibilities between the Highways Agency and the police service and the recommendation to shift responsibility for the management of the movement of abnormal indivisible loads from the police to the Highways Agency.
- To place the primary responsibility for the safe movement of abnormal indivisible loads onto the haulage industry where the legal emphasis of road traffic legislation and health and safety at work legislation places the requirement.

2.3 The principle lawful authorities for the exercise of the powers and duties outlined in this policy are:

(a) Common Law.

(b) The Construction and Use Regulations (C & U) 1986

(c) The Road Vehicles (Authorisation of Special Type) General Order (S.T.G.O.) 2003

(d) The Health and Safety at Work Act 1974.

supported by various other Road Traffic and Criminal Law legislation.

2.4 Dyfed Powys Police consider that these actions are necessary in a democratic society in the interest of:

National Security,

Public Safety,

the economic well being of the country,

the prevention of disorder or crime,

the protection of public order,

the protection of health and morals and

the protection of rights and freedom of others.

3. Definition of terms

3.1 An Abnormal indivisible Load is a load: -

(a) which cannot without undue expense or risk of damage be divided into two or more loads for the purpose of carriage on roads AND

(b) which

(i) owing to its dimensions cannot be carried by a heavy motor car or trailer or a combination of a heavy motor car and trailer complying in all respects with the requirements of the Construction and Use Regulations

OR

(ii) owing to its weight cannot be carried by a heavy motor car or trailer or a combination of a heavy motor car and trailer having a total laden weight of not more than

(A) prior to 1.10.1989 32,520 kgs and

(B) on or after 1.10.1989 44,000 kgs

and complying in all respects with the requirements of the Construction and Use Regulations.

(Article 3, M.V. (S.T.G.O.) 2003

4. Derogations

4.1 It is recognised that this activity has may have the potential to interfere with the right of an individual under Schedule 1, Article 2, Human Rights Act 1998, "Everyone's life is protected by law." However, this is qualified by the safeguards that Dyfed Powys Police place on the hauliers to protect the safety of the public where the responsibility should lay. However the safeguards within this document minimise any interference with that right and ensure that the hauliers will take all reasonable steps to protect the safety of the public.

5. Enforcement and reporting

Enforcement

5.1 It will be the responsibility of all personnel, supervisors and managers to ensure strict compliance with this policy and the guidance documents referred to therein.

Recording

5.2 All recording and administrative requirements relating to this policy and / or guidance will be subject to audit and scrutiny by the Dyfed Powys Police.

6. Accessibility, Redress and Reviews.

6.1 This Document will be published and made readily available to all police officers, support staff and volunteers within the Dyfed Powys Police via the Force Intranet system, or where this facility is not available, and at the discretion of Divisional Commanders / Heads of Departments, through paper dissemination.

6.2 The document will be made available to the general public via the force external Internet Site, (www.dyfed-powys.police.uk) or upon written requests made to the force Policy Co-ordinator.

6.3 The operation of this policy by Dyfed Powys Police Officers may be subject to internal and external review mechanisms. These include Her Majesty's Inspector of Constabularies (HMIC), the Police Standards Unit, the Dyfed Powys Police Professional Standards Department, and other bodies as appropriate.

6.4 Any person (or persons) who has / have cause to feel aggrieved by any matter outlined in this policy may seek redress via the Dyfed Powys Police Professional Standards Department in either of the following ways:

- (a) In relation to the content of this policy any question or complaint will be dealt with in accordance with the Dyfed Powys Police organisational complaints procedures.

(b) Matters relating to the specific conduct of Police Officers will be dealt with using the Police Misconduct Regulations.

6.5 In exercising their right as detailed in 6.4 above, the individual will have a right to make representation to the Dyfed Powys Police Professional Standards Department and in so doing may seek legal advice, and have access to equal information.

6.6 This policy will be reviewed by Dyfed Powys Police annually, when circumstances change or following feedback that suggests change is required and may, where appropriate, be subject to independent scrutiny by Her Majesty's Inspector of Constabulary and any other relevant bodies or parties.

6.7 Public consultation is an important part of this process and any views or comments will be welcomed. These should be addressed to:

Operations Department,

Dyfed Powys Police,

P.O. Box 99,

Llangunnor,

Carmarthen. SA31 2PF

7. Human Rights Generic Audit Compliance List

POLICY NAME: Dyfed Powys Police Escorting Abnormal Indivisible Loads

Policy Owner: **Headquarters Operations Department**

Audited by:

Issue	Question	Response	Page or Paragraph reference
AUDITING FOR POTENTIAL INTERFERENCE AND DISCRIMINATION	Have the contents of this policy (and any attendant powers, authorities and directions contained within it) been audited for potential interference with individuals' rights?	YES	See initial heading on Page 3 and Page 10
	Have the contents of this policy been audited for the potential for it to be discriminatory. In relation to the application or provision of such rights?	YES	See Para. 1.3 (c)
KEY HUMAN RIGHTS PRINCIPLES	Does the policy contain a statement explaining what the legal basis is for the policy (and any attendant powers, authorities or directions given within it)?	YES	See Para. 2.
KEY HUMAN RIGHTS PRINCIPLES	Does the policy provide details of what could be considered a legitimate aim(s) for the potential interference with individuals' rights by virtue of exercising the policy and its attendant powers, authorities or directions?	YES	See Para. 2.4
KEY HUMAN RIGHTS PRINCIPLES	Are supervisors and practitioners made aware of the need to follow a clearly defined decision making	YES	See Para. 1.3 (a)

	process in considering all information, and deciding on courses of action?		
KEY HUMAN RIGHTS PRINCIPLES	Is it explicit within the policy what the minimum standards are in relation to the documentation of such decision-making?	YES	See Para. 1.3 & Para. 5.2
KEY HUMAN RIGHTS PRINCIPLES	Does the policy provide managers and practitioners with clear guidance on establishing the: - Legal basis of their actions The aim of their actions (legitimate aims can only be established by virtue of the exemptions and derogation's given in the act) Whether their actions are justified and proportionate in seeking to achieve their aim(s) Whether the intended action is the least intrusive and damaging option to achieving the aim(s) The need to document clearly the decision-making process and outcomes of action.	YES - do - - do - - do - - do - - do -	See Para. 2.3 See Para. 2.4 See Para. 1.3 (d) See Para. 1.3 (d) See Para. 1.3 (a)
DELINEATING BETWEEN POLICY AND TACTICS	Does the policy incorporate police tactics that would make it impractical to publish the contents? (NB: due to publication requirements it is suggested that tactical material is not included in policy documentation for security reasons).	NO	
RIGHTS, PUBLICATION AUDIT AND INSPECTION	Does the policy contain a statement in favour of public disclosure or, if this is inappropriate, justification of any reservation to this rule	YES	See Paragraphs 6.1 to 6.7

	<p>on public interest/other grounds?</p> <p>Does the policy contain: -</p> <p>a clearly defined statement of rights when a power, authority or direction is being exercised. Including the right to make representations, access to legal advice etc?</p> <p>a statement about the availability of the policy (method of proposed publication to public). and clearly defined appeals procedure?</p> <p>a recommendation about maintaining audits and inspection of decision-making?</p> <p>a recommendation about the level of independent scrutiny of decision-making and complaints?</p>	<p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p>	
CERTIFICATION OF COMPLIANCE	Does the policy contain a certification that it has been drafted in accordance with the Human Rights Act and the principles underpinning it?	YES	See Page 10
LEGAL VETTING	Has this policy been through legal vetting for human rights compliance?	YES	
POLICY REVIEW	Has the policy got a review date to ensure ongoing compliance in light of emergent legislation and human rights case law?	Not yet.	

**CERTIFICATE OF
COMPLIANCE**

This policy has been drafted in accordance with the Human Rights Act and has been reviewed on the basis of its contents and the supporting evidence and it is deemed compliant with that Act and the principles underpinning it.

Signed: Samantha Gainard

(Force Legal Adviser)

Name:

Samantha Gainard

Department: Legal Services HQ

This policy is due for review by:

REVIEW

Date: October, 2009

LIST OF APPENDICES		
LEGAL APPENDICES		ALL THESE WILL BE PUBLIC DOCUMENTS
APPENDIX	NIL	
APPENDIX		

NOTES OF GUIDANCE		
APPENDIX	A	GUIDE IN RESPECT OF DYFED POWYS POLICE ABNORMAL LOADS ESCORTING PROCEDURES
APPENDIX		

PUBLIC INTEREST IMMUNITY MATERIAL TO INCLUDE POLICE TACTICS		
APPENDIX	NIL	
APPENDIX		

(Note: the appendices may or may not need to be published as necessary)

Procedural Guidance

**In respect of the escorting of Abnormal
Indivisible Loads within the
Dyfed Powys Police Area**

INTERNAL POLICE USE

**GUIDANCE IN RESPECT OF DYFED POWYS POLICE ABNORMAL
LOADS ESCORTING PROCEDURES**

<u>Contents</u>	<u>Section</u>
Purpose	1
Objectives	2
Principles	3
Appendices	
Abnormal Load Notification processes (check list)	1
Force Headquarters Operations Room (check list)	2
Letter to haulier	3
Code of Practice	4
Charging policy	5

1. PURPOSE

1.1. This Guidance provides a framework for the management and operation of Dyfed Powys Police's response to escorting abnormal indivisible loads to meet the requirements of legislation and regulations governing the movement of abnormal loads. It also sets out the standards for the provision of police service. **A summary of procedures for Dyfed Powys Police operational response to abnormal load escorts is at Appendices 1 and 2.**

1.2. This Guidance is intended for police management of the movement of abnormal indivisible loads within the Dyfed Powys Force area.

2. OBJECTIVES

2.1. To implement the findings of the 1998 ACPO review on the privatisation of abnormal loads escorts on motorways and linking dual carriageways and the recommendations of the ACPO Roads Policing Operations Forum meeting of 18th-19th September 2003.

2.2. To implement the findings of the Policing Bureaucracy Task Force (2002) recommendations to remove the burden of escorting abnormal indivisible loads from the police service.

2.3. To implement the findings of the review of roles and responsibilities between the Highways Agency and the police service and the recommendation to shift responsibility for the management of the movement of abnormal indivisible loads from the police to the Highways Agency.

2.4. To place the primary responsibility for the safe movement of abnormal indivisible loads onto the haulage industry where the legal emphasis of road traffic legislation and health and safety at work legislation places the requirement. It is recognised that this activity has may have the potential to interfere with the right of an individual under Schedule 1, Article 2, Human Rights Act 1998, "Everyone's life is protected by law." However, this is qualified by the safeguards that Dyfed Powys Police place on the hauliers to protect the safety of the public where the responsibility should lay. However the safeguards within this document minimise any interference with that right and ensure that the hauliers will take all reasonable steps to protect the safety of the public.

3. PRINCIPLES

3.1. General Background

The legislation that permits Abnormal Load movements are: -

The Construction and Use Regulations (C & U) 1998, and

The Motor Vehicles (Authorisation of Special Type) General Order (S.T.G.O.) 2003

3.1.1. The Construction and Use Regulations are the primary legislation for the construction and maximum dimensions for all vehicles, and is the only specific legislation in relation to Abnormal Loads.

3.1.2. The Motor Vehicles (Authorisation of Special Type) General Order permits the use of vehicles and/or loads, which cannot comply with the maximum permitted weight, either gross or axle weight, for the class of vehicle being used for transporting a load. It also contains the regulations for loads, which exceed the maximum width permitted by C & U, agricultural vehicles and many other miscellaneous vehicles.

3.1.3. The legislation is in the most part permissive, in that, providing the haulier complies with the requirements of notification procedures i.e. provides 48 hours notice of movements, an abnormal load can be moved without the need for any permit or authorisation. The only exceptions are as follows: -

- Loads exceeding 5.1m wide which require a VR1 from the Highways Agency, which authorises the movement, but not the route, day or date. Once the VR1 has been issued the haulier can then use the normal notification procedure, quoting the VR1 reference. Any queries in relation to the VR1 process tel. 0121 687 2504
- Loads exceeding 6.0m wide, 30m rigid length or 150,000 Kgs weight, require a Special Order from the Secretary of State. A Special Order ensures that the route is negotiable and may lay down certain conditions. It does not, however, replace the notification procedure.
- Loads for which prior dispensation has been given.

Dispensation can be given to hauliers subject to the following conditions: -

(a) The loads do not exceed 3.5 metres in width, and all other dimensions conform to the Construction and Use regulations 1998.

(b) No loads to be moved during the hours of darkness i.e. half an hour before sunset and half an hour after sunrise.

Exemption to this: for military vehicles, British or Foreign which are being moved by the military, i.e. **not** by **private hauliers or contractors**, who are unable to move during daylight hours. Daylight movement must be the first option. The route must be fully surveyed by the military police prior to movement to ensure that any Health & Safety issues that are identified are addressed. In addition all such movements are escorted at all times by the British military police with vehicles that are marked up and conspicuous to the latest Highways Agency standard that applies to escort vehicles throughout the Dyfed Powys Police area. The number of military police escorts to be decided by the abnormal loads officer, dependant on how many loads are moving.

In all such cases Dyfed Powys Police are to be notified of the exact time and date of such movements, with route, dimensions and how many vehicles are moving.

(c) Only loads specified in the application may be moved. Any deviation from the approved route must be separately notified, as required under the Construction and Use regulations 1998.

(d) The dispensation is granted on the understanding that it relates only to vehicles operated by the named company and that company's business. All other movements must be notified as required under the Construction and Use regulations 1998.

(e) The driver must carry a copy of this dispensation.

(f) The Chief Constable reserves the right to withdraw a dispensation at any time.

(g) The dispensation will expire 12 months from the date of issue but may be subject to a review.

The Abnormal Loads Officer will issue dispensations.

3.1.4. Legislation does not contain any requirement for any abnormal load to be escorted. There are however requirements for attendants for various categories of abnormal loads. Whilst the legislation does not require an abnormal load to be escorted, it does require that a person other than the vehicle's driver attend to the load.

3.1.5. The legislation does permit the attendant to an agricultural vehicle to be in an accompanying vehicle and there is provision in the Roads Vehicles (Lighting) Regulations for amber beacons to be used in this practice, but this is the only reference to any form of 'escort'.

3.1.6. The S.T.G.O. Regulations 2003 legally permit the attendant to be in an accompanying vehicle.

3.2. Proposals for the Self or Private Escorting of Abnormal Loads

3.2.1. The routine escorting of abnormal loads by Dyfed Powys Police on roads in this Force area is no longer a function that can be sustained and the self or private escorting of the majority of abnormal indivisible loads will be permitted as from the 1st January 2004. The Dyfed Powys Police will no longer continue the routine escorting of abnormal loads. Accordingly from 1 January 2004 the Chief Constable will usually require such loads to be escorted either by the haulier's own attendants or a private firm.

3.2.2. The only exemptions will be the small number of Special Orders, which require detailed planning arrangements for police escorts, removal of street furniture etc.

3.2.3. The Dyfed Powys Police will require the any operator of any abnormal indivisible load of dimensions that exceed:

Width – 3.5m.

Weight - 100 tonnes

Length – 30.5m rigid length

to be provided with a self or private escort on all roads other than dual carriageways to mitigate against the hauliers responsibility in the discharge of those responsibilities under both road traffic and health and safety legislation

On dual carriageways the following criteria will apply: -

Width – over 4.1m

Weight - over 100 tonnes.

Length – Over 30.5m rigid length

3.2.4 The escort will be provided for the purposes of giving warning to the driver of that vehicle or combination, and to any other person, of any danger likely to be caused by the presence on the road of that vehicle or combination.

3.2.5 The self / private escort will at all times comply with any instructions issued by Dyfed Powys Police, and the Code of Conduct in relation to escorting abnormal loads.

3.2.6 The movement of Abnormal loads at night will only be allowed on the A48 and A40 dual carriageways. However the load must comply with the Lighting Regulations and be escorted. Prior authorisation must be sought from the Abnormal Loads Officer or the Force Headquarters Operations Room.

3.2.7 The permitting of self / private escorting of abnormal loads will not remove the requirement to comply with The Road Traffic Act or any associated legislation regarding the use of any motor vehicle on a road.

3.3 Use of Police Escorts

3.3.1 Hauliers will be encouraged to use self or private escorts. Police escorts will only be supplied if specifically requested and payment for their services will be required. Save in exceptional circumstances police escorts will only be provided at the haulier's request and expense.

3.3.2 On the exceptional occasions when police officers are required for escort duties, only those performing overtime on their rest days will be utilised and will be used solely for escorting that load(s) to ensure that there is no undue delay in the movement. Cost recovery will be arranged by the

Abnormal Loads Officer and claims will be submitted via HQ Operations and will be coded OS502.

3.3.3 When there is a request to use police vehicles, marked Roads Policing Unit Vehicles will be used as the primary escort vehicle. Police motorcycles may be used in a supporting role.

3.3.4 Where a load is scheduled to pass over a railway (level) crossing the load will be escorted over that crossing by police officers.

3.3.5 A minimum of eight days notice will be required for the arrangement of a police escort.

3.3.6 In the event of less than eight days notice being given of any cancellation or amendment to the travel date, charges will be paid in full.

3.3.7 Where a police escort is required, police personnel engaged in this duty should: -

(a) Familiarise themselves with relevant regulations.

(b) Ensure that all documents e.g. VR1/Special Order are carried by the driver

(c) Check that the vehicle load and markings comply with the regulations

(d) Ensure that there is no deviation from the scheduled route, however other than for VR1s/Special Orders, routes may be changed with the prior approval of the Abnormal Loads officer.

(e) Report any damage caused to property during the movement.

3.3.8 There are some Abnormal Load routes that, while perfectly suitable for Self / private escorts for the majority of the route, have a particular obstruction or location, which would require the attendance of police resources to negotiate safely.

3.3.9 For occasional movements, when this localised service is required, police assistance may still be given without payment. This would only be in circumstances where the operation does not require any physical escorting but simply traffic control and could be carried out by police officers, traffic wardens or authorised community safety officers.

3.4 Level Crossings

3.4.1 Railway (Level) Crossings

3.4.1.1 Automatic Staffed (Continental Half Barrier) Level Crossing

Other than whilst travelling on main 'trunk roads', where a load is scheduled to pass over this type of railway crossing, the car crews will halt the load well in advance of the crossing and the patrol car driver will personally contact the nearest railway signal box or control point by using the telephone provided at the level crossing and in accordance with the instructions exhibited at the crossing.

THIS DUTY MUST NOT BE LEFT TO THE DRIVER OF THE ABNORMAL LOAD AND WILL BE PERFORMED BY THE DRIVER OF THE POLICE ESCORT VEHICLE (WHERE PROVIDED). THE DRIVER OF THE POLICE CAR MUST ENSURE THAT IT IS SAFE FOR THE LOAD TO PROCEED BEFORE RESUMING ESCORT. ONCE THE LOAD HAS CLEARED THE CROSSING IT WILL BE THE RESPONSIBILITY OF THE PATROL CAR DRIVER TO INFORM THE SIGNAL PERSON THAT THE LOAD HAS CLEARED.

3.4.1.2 Staffed Level crossing with barriers or gates

Other than travelling on main 'trunk roads' the above instructions will apply to ordinary staffed level crossings. The driver of the police escort vehicle will personally contact the signal person/crossing keeper on duty before allowing the abnormal load to proceed.

3.5 Enforcement

3.5.1 A voluntary Code of Practice has been prepared by the Highways Agency in consultation with the various Road Haulier Associations, which outlines minimum standards for both escort vehicles and their operatives. There are, however, no legally binding standards of vehicle type or equipment that can be invoked. Officers should be mindful of this Code when considering prosecuting offenders as the failure to comply with the Code could provide supporting evidence in relation to any prosecution case.

3.5.2 In the event of a collision involving an abnormal load, consideration should also be given to involving informing the Health and Safety Executive.

3.5.3 Dyfed Powys Police Road Policing Unit officers will be pro-active in the enforcement of the legislation and the conduct of self / private escorts subject to the exigencies of other duties.

Action Checklist for Dyfed Powys Police Procedures

Procedures for Abnormal Loads Officers

Abnormal Load Department's Administration of Self / Private Escort

The Abnormal Loads Department / Headquarters Operations Room will be required to administer Abnormal Load Notifications in accordance with the Construction and Use and Special Type General Order legislation.

Procedures on receipt of notification from a haulier.

- a) Notifications are received by either Fax or Email onto a computer terminal.
- b) Details of each notification are entered onto STORM
- c) Route, day and time of travel and dimensions are checked and verified for accuracy and suitability.
- d) If the route is unsuitable or affected by road works or other features, an alternative route is identified, in consultation with other forces and / or highways agencies, if necessary.
- e) A decision is made if the load requires escorting, and an entry is made on the Storm Abnormal Loads Maintenance System.
- f) A reply is sent to the haulier containing any instructions for re-routing and / or escorts that have been decided.
- g) All notifications and any documents, or instructions sent to hauliers are archived in hard copy format
- h) If a haulier requests a Police Escort or if the load is exceptional and requires specific resources, the Abnormal Loads Officer makes the necessary arrangements for the required staff and cost recovery from the haulier. In such circumstances a letter, as outlined in Appendix 3, will be sent to the haulier by the Abnormal Loads officer advising the haulier of the Force's position in respect of the escort.

Although much of the responsibility for the safety of the movements of abnormal loads will be placed on the driver and escorts, there is still a legally required duty of care on the Abnormal Loads Department to ensure that the load is on the safest and most suitable route.

Routes that have restricted access due to street furniture etc. have previously been acceptable, as the police officers escorting would use their powers of traffic regulation to negotiate the obstructions. The withdrawal of police from these duties will require the Abnormal Loads' Departments to re-examine these routes more carefully to eliminate known restrictions, totally re-routing the load if necessary.

Appendix 2

Action Checklist for Dyfed Powys Police Procedures

Procedures for Force Headquarters Operations Room staff

Force Headquarters Operations Room procedures for Self / Private Escorts

- a) Dyfed Powys Police Force Headquarters Operations Room must be informed on the designated telephone number of all movements, 30 minutes prior to the arrival at the Force boundary, or of the intended time of departure from a location within the Police Area quoting the Dyfed Powys Police Reference Number.
- b) Information will be received, either from the escort or driver, or from a neighbouring force of an abnormal load to be Self / Privately escorted in Dyfed Powys.
- c) Obtain the unique reference number or full details of the haulier, load and journey details. These are used to search the Abnormal Loads Maintenance files on Storm and to create an incident log on the Storm Control.
- d) Check that there are no adverse conditions or traffic problems on the route, and advise the escort/driver accordingly.
- e) **Abnormal loads cannot be re-routed without the consent of the Abnormal Loads Department, and in some cases the Highways Authorities.**
- f) Care should also be taken in offering advice if parking the load in respect of the safety of the location.
- g) Advise the Road Policing Units of the Abnormal Load and the route.
- h) If the load is travelling into another police area advise the escort / driver to contact that force direct.
- i) Upon completion of the incident enter the required closing code.

LETTER TO HAULIER IN RESPECT OF POLICE ESCORTS

The provision of a police escort for abnormal loads within the Dyfed Powys Police area will be subject to operational commitments. The terms under which this service is available to you is contained within the Dyfed Powys Police policy entitled 'Escorting Abnormal Indivisible Loads' and you are advised to familiarise yourself with the content before proceeding to confirm arrangements.

Whilst Dyfed Powys Police agree to use its best endeavours to provide a police escort when requested to do so in accordance with the charging structure, this service cannot be guaranteed. In circumstances where it is necessary for Dyfed Powys Police to cancel the arrangement a full refund of the charges applied will be made.

Where it becomes necessary for Dyfed Powys Police to cancel (irrespective of the cancellation notice period), Dyfed Powys Police will not accept any liability for any claims, demands, costs and expenses in respect of any loss or damage or personal injury, which you may incur as a consequence.

CODE OF PRACTICE

Charging Policy

Dyfed Powys, South Wales and Gwent Police have agreed to the following fees in relation to the police escorting of abnormal loads: -

Staff Time - Special duty payment rates for a minimum of four hours, and for every part of an hour thereafter.

Transport - Mileage will be charged at 60p per mile.

Both of the aforementioned rates will be reviewed in January each year.