

# Dyfed-Powys Police

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## Signing of Road Accident Scenes and other Carriageway Incidents

HQ Policy Ref. No: 32/01

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<b>Version:</b>	1.1		
<b>Date:</b>	23RD MAY 2001		
<b>Human Rights Act Certification:</b>	MR. M. BECKETT  (Force Legal Adviser)	<b>Date:</b>	30.07.01
<b>Approved by:</b>	MR. B. TAYLOR (ACC)	<b>Date:</b>	30.07.01
<b>Ratified by:</b>	HRSG	<b>Date:</b>	
<b>Review Date:</b>	July, 2009		

**Document History**

Version	Date	Author	Reason for Change
1.1	21.09.05	A/Sgt. Andy Reed	Reviewed - no changes
1.2	21.06.07	Sgt Andy Reed	Reviewed- terminology of accident changed.
1.2	08.07.08	Sgt Andy Reed	Reviewed – two changes Appendix “A” para. 5.9 “at least 50 metres from it” and para. 5.11 “100 metres from the police vehicle”.

**Consultation Circulation List**


# Policy Contents

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## 1. POLICY

1.1 When responding to, or dealing with incidents such as Road Traffic Collisions, debris on the carriageway, conducting Road-Checks, or stopping vehicles following Road Traffic Offences, the police service has a duty and a public expectation to safeguard the health and safety of all individuals involved in the incident, other road users, and the police officers themselves.

1.2 In order to meet those responsibilities, and irrespective of whether it is a spontaneous or pre-planned incident / event, it is the **policy** of the Dyfed Powys Police to ensure that a risk assessment is conducted.

1.3 Police Officers in the exercise of this 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 the guidance, which is contained in

( i ) the Dyfed Powys Police 'Health and Safety at Work' Policy,

( ii ) the Dyfed Powys Police Guidance on

'Signing of Road Traffic Collision Scenes' ( **Appendix A** ).

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

## 2. AIM AND LAWFUL AUTHORITY

2.1 The aim of the Dyfed Powys Police is to safeguard the health and safety of all individuals who may be affected by their actions ( i.e. those involved in an incident, other road users, and the police officers themselves ).

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

( a ) The Health and Safety at Work Act 1974 ( and all Regulations introduced thereunder ),

( b ) Section 6 Police Act 1996.

( c ) Emergency Powers Act 1920

( d ) Emergency Powers Act 1964

( e ) Road Traffic Act 1988

( f ) Road Traffic Act 1991

( g ) Road Traffic Regulation (Special Events) Act 1994

( h ) Road Traffic Regulation Act 1984

( i ) Transport Act 1968

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

Public Safety,

the protection of health and morals and

the protection of rights and freedom of others.

### **3 DEFINITION OF TERMS**

**Definitions :-**

NIL

### **4. DEROGATIONS**

NIL

### **5. ENFORCEMENT AND REPORTING**

**Enforcement**

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

## **Recording**

5.2 The recording and administrative requirement will be subject to examination and evaluation by Headquarters Operations Department and Divisional Managers, the Dyfed Powys Police Professional Standards Department; and / or relevant others.

## **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](http://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 will be subject to internal and external review mechanisms. These include Her Majesty's Inspector of Constabularies (HMIC), 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 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 annually by the Dyfed Powys Police 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:

The Chief Constable,

Dyfed Powys Police,

P.O. Box 99,

Llangunnor,

Carmarthen. SA31 2PF

## 7 HUMAN RIGHTS GENERIC AUDIT COMPLIANCE LSIT

Policy Name : **The Signing of Road Traffic Collision Scenes.**

Policy Owner : **Headquarters Operations Department**

Audited by :

<b>Issue</b>	<b>Question</b>	<b>Response</b>	<b>Page or Paragraph Reference</b>
<b>AUDITING FOR POTENTIAL INTERFERENCE AND DISCRIMINATION</b>	Have the contents of this policy (and any attendant powers, authorities and directions contained within it) been audited for potential interference with an individual's rights?	YES	See initial heading on Page 3 and Page 8
	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 Paragraph 1.3 ( c )
<b>KEY HUMAN RIGHTS PRINCIPLES</b>	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 Paragraph 2.2
<b>KEY HUMAN RIGHTS PRINCIPLES</b>	Does the policy provide details of what could be considered a legitimate aim(s) for the potential interference with an individual's rights by virtue of exercising the policy and its attendant powers, authorities or directions?	YES	See Paragraph 2.3
<b>KEY HUMAN RIGHTS PRINCIPLES</b>	Are supervisors and practitioners made aware of the need to follow a clearly defined decision making process in considering all information, and deciding on courses of action?	YES	See Paragraph 1.3 ( a )

<b>KEY HUMAN RIGHTS PRINCIPLES</b>	Is it explicit within the policy what the minimum standards are in relation to the documentation of such decision-making?	YES	See Paragraphs 1.3 & 5.2
<b>KEY HUMAN RIGHTS PRINCIPLES</b>	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.	See answers below.  YES  - do -  - do -  - do -  - do -	See Paragraph 2.2  See Paragraph 2.3  See Paragraph 1.3 ( d )  See Paragraph 1.3 ( d )  See Paragraph 1.3 ( a )
<b>DELINIATING BETWEEN POLICY AND TACTICS</b>	Does the policy incorporate police tactics, which 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	
<b>RIGHTS, PUBLICATION AUDIT AND INSPECTION</b>	Does the policy contain a statement in favour of public disclosure or, if this is inappropriate, justification of any reservation to this rule on public interest/other grounds?  Does the policy contain:-  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?  a statement about the availability of the policy (method of proposed publication to public). and clearly defined appeals procedure?  a recommendation about maintaining audits and inspection of decision-making?  a recommendation about the level of	YES  YES  YES  YES	See Paragraph 6.1 to 6.7

	independent scrutiny of decision-making and complaints?	YES	
<b>CERTIFICATION OF COMPLIANCE</b>	Does the policy contain a certification that it has been drafted in accordance with the Human Rights Act and the principles underpinning it?	YES	Page 8
<b>LEGAL VETTING</b>	Has this policy been through legal vetting for human rights compliance?	YES	
<b>POLICY REVIEW</b>	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: M. Beckett

(Force Legal Adviser)

Name: Martin Beckett

Department: CJU

**REVIEW**

This policy is due for review by:

Date: July, 2009

## LIST OF APPENDICES

<b>Legal Appendices</b>		<b>All These will be Public Documents</b>
<b>Appendix</b>	<b>Nil</b>	
<b>Appendix</b>		

<b>Notes of Guidance</b>		<b>These are <u>NOT</u> Public Documents</b>
<b>Appendix</b>	<b>A</b>	<b>Dyfed Powys Police Guidance – Signing of Road Traffic Collision Scenes, Vehicle Checkpoints and other Carriageway Incidents.</b>
<b>Appendix</b>		

<b>Public Interest Immunity Material To Include Police Tactics</b>		<b>These are <u>NOT</u> Public Documents</b>
<b>Appendix</b>		<b>Nil</b>
<b>Appendix</b>		

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

**DYFED-POWYS POLICE**

**SIGNING OF ROAD TRAFFIC COLLISION SCENES,  
VEHICLE CHECK POINTS AND  
OTHER CARRIAGEWAY INCIDENTS**

**1. Introduction**

1.1 The signing on roads for pre-planned and the spontaneous stopping of vehicles must be given a high priority by Officers at such scenes. This will provide for the safety of drivers, other road users and Police Officers. Poorly or inadequate signing of scenes can lead to accidents, injury and litigation. The following guidelines must be adhered to in order to safeguard the lives of those involved in dealing with incidents on our roads.

**2. Risk Assessment**

2.1 Prior to any vehicle check being conducted, a risk assessment **MUST** be carried out. A generic risk assessment can be found on the Health and Safety page on the Force Intranet and such assessments must be completed and form part of any operational order. The same issues must be considered when a spontaneous vehicle check is carried out.

2.2 Consideration must be given to the following matters:

- Suitability of site and its visibility to road traffic.
- Speed limit applicable to that road.
- Volume of traffic.
- Speed of any approaching traffic.
- Warning signs at the scene.
- Coning of scenes.
- Protective reflective clothing.
- Lighting at scenes.
- Safe 'In and Out' routes for all vehicles.

**3. Practical Stopping of Moving Vehicles**

3.1 The compliant motorist will stop when signalled to do so by a Police Officer in uniform. These basic safety precautions should be followed to protect police officers and motorists that have been stopped.

Note: The officers own safety is of paramount importance in order to safeguard the safety of other road users.

### **3.2 Consider :**

( a ) When on foot and stopping a vehicle, ensure that you allow sufficient distance between yourself and the approaching vehicle so as to enable the driver to recognise your presence, and to respond appropriately by bringing their vehicle to a controlled stop.

( b ) When stopping vehicle in wet or icy conditions allow for the fact that breaking distances are greatly increased.

( c ) When appropriate, consider carrying out a PNC check on the vehicle before signalling to stop so that any important items of information are available beforehand. This may affect the manner in which the stop is carried out.

( d ) Where best to carry out the stop ( for example at night, a well-lit urban streets is more preferable than an unlit stretch of road).

( e ) Remember

( i ) Always leave the blue lights on.

( ii ) Always wear reflective clothing.

( iii ) Never stand or walk between the vehicles.

( iv ) Officers driving unmarked police vehicle e.g. CID vehicles, must not attempt to stop a moving vehicle. They should call upon the assistance of a marked police unit to do so.

( v ) The stopping of a vehicle on the carriageway itself should be discouraged. The driver should be directed to stop in a lay-by or into a side street.

( vi ) From a moving police vehicle this direction could be made by use of the Public Address system fitted to the patrol vehicle.

( vii ) Alternatively, where it has been deemed necessary to stop the vehicle in the carriageway, the driver should be instructed to proceed to the next lay-by or other safe area for the purpose of the stop to be continued.

( viii ) The police vehicle should be parked so that its offside is sufficiently proud of the stopped vehicle as to provide a safe area to the immediate offside of the stopped vehicle.

( ix ) Unless necessary, the police officer should approach and speak to the driver via the nearside door or window of the stopped vehicle. Again, unless particularly necessary, the driver and / or passengers should be asked to remain in the vehicle.

3.3 Stopping vehicles from the rear is always the best and will allow the Officer to observe the actions of the occupants of the vehicle. Officers should be prepared for the vehicle ahead to stop quite suddenly once the blue light is operated and Police drivers should keep their distance until the vehicle has stopped.

3.4 Consideration should be given to drivers vacating their vehicles to be dealt with on the nearside verge or pavement where it is safer for both the officer and drivers. Greater risk will be experienced if Officers and drivers stand in the roadway.

3.5 Where stops have to be carried out from the front, vehicles should be overtaken as quickly as possible and Police drivers should not cut back in front of vehicles or slow down too quickly. Always use both "POLICE" and "STOP" signs on Police vehicles.

3.6 Training in these issues will be given to officers as part of their Driver Training.

#### **4. General Principles - In respect of static stop checks, road accidents and other incidents on roads**

##### **REMEMBER:**

Protect yourself.

Wear conspicuous clothing. Florescent clothing has been issued to all operational staff. WEAR IT!

Be identifiable as a Police Officer. Wear issued headgear.

Police vehicles should be positioned so that they afford the scene most protection.

Appropriate signs to be placed to warn other road users of the scene, obstruction or accident.

Blue lights should be in operation on Police vehicles and hazard lights used when stationary.

Be careful of debris or liquid spillage on the road surfaces.

Approach scenes carefully.

#### **5. Signing of Scenes – To be read in conjunction with ( 4 ) above**

##### *Single Carriageway*

5.1 The aim of signing the scene of any road traffic collision or vehicle check point is to warn motorists approaching the scene, giving them plenty of time to react to advanced warnings and be able to slow to a safe speed and/or stop if required.

5.2 Police "SLOW" or "ACCIDENT" signs or a combination of both dependent upon the incident, should be placed far enough back from the scene and on both approaches to it.

5.3 Police "SLOW" signs should be placed at least 50 metres from the scene when the incident is within a 30 miles per hour built up area. That distance should be increased to at least 275 metres where the speed limit is 50 miles per hour or above.

5.4 At scenes of fatal / potentially fatal accidents or where serious crimes may have been committed, preservation of the scene and available evidence will be of paramount importance. This may necessitate closure of the road concerned. In such an event, the assistance of the Highway Authority should be sought in order to provide road closure signs.

5.5 In order to prevent vehicles encroaching upon the actual site, the scene should be coned off. This should be carried out using cones, which should, taper from the edge of the roadside, past the obstruction and back in again.

5.6 If scenes are illuminated using the headlights of police vehicles then only dipped beam should be used so as to avoid the danger of dazzling other road users. In the event of scene lighting being required, then the Vehicle Maintenance Unit should be contacted in order to provide for requirements.

### ***Dual Carriageways***

5.7 On dual carriageways, consideration must be given to the potentially higher speeds of vehicles and consequently signing must be further away from the scene.

5.8 Three paired signs should be placed on the approach side within the carriageway where the collision / obstruction has taken place. One of each of the pairs should be placed on the nearside verge 600, 400, and 200 metres respectively, and the matching other signs at a corresponding distance, but within the central reservation. The purpose for duplicating the signing is to warn approaching drivers whichever of the lanes of that carriageway they are in.

5.9 A police vehicle with blue lights and hazard lights operating should be positioned in the same lane as the scene and at least 50 metres from it. In addition and in order to slow vehicles down consideration should be given in a police vehicle being positioned some distance from the scene as an advanced warning of any obstruction ahead.

5.10 The first signs should be a 'POLICE ACCIDENT' sign at 600 metres, followed again by a 'POLICE ACCIDENT' sign at 400 metres and then a 'POLICE SLOW' at 200 metres.

5.11 Coning should commence about 100 metres from the police vehicle leaving at least 12 cones to mark the approach to it. A directional arrow should also be used at the start of the cone taper to indicate to drivers the need to move out. At night, signs should be supplemented by portable lights. Care should be taken at night not to mask the emergency warning lights of police vehicles when taking out equipment from the boot etc.

## **6. Hazchem**

6.1 Officers should always be aware of the danger associated with the carriage of chemicals and other dangerous substances on roads. Colourless and odourless fumes, corrosive liquids and the danger of explosion should be borne in mind. When dealing with such instances, the guidance of the fire service should be sought and Officers should refer to Hazchem markings and the advice given in their response. This equally applies in relation to the signing of such incidents.

## **7. Conclusions**

7.1 It must be emphasised that the guidelines apply equally to vehicle checks and road accidents and following the basic rules will avoid risk and alleviate danger to road users and Police Officers.