



Collision Scene Management.

By the end of this lesson, you will be able to:

1. Identify the initial considerations when attending a road traffic collision or road-related incidents including the 'CLEAR' initiative.
 2. Describe the initial actions when attending a road traffic collision.
 3. Explain the roles of the police and supporting agencies in the resolution of road-related incidents.
 4. Identify the importance of securing and preserving the scene and potential evidence in the investigation of Road Traffic Collisions and road related incidents.
 5. State the importance of dealing with victims, witnesses and suspects in an ethical manner.
 6. Outline the purpose of Post-incident de-briefing.
- This session is designed to provide information in relation to dealing with roads-related incidents.
 - This lesson does not cover every eventuality.
 - The most important thing to remember is that you need to exercise your

professional judgement and common sense in dealing with any situation you may encounter.

- Road design, vehicle design and safety measures have all played a part in reducing the number of accidents on our roads. However, the increase of vehicular traffic has increased the risk of accidents occurring.
- Attending accidents is one of the most common tasks a patrol officer will be faced. Accidents are traumatic events, often involving horrific injuries, and the people involved could be in shock, injured or confused. Trauma also affects officers who deal with these incidents.

Initial Considerations

What are your initial considerations when attending a road traffic collision or road related incident?



Q. What are your initial considerations when attending a road traffic collision or road related incident?

Discuss and record student answers on flip chart.

Before showing the next slide, trainer to ask:

Q. What actions do you need to take to deal quickly and efficiently with a road traffic collision or road related incident?

Discuss and record student answers on flip chart.

These answers can then be referred back to throughout the session.

The 'CLEAR' Initiative

C - Collision

L - Lead

E - Evaluate

A - Act

R - Re-open



Trainer to give students a copy of the **Handout: 'CLEAR' Initiative** and discuss.

The **CLEAR** principles were devised through collaboration between the Dept for Transport, Highways England/Welsh Govt, and the emergency services (police, fire and ambulance) to help improve the understanding of the roles and priorities of the organisations that respond to incidents on the UK road network and therefore improve the way they work together.

The **CLEAR** acronym stands for:

- **Collision** – Collisions and other incidents can close carriageway lanes, which adversely affects the economy
- **Lead** – Effective leadership needs to be established to co-ordinate the incident response
- **Evaluate** – Understanding the scale of the incident ensures a proportionate response
- **Act** – All incident responders act in partnership, recognising and respecting differing organisational priorities
- **Re-open** – carriageway lanes are re-opened ASAP to reduce the impact of incident closures on road users and the economy

Roles & Responsibilities

Police

Partner Agencies



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In the event of an incident on the road, in addition to the police, each emergency service partner agency has individual responsibilities in addition to joint ones. The following paragraphs describe the joint and separate roles and responsibilities.

Partner agencies need to work together to investigate the cause of the incident in a way that minimizes the impact of the incident on road users and the economy by re-opening the carriageway in a timely manner. They do this through:

- Working together and supporting one another in accordance with standard procedures to co-ordinate actions at the scene
- Reducing the risk of danger to themselves and other road users, by adopting safe working practices at incident scenes
- Having effective and coordinated leadership from individual partner agency scene commanders. Leadership at an incident will rest with the first person on the scene until relieved by a designated commander
- Maintain regular communication with control rooms, including
 - Progress on incident management
 - The type of traffic management measures that have been implemented
 - An estimation of when the carriageway could be reopened
- Handing over command and control of the scene to the appropriate partner agency
- Holding debriefs that identify and agree lessons learned etc.

Roles & Responsibilities: Police

- Preserve life
- Co-ordination of response
- Secure and preserve evidence
- Handover of scene to appropriate agency
- Acting on behalf of HM Coroner



When deployed to the scene of an incident on the road; the broad responsibilities of the police are described in brief, below:

- Preserving life of anyone involved, where practicable and preventing any condition from worsening
- Assisting with the co-ordination of the emergency response with members of other agencies
- Securing and preserving the scene to protect anything of evidential value for use in any subsequent investigation, which should be conducted within appropriate timescales
- Achieving a swift handover of the scene to Highways England or local highways authority, depending on location of road
- Ultimately, acting on behalf of HM Coroner.

Roles & Responsibilities: Police

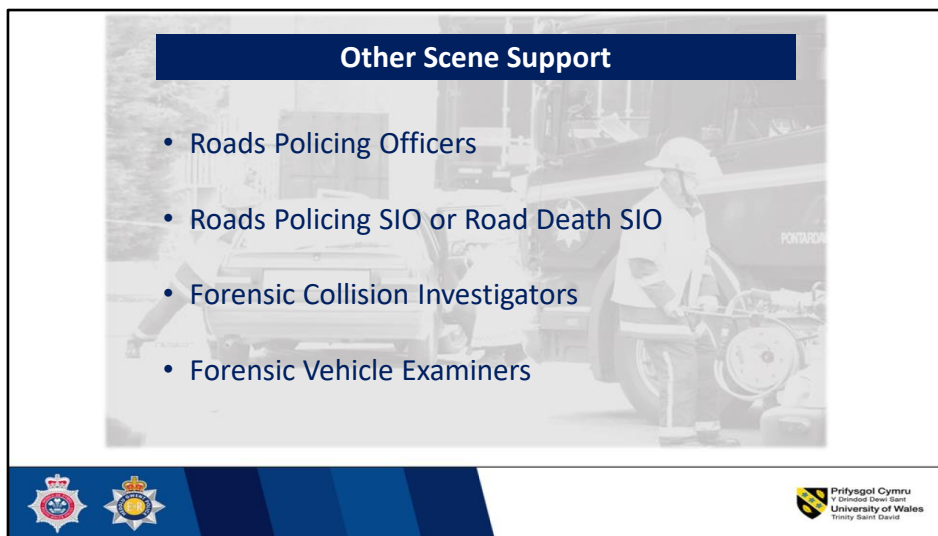
- Death or injury including collisions and suicides
- Suspected, alleged or anticipated criminality
- Threats to public order and public safety
- Occurrences where the powers in law or skills of a constable are required



The police will lead (have primacy) when an incident on the strategic road network involves:

- Death or injury including collisions and suicides
- Suspected, alleged or anticipated criminality
- Threats to public order and public safety
- Occurrences where the powers in law or skills of a constable are required

Depending on the type of incident or collision the police officer(s) attending the scene may require specialist police assistance



Other Scene Support

- Roads Policing Officers
- Roads Policing SIO or Road Death SIO
- Forensic Collision Investigators
- Forensic Vehicle Examiners

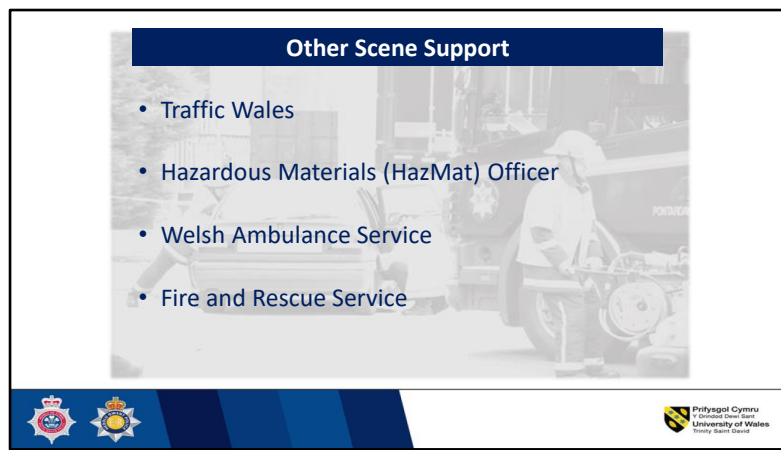
 

Depending on the type of incident or collision the police officer(s) attending the scene may require specialist police assistance. This support can include:

Roads Policing SIO - The person leading the investigation is sometimes referred to as Roads Policing Senior Investigating Officer (SIO) or Road Death SIO, however, the function remains the same. The person will have broad experience of investigating serious collisions, coupled with sound managerial knowledge and are responsible for the overall conduct and direction of the investigation including the development and implementation of strategies for suspects, witnesses, victims, forensics and family liaison.

Forensic Collision Investigator – In collisions which have fatalities, or are likely to prove fatal, the SIO can call upon the expertise of a specialist collision investigator. Collision Investigators are used to examine the results of collisions and obtain factual information at the scene, which may not be available later. Consideration is usually given to the following:

- Locate, measure and describe marks and debris left at the scene
- Locate and measure post collision positions of vehicles and bodies
- Photograph marks, debris, bodies and post collision positions of vehicles
- Photograph damage to vehicles and street furniture
- Attempt to match vehicle tyres to tyre marks on the road
- Examine condition and operation of traffic control systems and streetlights
- Examine and note the position of control systems within the vehicles (lights etc.) and examine the condition of airbags and other protection systems



Traffic Wales – operates mainly on what is known as the Strategic Road Network (SRN), which encompasses main trunk roads (motorways and dual carriageways). The agency has primacy at incidents where there is no requirement for a police response, e.g.

- Broken down vehicles
- Adverse weather causing major congestion
- Debris on the carriageway

The main function of the Highways Agency in the event of an incident is to:

- Provide appropriate traffic management and information to keep traffic moving
- Restore the strategic road network capacity through incident management
- Implementing diversion routes
- Coordinating the emergency response with the other core responders and supporting the lead agency
- Clearing the scene (of debris etc.) after the police have handed it over
- Planning for and implementing the restoration of the road

Hazardous Materials (HazMat) Officer – Officers specially trained in identifying hazardous materials and advising on their appropriate handling – e.g. cordon distances. The Fire & Rescue Service will also be able to provide expertise in relation to such matters.

Welsh Ambulance Service – The main function of the Ambulance Service at an incident is that of saving lives and ensuring the initial health needs of those people who have suffered physical injury or mental trauma. They support the joint effort by:

- Accurately assessing and triaging calls received
- Providing triage, treatment, stabilisation and care of those injured at the scene
- Treating and responding to individual needs of those involved
- Arranging for the most appropriate means of transporting those injured to the receiving and specialist hospitals (this may involve Air Ambulance, so landing/take-off zones should be considered)
- Providing a focal point at the incident for all medical resources (doctors etc.) in attendance
- Nominating and alerting the receiving hospitals for injured people.

Fire & Rescue Services – The main role of the FRS in the resolution of incidents on

the roads is that of extinguishing fires and rescuing people. They support the joint agency approach by:

- Carrying out search and rescue tasks, including hazardous searches
- Responding to specific tasking involving hazardous materials
- Assisting with casualty handling
- Ensuring the health and safety of personnel deployed within the inner cordon
- Conducting decontamination procedures when required

Gathering Preliminary Information about an Incident

- Time of report
- Injuries (if any)
- Informant details
- Witnesses
- Time/location of incident
- First Account
- Number of vehicles/persons involved
- Supervisor PSC (Public Service Centre)





Police Officers are normally informed of a road traffic collision or other incident either by the Control Room or directly from a member of the public.

If the officer receives the message from the control room, the operator should pass all the relevant information in a logical sequence. However, there are times when officers are alerted about an incident by a member of the public who probably will be unaware of what information is needed. It is therefore important to make a note of the following information:

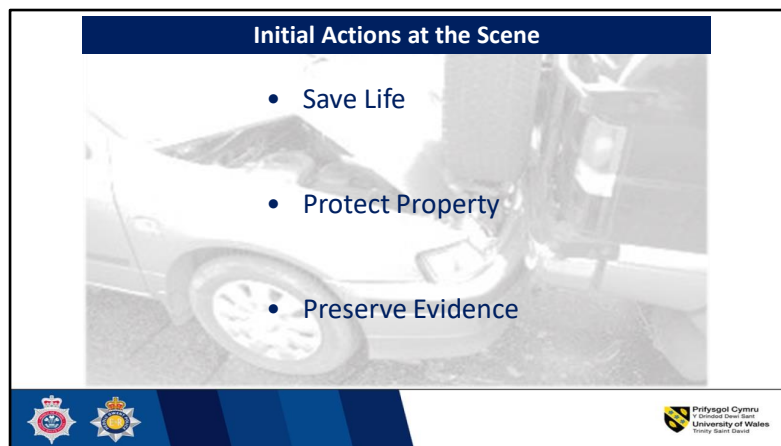
- Time of report** – i.e. the time you receive the message
 - Informant details** – name, address and telephone number (if applicable) of the informant
 - Time and location of collision** – if known by the informant
 - Number of vehicles/persons involved**
 - Injuries** – if any, and extent if known
 - Witnesses** – is the informant a witness (if so a witness statement will be required)
- In addition there is a requirement under the Criminal Procedure and Investigations Act (CPIA) 1996 to record an initial or **First Account** from the witness. This is essential for the investigation manager to be able to determine the potential importance of the witness.
- Supervisor/Control Room** – if informed directly by a member of the public inform a Supervisor and/or the Control Room.

Having made a record of the above information you should attend the scene.

This attendance should be in line with the National Call Grading System (G1 – G4) and Force procedure. **(Trainer can recap G1 – G4 if necessary)**

Gathering as much information as possible from the informant at the outset can assist you greatly.

You will begin to build a picture of what to expect when you arrive, and be able to consider what your course of action will be when you arrive at scene



Members of the public will automatically expect a police officer to know what to do at the scene of a road collision. Officers may find that by the time they arrive at the scene, injured people may have been taken to hospital, vehicles moved and witnesses may have departed.

The main priorities at any scene are to::

1. **Save life**
2. **Protect property**
3. **Preserve evidence**

As stated, the primary responsibility of the police is to save and protect life.

This is reinforced by:

Common law places a responsibility on police officers to protect and ensure the safety of all citizens. A police officer may be guilty of a criminal offence if they wilfully fail to perform a duty which they are bound to by common law or statute.

Article 2 of the Human Rights Act 1998 (Right to life) imposes a positive duty on states to safeguard the lives of those within their jurisdiction

The identification of casualties is, therefore, paramount to officers attending the scene of any road related incident and particularly Road Traffic Collisions.

No two collisions are the same and the order in which you do things will always depend on the circumstances of the collision.

Incident scenes in the road environment are inherently dangerous and present serious risks to the health and safety of everyone involved e.g. witnesses, other road users and responders (emergency services etc.)



Trainer to display slide and ask students to consider their actions on arrival at the scene.

Record answers on wipe board

ACE CARD



- Approach
- Caution
- Examine the scene
- Casualties
- Ambulance
- Remove obstructions
- Detailed Investigation





When determining the sequence of actions at collision scenes, officers will find the mnemonic **ACECARD** useful.
(It is described in full in the Authorised Professional Practice (APP) for roads policing)

Please see additional safety handouts on hybrid vehicles

Approach



Risk assess the situation

**Report information
back to the control
room**



Scenes of Road Traffic Collisions are inherently dangerous and continue to pose a health and safety risk for the persons involved, witnesses, other road users and yourself.

It is therefore essential that immediately on arrival you conduct a risk assessment and report information back to the control room (PSC), before making the scene safe for all concerned.

Q. What potential risks might there be?

Answers could include:

- Moving traffic
- Leaking fuel
- Hazardous chemicals
- Ruptured gas, electric or water mains

This is not an exhaustive list. Remember no two collisions are the same and the sources of risk may vary.

Having identified the potential risks you must endeavour to eliminate or reduce those risks.

How this is achieved will depend on a number of factors such as:

- the type of road
- volume of traffic using the road
- the equipment that is available.

If cones, signs, etc. are available make use of them

Dynamic Risk Assessment

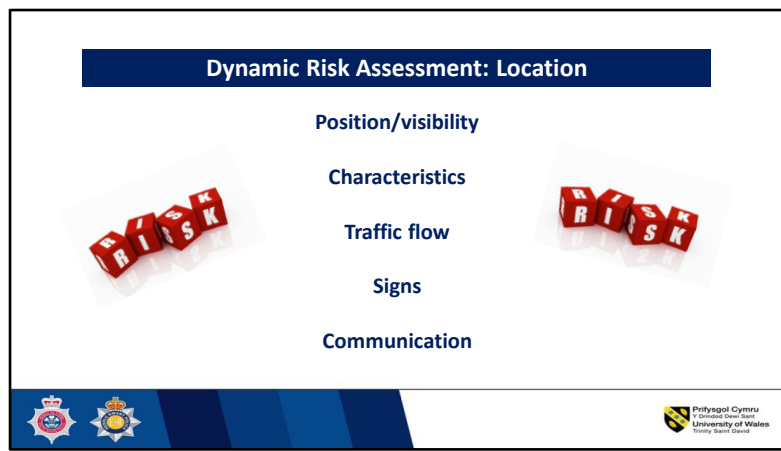
The continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement the control measures necessary to ensure an acceptable level of safety



Officers undertaking a task in relation to a road incident must constantly assess the risks they face.

They must consider all the circumstances involved so that appropriate control measures can be adopted.

This is known as a Dynamic Risk Assessment and adherence to the information obtained from carrying one out should ensure that everything is done to reduce risk of harm to all involved in the incident.



Location:

- **Position/visibility:** is the carriageway position dangerous e.g. in lane three or on a bend?
- **Characteristics:** is the location on an elevated or narrow section?
- **Traffic flow:** is the volume and/or speed of passing traffic an issue?
- **Signs:** are signs close and correctly set to assist?
- **Communication:** Are there any issues in relation to communication? is it effective and are any special arrangements needed between agencies?

Dynamic Risk Assessment: Vehicles	
Number/type	Owner/driver
Suspicion	Occupants
Crime/Intelligence	Lighting
Condition	Recovery
Hazards	







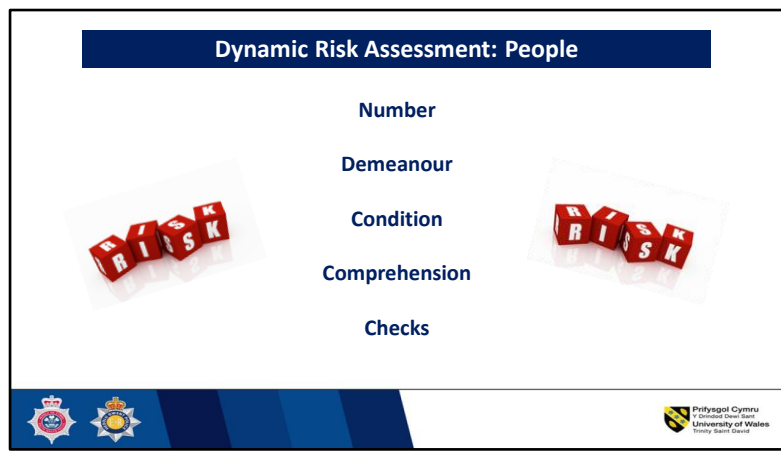

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Vehicles:

- **Number and type** involved
- **Suspicion** - is there anything suspicious about the vehicle or contents?
- **Crime/intelligence** - has the vehicle been involved in any reported criminal activity?
- **Condition** - extent of damage and is any part of the vehicle or load obviously dangerous?
- **Hazards** - in the vehicle or load

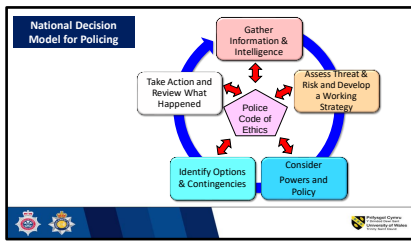
Other hazards

- **Owner/driver** - is the owner/driver present?
- **Occupants** - how many/are all accounted for?
- **Lighting** - is the vehicle unlit during the hours of darkness?
- **Recovery** - Any special recovery requirements?



People:

- **Number** involved
- **Demeanour** – how are they behaving?
- **Condition** - e.g. are they trapped or injured and how badly? Are they sober, drunk, experiencing illness?
- **Comprehension** - are they able to understand instructions or guidance given?
- **Crime** -: has a criminal record PNC check been completed, if so what is the result and are there any warning markers or ?



The use of the National Decision Model (NDM) may assist in conducting a Dynamic Risk Assessment

Trainer to then facilitate the first two elements of the model asking students what they may wish to consider for each stage.

Once an assessment has been completed, the **METHANE** aide-memoire used for major/critical incidents can be used to assist officers in determining initial actions and as a prompt for the relaying information back to the control room:

- **M**ajor incident declared?
- **E**xact location
- **T**ype of incident
- **H**azards present or suspected
- **A**ccess - routes that are safe to use
- **N**umber, type, severity of casualties
- **E**mergency services present and those required



Trainer to display slide and ask students to consider their Dynamic Risk Assessment in relation to the scene and what information they would consider when making their assessment. – Links can be made to the NDM.

The following are areas for consideration:

Location

- Position/visibility – is the carriageway position dangerous, e.g. in lane 3 or on a bend?
- Characteristics – is the location on an elevated or narrow section of the road?
- Traffic flow – is the volume and/or speed of passing traffic an issue?
- Signs – are signs close and correctly set to assist?
- Communication – is it effective and are any special arrangements needed between agencies?
- Constraints – do any physical constraints of the locality make safe working difficult?

Vehicles

- Number and type involved
- Suspicion – is there anything suspicious about the vehicle or contents?
- Crime/intelligence – has the vehicle been involved in any reported criminal activity
- Condition – damage and extent and is any part of the vehicle or load obviously dangerous?
- Hazards in the vehicle or load
- Other hazards
- Owner/driver – is the owner/driver present?
- Occupants – how many/are all accounted for?
- Lighting – is the vehicle unlit during the hours of darkness
- Any special recovery requirements?

Certain types of hazardous vehicle are obvious from their appearance and some may carry warning signs. Officers should also be aware of the less obvious dangers hidden within vehicles, e.g.

Liquid Petroleum Gas (LPG) – increasing numbers of vehicles are being converted to run on LPG. There is no legal requirement for these vehicles to be marked with any visible warnings

Caution

Always wear high visibility clothing

Position Police Vehicles correctly

Use hazard/roof lights

Make use of cones/signs



Wherever possible, when working in a road traffic environment you should wear high visibility clothing

Position the police vehicle correctly so that it can be seen from both directions and is not likely to cause an accident

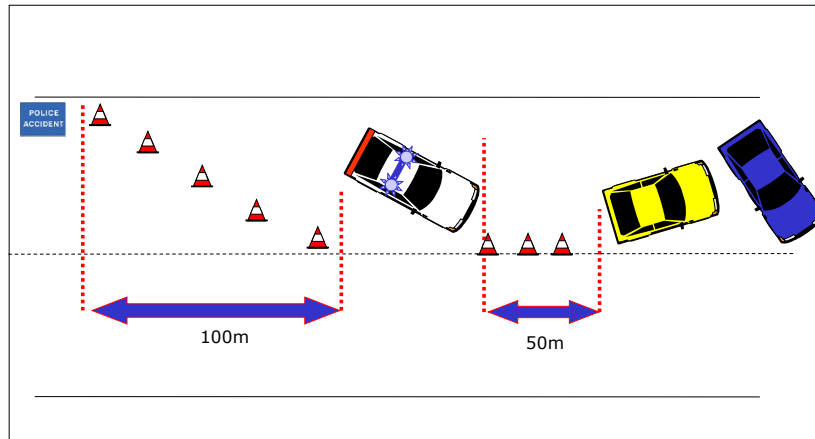
Ensure that the hazard warning and roof lights are in operation on the police vehicle

Try to establish a 'sterile' zone around the vehicles using the police vehicle, cones, and signs where available.

Be aware that as a result of the collision there may be debris, glass, fluids etc at the scene.

Care should be taken to ensure that no injuries are caused as a result of items at the scene.

Caution: Making the Scene Safe



Where practicable, you should position your police vehicle about **50 metres** in front of the vehicles involved in the collision.

Keep the blue lights flashing to warn other drivers.

Place cones from the front of the police vehicle to the vehicles involved. This will create a **50 metre** 'sterile' area in which to work.

If you have sufficient cones place them in a diagonal line from the side of the road, at a point approximately **100 metres** from the police vehicle.

When placing cones you should walk out from the rear of the police vehicle, facing oncoming traffic and place the furthest cone first.

Walk backwards placing cones until you reach the rear of the police vehicle.

DO NOT turn your back on on-coming traffic.

If you have one place a traffic sign at the beginning of the accident scene.



Securing and Preserving Evidence

- Position Police Vehicles correctly
- Make use of cones/signs/cordons
- Control access to and from the scene





An incident scene must also be effectively secured to preserve potential evidence. Consideration should take into account that there may be potential disturbance by humans, animals or the weather.

When securing the scene, a firm link can be made with the actions carried out to make the scene safe. Officers should ensure that the signs, cones, cordon tape and lighting are placed in the correct manner.

Any equipment used should be checked periodically to ensure that it is still in the correct position i.e. it has not been moved by passing traffic or a gust of wind.

Remember that equipment must be placed to maximise its aim which is to ensure safety and security.

The quality of the initial investigation into a collision or other incident is a significant factor in gathering material that assists the police in identifying how it occurred.

The first opportunity to locate and gather material may be the only opportunity.

Scenes that are not properly secured will deteriorate quickly – witnesses who are not identified and interviewed immediately may discuss events with others and thus contaminate their recollection of the event, or may leave the area and be impossible to trace later.

The police are responsible for controlling all traffic and personnel movements in support of the investigative role within the parameters of the immediate scene.

Where it is necessary to stop, direct or divert traffic, officers have the following powers:

Sec 163 Road Traffic Act 1988 in relation to stopping vehicles

Sec 35 Road Traffic Act 1988 in relation to directing traffic

Sec 67 Road Traffic Regulation Act 1984 in relation to closing roads and creating diversions.



The quality of the initial investigation into a collision or other incident is a significant factor in gathering material that assists the police in identifying how it occurred.

The first opportunity to locate and gather material may be the only opportunity. Scenes that are not properly secured will deteriorate quickly, witnesses who are not identified and interviewed immediately may discuss events with others and thus contaminate their recollection of the event, or may leave the area and be impossible to trace later.

The 'Golden Hour' is a term for the period immediately following the commission of an offence when material is abundant and readily available to the police.

Positive action in the period immediately following the report of a crime minimises the attrition of material and maximises the chance of securing evidence that will be admissible in court.

This is a short hand term that describes many actions.

Securing and Preserving Evidence
'The Golden Hour Principles'

- Victims
- Scenes
- Suspects
- Witnesses
- Log

- Family/Community
- Physical evidence
- Intelligence
- Prevent contamination
- Lines of responsibility







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Victims - You will need to identify victims and preserve the scene quickly so that evidence is still fresh and undisturbed.

Scenes – Identify, preserve, assess and commence log. For example, blood stains, foot prints etc. may need to be covered in poor weather conditions.

Suspects – Identify, arrest and preserve any evidence. For example, weapons they have used, blood stained clothing.

Witnesses – Identify, support and prioritise. They will need to be interviewed while their recollections are still clear in their mind. Record first account and any descriptions of suspect(s) provided.

Log – Decisions and rationale, circumstances, resources and conditions

Family/Community – identify, inform, primary support (needs, concerns,

expectations, sensitivity)

Physical evidence – preservation (CCTV), public transport, escape routes, ambulances, hospitals

Intelligence – identify, prioritise, maximise, exploit and consider

Prevent contamination – victims, scenes, witnesses, suspects

Lines of responsibility – identify, inform, brief, coordinate and review

Positive action in the ‘Golden Hour’ minimises the risk of evidence being lost or tampered with and therefore maximises the chance of securing evidence that will be admissible at subsequent court hearings

Examine

C - Casualties



O - Obstruction



W - Witnesses



Having made the scene safe and assessed the situation there are three things that must be considered.

This can be remembered by the use of the mnemonic **COW**

C – Casualties – persons injured

O – Obstruction – danger or hindrance caused by vehicles, debris or injured persons

W – Witnesses who can say what happened

The order in which you deal with these will vary depending on the circumstances.

Although **COW** is the best way to deal with things it might be that the only injury is a minor cut but debris from the collision is causing danger to traffic using the opposite carriageway of a dual carriageway.

Casualties

- How many?
- What are their injuries?
- Are all casualties visible?
- Has anyone left the scene?
- Provide First Aid

On arrival at the scene of a road traffic collision do not accept the obvious, or necessarily what you are told.

Use your powers of observation and always ask questions

People who are injured or in shock do not always think or behave rationally

When assessing casualties the following information should be ascertained

Officers should make a dynamic risk assessment of:

- risk to human life/serious injury – are emergency first aid/ambulance required? It is our responsibility to preserve life

How many casualties are there?

- Who are they?**

- What is the nature of their injuries?** – fatal/life threatening, serious, minor etc - do they require immediate medical treatment

****If you suspect there are fatalities/serious injuries then a Supervisor should be informed immediately and assistance from Roads Policing Unit officers should be sought as a matter of urgency****

Are all casualties visible? – Injured persons may have been thrown out of a vehicle as

a result of the impact and may be some distance from the immediate collision scene. Young children or infants may be trapped in a vehicle and out of immediate view. Physically check inside the vehicles, if safe to do so, as there have been cases where people have died as a result of their injuries because they were not found.

Provide First Aid – if necessary be prepared to give first aid and find out whether persons wish or need to go to hospital.

Trainer to briefly discuss priorities of casualties:

Airway

Breathing

Bleeding

Breaks

Burns

If you think that they need to go to hospital, but they are reluctant, try to persuade them to go for reassurance



QTS- What specialist services and agencies can you think of who can assist us when dealing with RTCs?

Police may need specialist assistance to access casualties (e.g. cutting or lifting equipment)

Major incident procedure may need to be followed

There are a number of services and agencies that can assist when dealing with road traffic collisions

The following is by no means an exhaustive list:

Ambulance Service – assistance in dealing with casualties

- **Fire & Rescue Service** – they are the experts in rescuing persons trapped in vehicles, dealing with vehicle fires and chemical spillages
- **Highways Agency** – can assist with signage and setting up diversions
- **Serious Collision Investigation Unit** - The Serious Collision Investigation Unit, part of Roads Policing, is responsible for the investigation of all fatal and life changing road

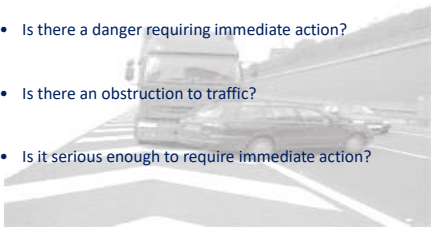
traffic collisions.

-
- **Vehicle Recovery Agencies** – removal of damaged vehicles
- **Media** – can assist in informing other road users of delays, diversions and can help in tracing witnesses to serious collisions

Requests for assistance from any of these agencies can be made via the Control Room who will have the relevant contact information.

Remove (the obstruction)

- Is there a danger requiring immediate action?
- Is there an obstruction to traffic?
- Is it serious enough to require immediate action?







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If, on arrival at the scene of the collision an immediate or potential danger is perceived, then action must be taken.

Ask yourself:

- Is there danger requiring immediate action?**
- Is there an obstruction to traffic?**
- Is it serious enough to warrant immediate action?**

It may be possible to get bystanders to assist you, perhaps by getting them to warn oncoming traffic or if qualified, to tend to the injured.

Whatever you ask them to do you **MUST NOT** put them in danger

You **MUST NOT** use members of the public to direct traffic as they have no legal power to do so.

When considering the question of obstruction you may decide that it is not necessary to move the vehicles involved.

Sometimes they can provide protection from other traffic for an injured person on the road who cannot be moved until the arrival of the ambulance.

The position of the vehicles after a collision are important in establishing what happened and which tyre marks or other marks were made by which vehicle and by which wheels.

On arrival at the scene of a collision it is important to establish whether the vehicles

have been moved. If a vehicle has been moved then its current position provides no evidential value.

If the vehicles have not been moved, they should not be permitted to do so except to save life or in some emergency



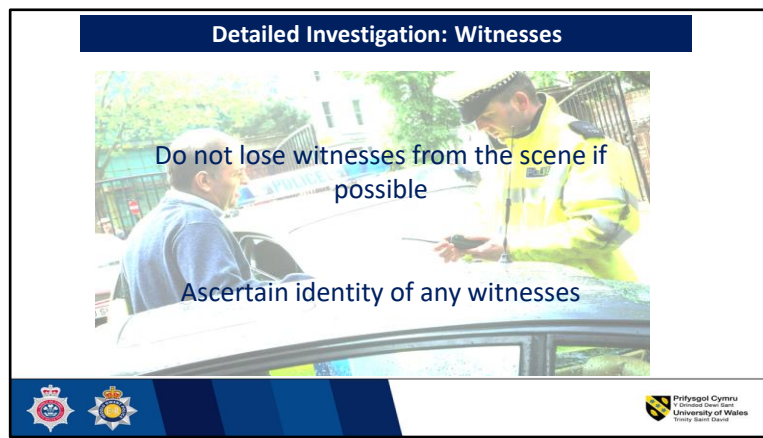
Having dealt with any casualties and secured property/evidence, an initial investigation in the cause of the incident or collision can commence.

This initial stage will usually involve identifying the groups of people from which information can be gathered.

These are:

- Witnesses
- Victim(s)
- Suspects (where relevant)

Whatever group the source of information falls into, they must always be treated with respect, making allowances for equality and diversity issues.



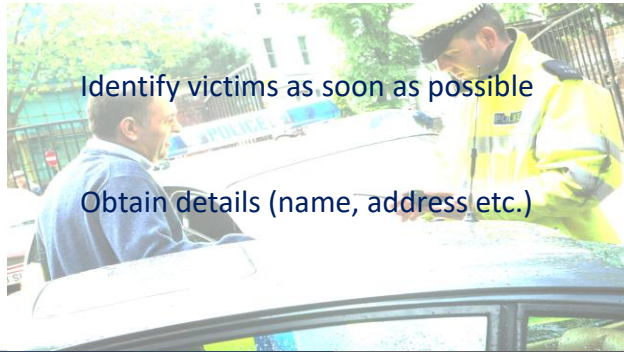
Witnesses are a primary source of information after an incident. Most people who have witnessed an incident take place are keen to relay what they have seen and heard to a police officer. However, at some scenes, depending on location and time of day, there could be several witnesses and it may not be practical to interview them all at the scene.

In addition, some witnesses may need to leave the scene before they can be interviewed. In either event, it is important to record their names, addresses and telephone numbers and arrange interviews as soon as possible while the events are still fresh in their memory.

The incident may also have been witnessed by people in queueing vehicles, who may not come forward voluntarily. Vehicle registration numbers of queueing vehicles should be recorded so that owners can be traced and contacted at a later date.

The best witnesses are independent, i.e. those not directly involved in the collision. Their evidence is highly valued by the courts.

Detailed Investigation: Victims



Identify victims as soon as possible

Obtain details (name, address etc.)



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An incident on the road can create victims and have serious consequences, depending on its type.

People may have died or been seriously injured as a result of the incident. Others who have witnessed a traumatic incident may also be victims.

All victims should be identified as soon as possible. It may not be appropriate to interview a victim immediately following the incident, so details (name and address etc.) should be taken for later action.

Detailed Investigation: Suspects



Many traffic collisions/incidents are caused by people not driving to the required standard. This can be for a number of reasons, for example using a mobile phone while driving, exceeding the speed limit, or driving having consumed a level of alcohol above the stated limit. Lack of concentration may be linked to driver fatigue or distractions when driving, and can be a cause of collisions.

All suspects and their vehicles are potential sources of evidential value, so consideration should be given to general forensic issues in order to limit the risk of cross contamination, where possible. For this reason it is recommended that suspects and their vehicles are kept separate at the incident preferably by officers who have not been involved in the initial response.

All drivers involved in a collision must be subject to a breath test and it should be considered where there has been driver impairment through drugs use. These tests should be carried out by officers who have received drug recognition training (DRT) and field impairment testing (FIT).

It is important to remember that before asking any questions of a suspect regarding an incident, PACE Code C dictates that a person must be cautioned

Post Incident De-brief

- Examine and review information
- Assess and evaluate actions
- Health, Safety & Welfare



Following an incident, officers attending it will probably be involved in some way in the subsequent investigation. Any investigation will yield potential sources of intelligence that can either be used immediately or in the future.

All items and sources of intelligence should be submitted using the processes described in local force policy.

Officers should be aware that once the investigation is completed, a court case may follow (usually Crown Court, Magistrates Court or Coroners Court).

For this reason, it is of the utmost importance that officers have an understanding of the rules and procedures surrounding the retention, continuity and disclosure of evidence in accordance with Sec 23(1) Criminal Procedure and Investigations Act (CPIA) 1996

The post incident review is carried out to :

Examine and review information/actions at incident

Operational practice to inform lessons learned which will contribute to actions being improved for use in the future

Any health and safety and welfare issues that have arisen from being involved in the incident, including:

- The effects of stress and how to identify and deal with it
- Information on where to seek assistance and advice if required.

Dash cams can provide valuable information in a court case that would otherwise have been left to testimony and conjecture. The first UK jail sentence handed out off the back of incriminating dash cam footage was in 2015. The dangerous driver wasn't caught red-handed by police, but instead was only arrested after police were shown dash cam footage from a concerned citizen.

In 2017, dash cam footage helped in the cases of a Humberside hit-and-run, a Yorkshire dangerous driver, a West Yorkshire road rage attack, a Surrey roadside scam and a West Midlands carjacking - and these are just the ones we know of. You'll often see dash cam footage on local news websites as communities use it to work on tracking down law-breakers. Police have also begun using dash cam footage to help in pleas for witnesses.

Telematics evidence used to identify and successfully defend claims arising from a suspected staged accident, saved insurers £1/4m. The telematics data suggested that the collision occurred some distance from that alleged by the six Claimants. In the run up to trial, two Claimants discontinued and another was struck out. The remaining Claimants discontinued just before the trial was about to start. Investigations revealed a cluster of collisions with significant similarities between 2009 and 2011. The sequence of claims was broken as a result of this investigation.

Annual road casualty statistics are published twice each year. Main results are published in June for the first release of key statistics, and the annual report is released in September for detailed data and analyses. Most of the statistics are based on road accidents reported to the police (Stats19). These provide detailed statistics about personal injury road accidents, vehicles and casualties involved.

STATS19, which is the set of data which has to be collected by a Police Officer when an injury road accident is reported to them.). It is for the use of police forces and local authorities (and their agents) where data is not collected by a police force using CRASH software.

