



Objectives:

1. Identify the risks to physical health to all persons within the roads policing environment
2. Identify the effects of driver fatigue, vulnerability factors including how to minimise their effects and other risks to mental health within the roads policing environment
3. Describe how to reduce risks of physical injury and stress.
4. Describe how to stop vehicles safely
5. Explain the role of partner agencies in dealing with road related incidents
6. Describe the role and function of Family Liaison Officers in roads policing incidents

Roads Policing

Health & Safety risks
within the roads
policing environment

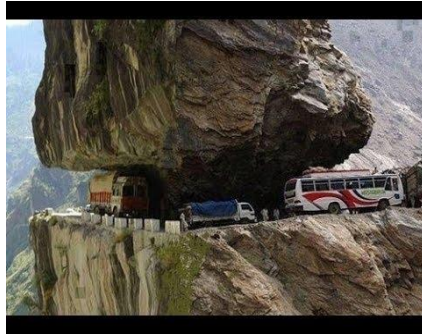
Partner agency roles

Role & function of
family liaison in roads
policing incidents



Health & Safety

What are the risks posed to you, your colleagues & the public within the roads policing environment?



Trainer to pose the question “**What are the risks posed to you, your colleagues and the public within the roads policing environment?**” to the class.

Trainer to ask for answers and write them on the whiteboard in a mind map style.

Once this has been completed trainer to reveal slide 4.

'Road Wars' traffic police officer killed in car crash.

Dozens of people posted on Facebook to describe Pc James Dixon as 'one of the best'.



Policeman killed by lorry on motorway.

PC Mark Goodlad was struck while helping a woman whose car had broken down on the hard shoulder of the M1 near Wakefield.



Police officer and woman die in Sheffield car crash.

Man aged 46 who was driving police car and 61-year-old woman die after collision on A57 at about 8.15pm on Christmas Day.



This slide outlines some of the risk involved in roads policing from historic cases.

May require a health warning re upsetting content re cases where officers have been killed..

As with all areas of life, the roads environment presents some common and unique risks to the health and safety of people; police officers, partners and the public alike.

Before undertaking duties on the roads, all officers and staff must have received appropriate health and safety training, including first-aid:.

These skills should be refreshed regularly, in accordance with force policy.

Risks to Physical Health



Long periods of exposure to inclement weather when dealing with incidents or when on routine foot patrol



Danger from other traffic when dealing with incidents



The risk of injury if manual handling guidelines are not followed correctly at incident scenes & debris scenes



Risks to physical health.

There are many risks to the physical health of personnel involved in policing the roads, including:

- Long periods of exposure to inclement weather when dealing with incidents or when on routine foot patrol
- Danger from other traffic when dealing with incidents
- The risk of injury if manual handling guidelines are not followed correctly at incident scenes and debris incidents.

Trainer to reveal each slide and then discuss the details with the class in the context of health and safety risks to the public and themselves as police drivers and road users.

Driver Fatigue



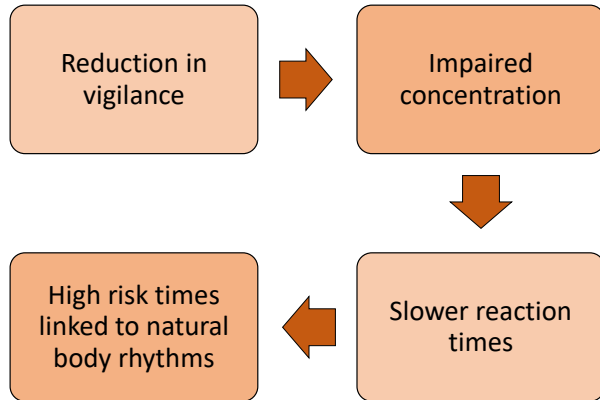
Driver fatigue is an extremely important risk factor in road crashes



Police officers, especially those who work shifts, & spend a large part of their working day driving are more susceptible to fatigue & should be alert to the effects of tiredness on driving ability



Driver Fatigue: The Effects



The effects of fatigue on driving include a reduction in the ability to maintain vigilance, impaired attention, and slower reaction times to actual or developing hazardous events on the road.

There appears to be particularly high risk times to be driving which seem to be linked to the natural bodily circadian rhythms when we are 'programmed' to be asleep.

These high risk times are between 0200hrs-0300hrs, 0600hrs-0700hrs and 1600hrs-1700hrs.

Driver Fatigue: Vulnerability Factors

Undiagnosed or untreated sleep disorders

Use of sleep-inducing drugs

Incorrect & poorly adjusted vehicle seating position

Shift workers or drivers who drive for long periods

Lack of adequate rest (<6 hours of sleep)

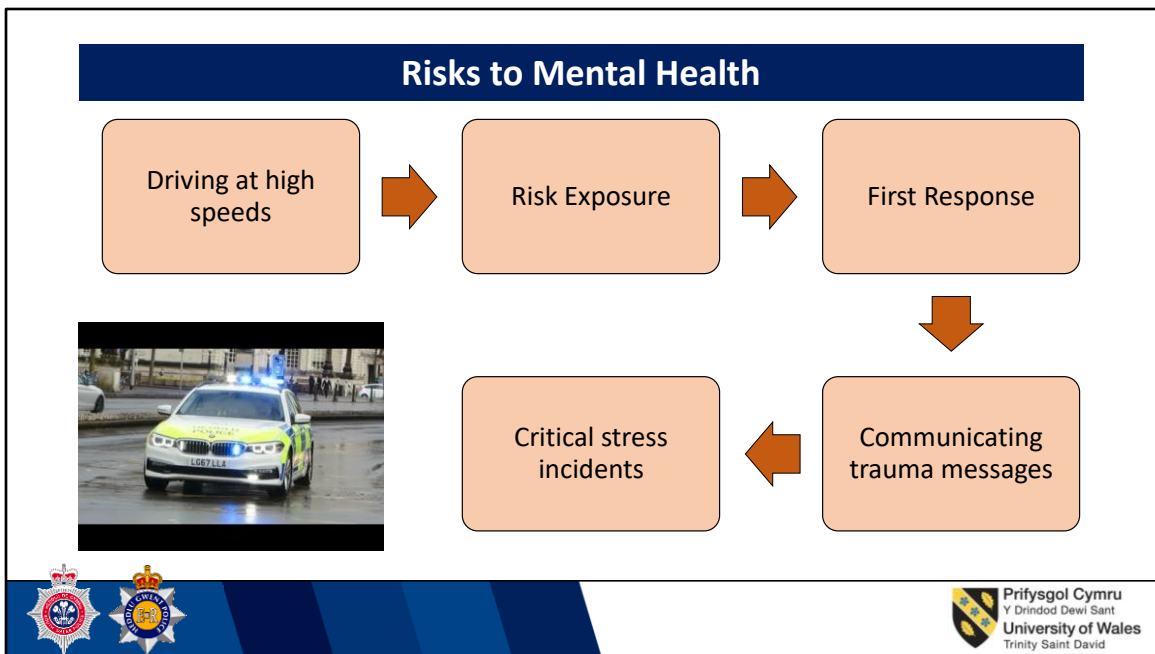
A high frequency of night driving

Gender & age. Males under 30 are at higher risk of fatigue than females



You can minimise the effects of driver fatigue by:

- Being aware of the signs of tiredness when driving, for example; lack of concentration and slower reaction rates
- Taking regular breaks
- Being careful in the use of medicines prior to and when driving
- Food consumption; heavy meals can make a driver feel sleepy and hasten the onset of fatigue
- Preparing adequately for working outside normal routine hours.



Driving at high speeds: Driving, (or being a passenger), at high speeds can, over time, have a negative effect on an individual

Risk Exposure: Whilst employed in the roads environment personnel should be constantly aware of risks to their own and colleagues' health and safety. This could include, for example, factors such as exposure to inclement weather conditions over long periods of time, the risk of collisions when dealing with incidents, and fatigue or lack of concentration due to long hours of duty.

First Response: There may be times when you will be called to be first responder to a wide range of incidents. Difficult traffic or weather conditions, navigation problems, lack of advance information about an incident and time pressure can all contribute to the creation of stress.

Communicating the trauma message: Dependent on local force policy, if the Family Liaison Officer is unavailable, the task of delivering the trauma message to the family of a victim may fall to another officer who has attended the incident.

Critical Stress Incidents: Dealing with the aftermath of serious road traffic collisions may well be a major stressor. Stress can arise from repeated exposure to distressing incidents and aspects of a current situation could prompt the recall of upsetting memories.



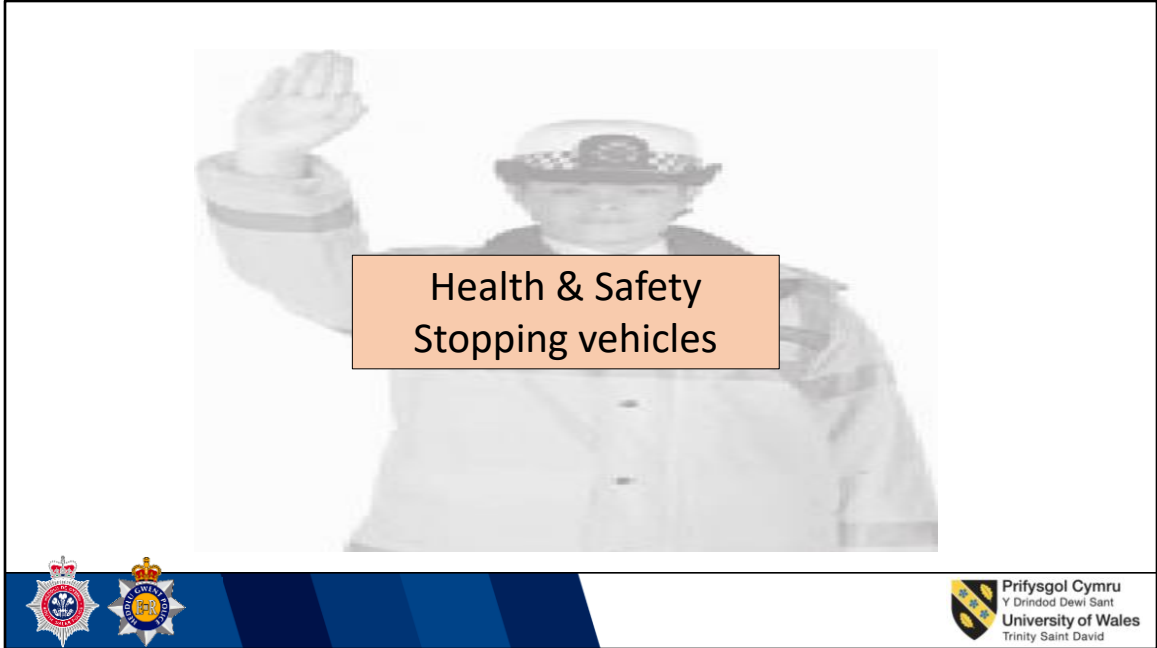
Health & Safety Reducing the risks



Reducing the risk of physical injury and stress.

Many of the risks to physical injury can be reduced by adhering to force and national policies that provide guidance on:

- Effective and safe working practices that are reinforced by appropriate training regimes; for example; the requirement to use appropriate clothing and approved equipment
- Ensuring any vehicles used are checked properly prior to use to ensure that they are safe to use and contain sufficient, well-maintained equipment, suitable for dealing with incidents
- Utilising cordoning and signing equipment, together with available lighting to enhance the safety of all involved at the scene of an incident
- Where it necessary to stop a vehicle (driven by another person), doing so in a safe manner, using the recognised signals to do so.



What to consider when stopping a vehicle on a road:

Once the decision has been made to stop a vehicle on the road, a number of things need to be considered, all of which should be underpinned by a dynamic risk assessment. The main factors to think about and act on are:

- Using the correct arm and hand signals to stop the vehicle
- Minimising the risk of the vehicle obstructing other traffic and road users; consider removal from the carriageway.

There are additional considerations where the vehicle is suspected of being involved in terrorism or believed to be carrying firearms, drugs or vulnerable people: specialist advice should be sought in these situations.

Partner Agency Roles in Roads Policing



Many incidents on the road can be dealt with by those directly affected and without the need to involve the police.

Others will need a police officer to attend and take action; from initially administering first aid where required, to carrying out initial investigations into the cause of a collision.

At incidents where other specialist resources (personnel and equipment) are required, the involvement of partner agencies should be considered.

Partner Agencies

Police have primacy for incidents involving:-



Injury or death

Criminality

Threats to public order
or safety

Significant
coordination of
emergency services



In order to successfully engage in effective professional partnerships it is important to recognise who your partners are, so as to gain a greater understanding of the roles they carry out, their relevance to your duties, and the ways in which they can work alongside you.

Group Work



Group work.

Group to be split into 4 sub-groups and allocated 4 partner agencies each.

The sub groups are then to be given 15 minutes to research the role of their allocated agencies.

Once researched they will present their findings to the rest of the class in a format chosen by the trainer (e.g. flipchart/discussion etc.).



Ambulance Service:

The Ambulance Service is the emergency response wing of the National Health Service (NHS) and has two main functions:

- An accident and emergency paramedical function
- The patient transport service function which transfers patients with particular needs, such as help with mobility, to and from their hospital appointments.

There are currently 11 NHS ambulance trusts in England; Scotland, Wales and Northern Ireland have their own separate ambulance services.

Fire and Rescue Service (FRS)

In relation to incidents on the roads, the FRS is responsible for rescuing and protecting people from serious harm in the event of road traffic accidents. They also have powers to:

- ☐ Move or break into a vehicle without the consent of its owner
- ☐ Close a highway
- ☐ Stop and regulate traffic
- ☐ Restrict the access of persons to premises or a place.

Driver and Vehicle Licensing Agency (DVLA)

The DVLA holds data on drivers and vehicles for the UK. Much of the data it holds is on the Police National Computer (PNC), which in turn updates details held by the DVLA such as lost/stolen reports and disqualified drivers. The DVLA has a police liaison and support group (PLSG) and each force has nominated DVLA liaison officers. The PLSG are able to provide other services to the police through a direct police liaison telephone number. These include:

- ☐ Detailed vehicle and driver histories, including microfilmed documentation
- ☐ Examination of suspected forged driver or vehicle documents
- ☐ Procedural and operational queries
- ☐ INTERPOL stolen vehicle database
- ☐ Sharing of intelligence through a dedicated intelligence unit

Administration of the misrepresented numbers scheme

- ☐ Administration of the register of number plate suppliers
- ☐ A central point for all data in respect of the national driver improvement and speed awareness schemes

- Access to the European car information system.

The Driver and Vehicle Standards Agency (DVSA)

The DVSA has a broad range of responsibilities, including processing applications for licences to operate Lorries and buses and operating testing schemes for all vehicles. The agency also enforces vehicular law to ensure vehicles comply with legal standards and regulations.

The agency will also enforce drivers' hours and licensing requirements in addition to providing training and advice for commercial operators. They investigate vehicle accidents, defects and recalls and run tests for instructors of large goods vehicles and driver trainers.

Traffic Wales

Traffic Wales is the Welsh Assembly company charged with operating, maintaining and improving Wales' trunk and major roads.

They provide Highways England Traffic Officers to manage congestion, remove obstructions and assist vulnerable road users. They also undertake traffic management:

- At the scene
- Beyond the scene, including
- The approach to the incident
- The tactical, regional and wider strategic road network
- Of diversionary routes, including activities and actions to discharge their responsibility to inform motorists, through a range of technologies, of incidents that have occurred, the impact on the road network and alternative travel information.



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Local Highway Authority

The local highway authority is responsible for:

- Managing and maintaining roads within their area, excluding those that form the strategic road network
- Managing traffic
- Event planning
- Supporting the police in incident management.

Motor Insurers' Bureau (MIB)

Any company offering motor insurance in the UK must be a member of the Motor Insurers' Bureau. As a member they will contribute to the MIB levy and supply data to the Motor Insurance Database which can be used as a source of reference for insurance-related enquiries from police officers and staff. The MIB operates as a centre of excellence to:

- Significantly reduce the level and impact of uninsured driving in the UK
- Compensate victims of uninsured and untraced drivers fairly and promptly
- Provide asset management and specialist claims services.

Department for Transport (DfT)

The DfT is a government agency that works with other agencies and partners to support the transport network that helps the UK's businesses and gets people and goods travelling around the country by:

- ☐ Providing policy, guidance, and funding to English local authorities to help them run and maintain their road networks, improve passenger and freight travel, and develop new major transport schemes
- ☐ Investing in, maintaining and operating around 4,300 miles of the motorway and trunk road network in England through the Highways England
- ☐ Setting the strategic direction for the rail industry in England and Wales – funding investment in infrastructure through Network Rail, awarding and managing rail franchises, and regulating rail fares
- ☐ Improving English bus services through funding and regulation

Traffic Commissioners

Traffic Commissioners are responsible for the licensing and regulation of those who operate heavy goods vehicles, buses and coaches, and the registration of local bus services. They are assisted in this work by deputy Traffic Commissioners, who preside over a number of public inquiries. Their shared priorities include:

- ☐ To ensure that people operating HGVs and PSVs are reputable, competent, and adequately funded
- ☐ To encourage all operators to adopt robust systems, so that there is fair competition

and that the operation of goods and public service vehicles is safe

- ☐ To consider on behalf of the Secretary of State for Transport the fitness of drivers or those applying for passenger-carrying vehicle or large goods vehicle driving licences based on their conduct
- ☐ To consider, and where appropriate impose, traffic regulation conditions to prevent danger to road users and/or reduce traffic congestion and/or pollution
- ☐ To ensure public inquiry proceedings are fair and free from any unjustified interference or bias
- ☐ To engage with stakeholders – listening to industry, meeting with local authorities, trade organisations, passenger groups and operators and presenting seminars.

Crown Prosecution Service (CPS)

The Crown Prosecution Service is the Government Department responsible for prosecuting criminal cases investigated by the police and other investigating bodies in England and Wales. As the principal prosecuting authority in England and Wales, they are responsible for:

- Advising the police on cases for possible prosecution
- Reviewing cases submitted by the police
- Determining any charges in more serious or complex cases
- Preparing cases for court
- Presenting cases at court.



Health and Safety Executive (HSE)

The HSE is the national independent watchdog for work-related health, safety and illness. They are an independent regulator and act in the public interest to reduce work-related death and serious injury across Great Britain's workplaces. The police investigate all at-work road deaths (and incidents likely to result in death) and maintain primacy under road traffic legislation. The definition of 'at-work', in these circumstances, excludes commuting journeys between home and normal work place. The police alert the Health and Safety Executive where, on the basis of their investigation, they believe the HSE should become involved in a road death investigation. If in doubt, the person leading the investigation should discuss the circumstances with the HSE. After this discussion, the HSE decides whether it should make initial enquiries and/or investigate, and advises the police. If the HSE undertakes an investigation it liaises with the police throughout, in accordance with existing protocols.

Recovery Operators

Recovery operators may be engaged in the routine removal of broken-down and seized vehicles, and the clearing of the scene of a road incident. When recovery of vehicles (and their loads, where applicable) is likely to be required, the police incident commander consults with the highways authority and recovery operator at the earliest opportunity, in accordance with principles of CLEAR (Collision, Lead, Evaluate, Act and Re-open) Force control rooms should advise the recovery operator of:

- ☐ Any hazards relevant to their operation at the scene
- ☐ The full details of vehicles and any loads
- ☐ The location of vehicles and any load
- ☐ The condition of the vehicle(s), including damage, to enable the correct type of lifting equipment to be used
- ☐ Any special requirements for recovery, e.g. forensic preservation.

Recovery operators are responsible for ensuring that their staff are fully trained to use the equipment, in compliance with health and safety legislation.

Independent Office for Police Complaints (IOPC) – formerly the Independent Police Complaints Commission (IPCC)

Police-related road deaths and life changing injuries must be referred to the IOPC, which may decide to send an investigator to the scene. The IOPC determines the mode of investigation necessary, based on the circumstances of incidents. Early collision scene management and fast-track actions are always determined by the host force, by necessity. The need for swift examination means that the management of the scene automatically falls to the local force.

A protocol for the early deployment of road policing investigative assets from a police force to the IOPC has been agreed between national policing business area leads and the IOPC.

A police-related road death may also need to be notified to the HSE and, if so, the HSE will confirm its interest and level of involvement at an early stage.

Rail Accident Investigation Branch (RAIB)

The RAIB is the independent railway accident investigation organisation for the UK. It investigates railway accidents and incidents on the UK's railways to improve safety, not to establish blame.

British Transport Police (BTP)

The British Transport Police (BTP) are the national police force for the railways, providing a policing service to rail operators, their staff and passengers throughout England, Wales and Scotland. They are also responsible for policing the London Underground system, Docklands Light Railway, the Glasgow Subway, the Midland Metro tram system and Croydon Tramlink. BTP will often become involved in incidents in close proximity to the rail network, e.g. at level crossings etc.

Experian

Experian can provide essential intelligence on a vehicle's history and identity and has access to information such as:

- Vehicle Registration Marks (VRM)
- Vehicle identification numbers versus VRM checks
- Date of first registration

The Role & Function of the Family Liaison Officer within Roads Policing

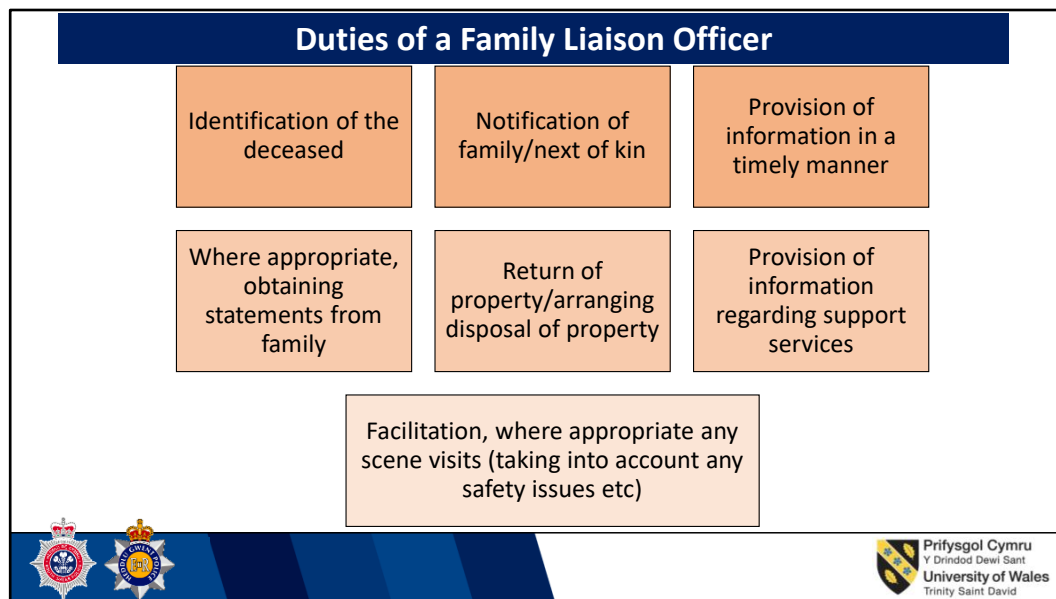




In the unfortunate event that a person is killed on the road, a Family Liaison Officer (FLO) is often appointed whose main purpose is to act as a link between the investigation team and the family of the deceased.

In the event of multiple deaths, the FLO may work in a team managed by a Family Liaison Co-ordinator (FLC).

In broad terms, the role of a FLO revolves around ensuring families are treated appropriately, professionally and with respect for their needs, whilst maintaining close liaison with the Senior Investigating Officer (SIO).



Duties of an FLO can include:

- Identification of the deceased
- Notification to family/next of kin
- Provision of information in a timely manner
- Where appropriate, obtaining statements from family
- Return of property/arranging disposal of property
- Provision of information regarding support services
- Facilitating, where appropriate, any scene visits (taking into account safety issues etc.).

A FLO is not there to counsel a victim's family, even if they are qualified to do so.

However, they are able to provide information about the sources of support a family can seek; some of these are described on the next slide.

Other Agencies & Charities

Brake

Roadpeace

Support & care after road death or injury

The child death helpline

Trauma aftercare trust

Victim support

Samaritans

Cruse bereavement care

The compassionate friends

National association of bereavement services





The groups described on the slide are a useful and invaluable source of support and information for those affected by injury and death, both public and police officers:

