

Roads Policing

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Policy Statement

Summary

The NPCC (2018) Policing our Roads Together: A 3 year strategy 2018 – 2021 prioritises the following:

- Reducing road casualties;
- Disrupting criminality;
- Countering terrorism; and
- Patrolling the roads

West Yorkshire Police (WYP) supports the NPCC strategy through the West Yorkshire Police Roads Policing Strategy 2019 - 2022. This policy relates to the various units within Operational Support that form part of the Roads Policing response options for West Yorkshire Police. This policy is in compliance with the Authorised Professional Practice (APP) for Roads Policing.

The aim of this policy procedure is to explain:

- The training and deployment criteria for Roads Policing officers;
 - The responsibilities of the Senior Leadership, Team Operations Support in respect of Roads Policing;
 - The role of the various other teams that contribute to Roads Policing within Operations Support; and
 - The processes to follow regarding events held on the highway, moving abnormal loads, escorting ambulances and assisting partner agencies.
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Scope

This policy applies to all police officers and police staff, particularly those with Roads Policing responsibilities.

Roles and Training

Qualified Roads Policing Constable

- A qualified Roads Policing Constable is an officer who has successfully completed the Roads Policing Constable Development portfolio. To ensure compliance with NPoCC standards the WYP portfolio requires candidates to have achieved competence in the following:
 - Advanced driver;
 - Traffic law course (Parts 1 – 3);
 - 'Fast Roads' trained and demonstration of competence to deploy onto the Motorway and other fast roads; and
 - Tactical Pursuit & Containment (TPAC).
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- Qualified Roads Policing Sergeant**
- A qualified Roads Policing Sergeant is an officer who achieves the required competency for Constables (above) with the additional required competencies of:
 - Road Death Senior Investigating Officer; and
 - Tactical Pursuit & Containment (TPAC) tactical advisor.
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- Training and Qualification**
- Learning & Organisational Development hold primacy on decision making for officers and staff ability to pass courses/obtain qualifications in relation to the role of a Roads Policing Officer.
 - In the event of a candidate being unsuccessful on their 1st attempt at a course, it will be customary for them to be provided with a suitable development plan and provided with the opportunity to action that plan prior to applying for a 2nd attempt.
 - Unless there is an intervention by Learning & Organisational Development, candidates for Roads Policing based courses will have a maximum of 2 attempts to successfully qualify in that skill.
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Types of Response

- Emergency Response**
- Roads policing units can provide a response to emergency graded calls where there is:
 - An immediate threat to life or limb;
 - A possibility of violence to persons or property;
 - A serious offence in progress;
 - A suspect at the scene or an early arrest is likely;
 - A road collision involving injury; and
 - An intruder alarm as determined by the district control room.
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- Routine Response**
- Roads Policing Officers must not be used for routine, non-priority District response issues which may take them away from performing their primary role.
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- Tasking**
- Roads Policing Officers are tasked through the Ops Support SLT in line with the NPCC 4 priorities:
 - Reducing road casualties;
 - Disrupting criminality;
 - Countering terrorism; and
 - Patrolling the roads.
 - Specific tasking requests for Roads Policing Officers must be made via the OSDC tasking request process.

Collisions and Fatal Collisions

- Roads Policing Officers are primarily responsible for providing the West Yorkshire Police investigative response for all Road Traffic Collisions other than those resulting in a fatality.
- In the event of a fatal RTC Officers from the Major Collision Enquiry Team (MCET), Protective Services – Crime will take primary lead following a detailed and adequate handover from a Roads Policing Senior Investigating Officer.
- Please refer to the policies on Collisions and Fatal and Potentially Fatal Collisions for further information.

Motorways

Information

- A motorway is defined by Schedule 1 Traffic Signs Regulations and General Directions 2016 as “A special road which can only be used by specified classes of traffic.”
- The following Motorways falling within the geographic boundary of West Yorkshire and highlight the different complexities and challenges of 21st century traffic solutions:

Motorway	Notes
A1(M)	National speed limit traditional motorway with at least 3 running lanes and hard shoulder.
A1 (Not Motorway)	National speed limit dual carriageway intermittent hard shoulder.
A58(M)	40mph speed limit Leeds Inner Ring Road 2-lane motorway.
A64(M)	40mph speed limit Leeds Inner Ring Road 2-lane motorway.
M1	All Lane Running (ALR) variable speed limit from Jct. 39 – J.42. Outside of those junctions; national speed limit traditional motorway with at least 3 running lanes elsewhere.
M606	National speed limit traditional motorway with at least 3 running lanes and hard shoulder.
M62	Dynamic Hard Shoulder (DHS) & ALR variable speed limit from Jct.25 – J.30. Outside of those junctions; national speed limit traditional motorway with at least 3 running lanes and hard shoulder.
M621	National speed limit from J.27 M62 to J.1 M621.

	50mph limit elsewhere. Running lanes vary from 1 to 3 but hard shoulder present.
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Use of Motorways

- Any West Yorkshire Police employee with the correct driving licence categories and force driving permit may use the Motorway network for routine business journeys.
- Only qualified Roads Policing Officers (and Roads Policing aides in the company of a Roads Policing Officer) will be specifically tasked to patrol the Motorway network and respond to incidents.
- Should other WYP individuals encounter an incident whilst using a motorway, they must conduct a dynamic risk assessment and follow the advice from Driver Training. Please refer to the following guidance Driver Training Essential Guide to Fast Roads.
- When it is not safe to stop (such as use of covert/unmarked vehicles) the individual must continue to the next safe stopping area (Emergency Refuge Area (ERAs), Exit Slip Road). Where they must provide an update to Force Ops or 999 with the exact location of the incident (marker posts, junctions, direction of travel are all helpful in providing a location), and initial incident assessment (METHANE if the incident requires it).
- This action maximises the safety of the individual and allows for available warning signage to be activated for vehicles on approach whilst Roads Policing and Highways England Traffic Officers respond to the incident.
- On occasions when officers require a routine stop of a vehicle using a motorway, every effort must be made to direct the driver to stop off the motorway network at the nearest exit slip.
- Hard shoulders and ERAs are not suitable for routine stops and must be considered as a last resort option.

Highways England

- Highways England act as a Local Authority for the Strategic Roads Network (SRN).
- A Detailed Local Operating Agreement (DLOA) exists between Highways England and WYP and must be referred to for details on roles, responsibilities and working arrangements.
- The DLOA is reviewed annually and seeks to ensure that a risk-assessed approach to deployment of a resource is applied rather than a basis of which organisation has responsibility to deal with it.
- Further information about the DLOA can be obtained from the Roads Policing Support department via their mailbox.

Roads Policing Structure

Roads Policing Unit (RPU)

- Roads Policing Officers deploy from 2 locations:

Hub	Covering
Operational Support Complex, Carr Gate, Wakefield	<ul style="list-style-type: none"> Leeds District Wakefield District Motorway
Trafalgar House, Bradford	<ul style="list-style-type: none"> Bradford District Calderdale District Kirklees District Motorway

- RPU has an establishment of 10 Sergeants and 120 Constables. With Inspector supervision provided by the Operational Support Team Inspector.
- Teams work the FSDR rota to provide 24-hour 365-day cover with a 'paper-strength' of 2 Sergeants and 24 Constables per team.
- Minimum Police Resources allow for the deployment of the following District RPU cover:

Bradford	2 x RPU Officers
Calderdale	1 x RPU Officer
Leeds	3 x RPU Officers
Kirklees	1 x RPU Officer
Wakefield	1 x RPU Officer
Motorway	8 x RPU Officers (4 x double-crewed vehicles)

- Whilst Roads Policing Units are allocated to a patrol area (District or Motorway) they are a Force resource and may be required to provide additional support anywhere in the Force.
- When RPU officers are abstracted for other duties, RPU Sergeants will make use of the Motorway allocated officers in the first instance where suitable.
- On Bank Holidays, RPU officers are reduced, however District cover remains the same and the Motorway cover is reduced to 4 RPU Officers (2 x double-crewed vehicles).

Proactive Intercept Team

- The Proactive Intercept Team fall within the Roads Policing Structure.
- 'Paper Strength' has 2 Sergeants and 24 Constables deployed on 2 teams to provide a PIT capacity each day who are responsible for:
 - Providing unarmed assistance for covert operations;
 - Enforcement of Fatal 4 offences;

- Responding to ANPR and Roads Policing tasking;
 - Assisting Districts with denying criminal use of the road through agreed tasking processes;
 - Providing resilience for Licensed Search Officer (LSO) capability; and
 - Providing resilience for Public Order (PSU) capability.
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Roads Policing Support

- The Roads Policing Support department consists of 1 Inspector (with additional portfolio responsibilities), 1 Sergeant and 1 Constable who are responsible for:
 - Providing a corporate response to national road policing campaigns;
 - Representing the Force at all levels on casualty reduction issues;
 - Providing a contact point for and liaises with the motorway management companies and Highways Agency etc;
 - Providing a contact point for local authorities where no suitable local arrangements have been made; and
 - The co-ordinating of roads policing related policies and initiatives.
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Abnormal Loads Department

- The abnormal loads department is supervised by the Roads Policing Support Sergeant and has 2 x Scale 5 Police Staff responsible for:
 - Providing advice and guidance regarding monitoring and enforcement of the movement of all abnormal loads throughout the Force area;
 - Liaising with other agencies in connection with the load's movement;
 - Monitoring legislation and codes of practice for hauliers who self escort or use private contractors; and
 - Arranging Police assistance for escorts in accordance with NPCC guidelines.
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Motorways and Fast Roads

Introduction

- Motorways remain one of the most dangerous environments in which Police Officers are routinely deployed. Lessons learned from the tragic deaths of colleagues in 1986 and 2011 must be remembered to maximise the safety of Police Officers deployed to incidents on the Motorway and other fast roads.
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Deployment

- Resources allocated to patrol the Motorway will be double-crewed with officers from the Roads Policing Unit.
- At least one officer must be a qualified Roads Policing Officer who can provide guidance and training to their colleague if they are in the process of completing their Roads Policing portfolio.

- One officer will deal with an incident on the Motorway whilst the other will keep purposeful observations to the rear to alert their colleague and any other persons present of any imminent threat.
- If more than one officer is required to deal with the incident, then additional resources will be requested, ensuring that the observation and protection role is maintained throughout.
- The observation and protection role can also be performed by a Highways England Traffic Officer.

**Personal
Protective
Equipment
(PPE) /Uniform**

- Sleeved high visibility jackets **must** be worn by all officers deployed onto the motorway on foot.
- The wearing of Force caps/hats is not required on routine deployments due to the risk of wind blowing it into the carriageway. However, in the event of a prolonged closure consideration must be given to headwear accordingly.

Boundaries

- Roads Policing Officers may be called to incidents that occur near or over the boundary with a neighbouring Force.
- In such instance's officers will attend, preserve life and deal with any immediate issues prior to determining the investigating Force.
- There is no agreement in place with North Yorkshire Police that West Yorkshire Police will cover the parts of the motorway that are within the North Yorkshire boundary.
- If West Yorkshire Police officers encounter an incident whilst travelling through the North Yorkshire boundary, then they will preserve life and deal with any immediate issues.
- They must then forward any relevant information to North Yorkshire control to enable the dispatch of North Yorkshire resources or to result an incident and obtain a forwarding address for any paperwork.

Movement of Abnormal Indivisible Loads

Introduction

- The Abnormal Loads Department checks and retains all notifications of abnormal indivisible loads that travel through West Yorkshire and are required to notify the movement.
- West Yorkshire Police complies with the guidance from the College of Policing (CoP) and National Police Chief's Council (NPCC) (previously known as ACPO) on the Movement of Abnormal Indivisible Loads.

Local Variations

- Legislation permits Forces to set curfews and impose requirements outside

of the College of Policing (CoP) guidance, bespoke to their own needs in relation to the reduction of congestion and in the interests of road safety.

- In West Yorkshire the following additional restrictions are applied to abnormal indivisible loads on behalf of the Chief Constable:
 - Weekday embargo: 06:30 x 10:00 & 16:00 x 18:30. Except when only travelling through county on Motorway or A1 and do not exceed width of 1 lane and can achieve normal road speed.
 - Long loads: Exceeds 30m only travel between 20:00 x 06:00 (08:00 weekends). Exceeds 40m only travel between 21:00 x 06:00 (08:00 weekends).
 - Self / Private Escorts requirements: **Width:** Exceeds 4.6m on Motorway & A1. Exceeds 4.1m all other roads (consistent with CoP guidance). **Length:** No limit Motorway & A1. Exceeds 30.5m all other roads. **Weight:** Exceeds 130 tonnes Motorway & A1. Exceeds 100 tonnes all other roads (consistent with CoP). **Height:** 4.95m Maximum height on Motorway due to overhead structures no escort required. Exceeds 5.03m all other roads.
 - Local authorities have their own version of Abnormal Load Officers and additional curfews that they will notify of or consult with WYP on moves where Police assistance is needed.

Police Assistance

- In accordance with the CoP guidance the vast majority of abnormal indivisible load movements will not require any police assistance.
- Where an abnormal load route requires permission to contravene a traffic sign or present a risk of danger to other road users, the movement will require the use of appropriately trained West Yorkshire Police officers.
- Abnormal Load officers risk assess the proposed route of every notification and should such a measure be required the notifying operator/haulier will be provided with an option to specifically request Special Police Services.
- In the event that such a request is made, the Abnormal Loads department will plan and coordinate the movement/escort with the operator/haulier, local authority and officers selected to perform the move.

Hazardous Substances

- Where an abnormal load contains hazardous substances please refer to the force policy, and seek assistance where required.

Abnormal Load Training

- Abnormal indivisible loads can only be escorted/moved by appropriately trained officers. In order to be able to meet the demand in peak periods, there are 2 classifications for police assistance for abnormal loads:
 - Abnormal Load Movement - This is where there is only 1 feature on the agreed route for the abnormal load to pass through where Police powers are required (stopping traffic at the junction to a one-way street

- to allow a load to pass through in the opposing direction for example);
 - Abnormal Load Escort – This is where there are numerous features on the agreed route where Police powers are required.
 - In both instances, the **minimum** required training is that the officer has completed the Traffic Law Module 2 element; and received an additional legislation input from the Abnormal Loads department to refresh their knowledge on responsibilities when involved in an abnormal load movement.
 - For escorts, officers will have completed the relevant driver training course for car drivers or advanced motorcyclists.
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Overtime

- Officers who volunteer to work the special duty or an abnormal load movement/escort will be entitled to claim overtime in accordance with regulations.
 - In the event of the abnormal load movement/escort being cancelled by the operator/haulier the following options will be available to the officers warned to work it:
 - Individuals who report for duty for the escort of the load and are cancelled at that point (i.e. no prior warning prior to that shift), must work the amount of time that the movement was expected to take and note that the **minimum time expected is 1 hour**. This is to maintain the spirit of volunteering for abnormal loads as the Force recognises that individuals volunteer due to it being a relatively quick job.
 - Individuals who received advanced warning of the cancellation **prior to** that shift and elect to work then they now expected to work for **4 hours**. This is as the individual has been informed of the cancellation and are now making an informed choice of whether or not they still wish to work and claim the overtime that they are entitled to, but this time knowing that 4 hours means working 4 hours.
 - Those 4 hours must be at the individuals normal place of duty and in uniform. They must also be the 4 hours start to finish and finish time that they were warned to work.
 - Individuals who carry a workload may use the 4 hours to complete the workload enquiries accordingly. Benefiting both the individual and the organisation.
 - Individuals who do not carry a workload are expected to be proactive for the 4 hours.
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Additional Information

Compliance

This policy complies with the following legislation, policy and guidance:

- APP Roads Policing
 - Hazardous Substances policy
 - West Yorkshire Police Roads Policing Strategy 2019 - 2022
 - NPCC (2018) Policing our Roads Together: A 3 year strategy 2018 – 2021
 - ACPO Guidance on the Movement of Abnormal Indivisible Loads 2010
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Further Information

Further guidance in relation to this policy can be sought from:

- The Roads Policing Department intranet page.
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