



Report No:

Agenda Item:

Report To:	ARGYLL AND BUTE CPP – ROAD SAFETY GROUP		
Meeting Date:			
Report Title:	SFRS COMMUNICATION PROCEDURES FOLLOWING A ROAD TRAFFIC COLLISION		
Report Classification:	For discussion	Road Safety Group Decision	
		Reason	N/A
1	Purpose		
1.1	To provide an overview of current procedures adopted by Scottish Fire and Rescue Service (SFRS) in respect to communicating any road closure resulting from a Road Traffic Collision (RTC) with the Argyll and Bute (A&B) Local Authority area.		
2	Background		
2.1	Due to the road network infrastructure within A&B where a RTC occurs which then results in any road closure the impact on traffic flow can be significant due to the excessive diversion routes to bypass any road closure.		
2.2	Concerns have been raised by Oban, Lorn & the Isles Community Planning Group (OLI CPG) in respect to how these road closures are communicated to the affected communities.		
2.3	There have been a number of discussions in respect to processes adopted by the 'blue light' services who attend and have statutory duties to render humanitarian aid, save life and protect the wider community from harm.		
2.4	A commitment to provide a full response and action plan to the OLI CPG by Police Scotland, SFRS and A&B Council was given at the February 2018 meeting.		
3	SFRS Responses		
3.1	Road Closure Procedure following RTC		
3.1.1	The SFRS respond to RTCs reported to our Control Rooms directly by members of the public or via partner agency Control Rooms (Scottish Ambulance Service and Police Scotland).		
3.1.2	SFRS resources are generally requested where a RTC has resulted in persons being physically or medically trapped within or by the vehicles involved.		
3.1.3	It should be noted that SFRS resources do not attend all RTCs which occur in A&B; as many of these incidents do not require the extrication of trapped persons/ fatalities.		

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3.1.4	<p>On arrival at any RTC SFRS resources will adopt fend off positions designed to protect our crews and the scene of the RTC. These fend off positions will block the flow of traffic on the affected carriageways or the road as a whole; this position will not be relaxed as it would put the operational personnel (all emergency services) at risk.</p>
3.1.5	<p>SFRS will request attendance of Police if not already in attendance to assist with public protection (road traffic management).</p>
3.1.6	<p>There will be some form of multi-agency meeting at incidents (RTCs) to review each of the agencies' dynamic and analytical risk assessments; which have been conducted to support the tactical plan to render the scene safe and protect the personnel dealing with the incident as well as the wider public.</p> <p>Following agreement a Tactical Plan will be finalised and this should include the road closure arrangements. (i.e. media release/ need to request assistance from local authority for rerouting traffic)</p>
3.2	<p>Communication Strategy</p>
3.2.1	<p>Notification of a road closure due to a RTC to external agencies such as the Local Authority, Transport Scotland and other relevant bodies currently sits with Police Scotland.</p>
3.2.2	<p>Media and public safety communications in respect to RTCs will be managed and issued by Police Scotland and the Local Authority. Currently SFRS does not take a lead role in respect to issuing external communications in respect to RTCs.</p>
3.2.3	<p>Any change to 3.2.2 above would need to be agreed at a national level.</p>
3.3	<p>Road Safety Strategy</p>
3.3.1	<p>Within A&B it is recognised that RTCs present a higher risk to life safety and therefore we have committed resources to focus on delivering road safety messages and education designed to reduce RTCs occurring through distraction and unsafe driving practices.</p>
3.3.2	<p>The Community Planning Partnership (CPP) have a focus and commitment to tackle road safety issues jointly through effective partnership working; the platform for this work sits at the A&B Multi-Agency Road Safety Group (ABMARSG).</p>
3.3.3	<p>Before we agree on any changes to the current programme of engagement we need to understand the profile of the vehicle drivers involved in the RTCs with A&B is essential to support any strategy; i.e. age, resident of A&B/ tourist/ passing through A&B and contributory factors such as weather/ light conditions, vehicle types, roads condition etc. Therefore analysis of all available information in respect to RTCs within A&B needs to be conducted to allow any decisions to be based on the known trends and profiles.</p>
3.3.4	<p>SFRS within A&B has a dedicated Road Safety Officer who works in partnership with the other agencies to deliver educational events and awareness sessions.</p>

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4	Recommendation		
4.1	The content of this report is noted and appropriate partnership actions taken to progress improvements in road safety awareness and communication strategy.		
5	Appendices/Further Reading		
5.1	N/A		
5.2	N/A		
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Sponsored by:	N/A		
Presented by:	Area Manager Paul Devlin		
Governance Route for Report		Meeting Date	Comment