

Motorways and Trunk Roads: Health and Safety Advice for Animal Rescue Organisations and Individuals

1. PERMISSION TO USE THE HARD SHOULDER

Current Motorway Legislation prohibits the driving or stopping of vehicles on any motorway hard shoulder save in certain specified circumstances (Regulation 9 of the Motorway Regulations 1982).

Regulation 16(1) of the regulations however currently permits such use 'where he [the driver] does so in accordance with any direction or permission given by a **constable or traffic officer whilst in uniform**'. This allows authority to be granted for Animal Rescue organisations and others required to attend incidents in order to assist in their resolution, to access the scene by using the hard shoulder.

Before granting such authority, the HA Regional Control Centre (RCC) will want to satisfy themselves that early release of the congestion, caused by the presence of animals, is not imminent and that a risk assessment of the prevailing conditions supports the grant.

The following Guidance has been prepared to ensure a safe and consistent operational framework.

2. ACCESSING THE INCIDENT SCENE VIA THE HARD SHOULDER WHEN THE CARRIAGEWAYS ARE BLOCKED

a) Animal Rescue Organisations **with** liveried vehicles and amber beacons:

- If permission is granted by the RCC to access the incident scene along the hard shoulder, drivers must ensure all appropriate warning beacons, if fitted, and dipped headlights are in operation prior to joining and at all times whilst on the hard shoulder.

b) Animal Rescue Organisations and individuals **without** liveried vehicles equipped with warning beacons:

- The RCC will try to arrange for an escort to the scene (by a Traffic Officer or Police vehicle) to be provided.

If no escort can be provided do not attempt to access the scene via the HS without specific permission from the RCC.

c) **In all cases** where the hard shoulder is used the following safety guidance must be adhered to:

1. Always approach the incident from the rear.
2. Enter the hard shoulder safely.
3. Signal your intention when intending to leave the carriageway.
4. Do not enter the hard shoulder from behind a large vehicle, as this will restrict your view of the hard shoulder, and any other vehicles already stationary on it.
5. Proceed along the hard shoulder at a speed appropriate for the prevailing conditions and never to exceed 20 mph.
6. Exercise extreme care having particular regard to the likelihood of both vehicles and pedestrians entering the hard shoulder from lane one without anticipating upstream traffic approaching from 'behind' their direction of travel.
7. Bear in mind the hard shoulder will not have the same grip as the carriageways; it may also take longer to stop.
8. Beware of any debris that may cause damage or danger to oneself, your vehicle or any other road user.

3. ON ARRIVAL AT THE INCIDENT SCENE

- Park your vehicle as shown on the diagram attached.
- When leaving the vehicle the handbrake should be set.
- If your vehicle is not fitted with amber beacons, use hazard warning lights complimented by sidelights during hours of darkness.
- Hi-visibility jackets conforming to BS EN 471 are strongly recommended for wearing on the hard shoulder.
- Leave the vehicle if possible by the nearside front passenger door nearest the barrier, paying attention to approaching traffic.
- Do not turn your back on approaching traffic unless unavoidable.
- Position yourself correctly to ensure the best visibility. This must be in relation to approaching vehicles being able to see you and so that you have a clear unobstructed line of vision towards those vehicles.

- If working in pairs, and both operatives are not directly involved in the incident resolution, then consideration should be given for the uncommitted operative to take up a safe position and act as a lookout to warn of any approaching vehicles that may pose a danger. Lookouts should not remain or wait in the vehicle, but should adopt a position in a safe location. This may well be behind an adjacent safety barrier.
- Whilst on scene act on the advice and instructions of Traffic Officers or Police.

4. LEAVING THE INCIDENT.

- Before you rejoin the carriageway build up speed on the hard shoulder to match traffic using Lane 1.
- Identify a suitable gap in the traffic and prepare to move into it (bear in mind that traffic already on the carriageway may move over and take the gap that was intended for use).
- Seek to ensure that all motorists are aware of your intention to rejoin the carriageway before moving onto the lane.
- Enter the lane when it is safe to do so and, if appropriate, ensure any amber beacons are extinguished when the manoeuvre is complete.