INCIDENT MANAGEMENT ROAD SAFETY

EMERGENCY SERVICE ORGANISATIONS

GUIDING PRINCIPLES

SEPTEMBER 2018
## Document Control

### Release history

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<th>Date</th>
<th>Author</th>
<th>Summary of changes</th>
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<tr>
<td>1.0</td>
<td>30/08/18</td>
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### Related documents

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1 Purpose

The following guiding principles have been developed by the NSW Rural Fire Service (NSW RFS), NSW Police Force (NSWPF), Fire & Rescue NSW (FRNSW), NSW Ambulance (NSWA), NSW State Emergency Service (NSW SES) and NSW Volunteer Rescue Association (NSW VRA) to ensure the protection of all personnel when working on roadside.

This guidance establishes the foundational principles for agencies to consider as part of the 40km/h rule and agencies can exercise their discretion and build on these principles if necessary.

2 Background

On 08 April 2018, the NSW Government announced the trial of a new road rule requiring motorists to slow down to 40km/h when passing emergency response vehicles on the roadside.

The definition of ‘emergency response vehicle’ includes vehicles used by the NSW RFS, NSWPF, FRNSW, NSWA, NSW SES and NSW VRA.

The trial will commence on 01 September 2018. The new road rule provides that a driver must:

- Not exceed 40km/h when passing a stationary emergency response vehicle displaying flashing red or blue lights;
- Give way to any person in the vicinity of a stationary emergency response vehicle displaying flashing red or blue lights; and
- Not increase speed until a sufficient distance past the emergency response vehicle so as not to cause danger to any person in the vicinity of the vehicle.

The new rule does not apply to a driver if the emergency response vehicle is on the other side of a median strip.

Drivers who do not comply with the new rule face a fine of $439 and three demerit points. A maximum court imposed penalty of $2,200 also applies.

3 Use of Signage & Warning Devices

All emergency vehicles to enact the legislative provisions must carry the following equipment

- Emergency vehicle alerts – all available beacons must be activated at all times alerting others of the operation.

All emergency vehicles in addition to the above may carry the following equipment based on types of operation undertaken and the applicable dynamic risk assessment.

- Advance Warning Signage – used to give advanced warning to other road users indicating emergency vehicle ahead. These signs may be portable or mounted on emergency vehicles.
• Traffic Cones – used to divert traffic around an area where vehicles and crews are on or near roads.
  o Standard (450 to 500mm high) used for low speed urban and rural road application.
  o Large (over 700mm high) used for freeways and other high speed road applications

When planning the placement of signage and traffic cones, personnel should consider the line of view for passing traffic (curves or crests) as well as the stoppage and slowing distance and times required for heavy vehicles.

### Recommended spacing for traffic cones and traffic warning signage

<table>
<thead>
<tr>
<th>Speed limit (kph)</th>
<th>Ideal taper length for cones (metres)</th>
<th>Minimum spacing between traffic cones (metres)</th>
<th>Distance of traffic warning sign from appliance (metres)</th>
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<tbody>
<tr>
<td>Up to 60</td>
<td>30</td>
<td>4</td>
<td>120</td>
</tr>
<tr>
<td>60 – 80</td>
<td>140</td>
<td>9</td>
<td>160</td>
</tr>
<tr>
<td>80 – 100</td>
<td>180</td>
<td>12</td>
<td>200</td>
</tr>
<tr>
<td>100 – 110</td>
<td>200</td>
<td>15</td>
<td>220</td>
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</table>

### 4 Use of Personal Protection Equipment

To ensure visibility, all emergency service personnel must always wear appropriate personal protective equipment (PPE) when working on roadways.

High visibility vests or equivalent PPE clothing issued by individual emergency service organisations should be worn at all times.

### 5 Risk Assessment

#### 5.1 Non-Emergency Operations (Planned)

This assessment details actions to be followed when working on or near roadways for planned operations.

All emergency service personnel are to ensure they:

- Take care of their own safety and that of other people at the site
- Monitor traffic conditions and alert their individual emergency services radio communications and incident controller to any potential or actual hazards
1. A traffic management plan must be prepared for safety at non-emergency planned operations. This is to be made in consultation with the appropriate authorities for planned operations and will include:

   a. Analysis of the potential risks and hazards and planned implementation of controls (including signage, and deployment of traffic cones)
   b. Duration of operation
   c. Notification requirements for the public
   d. Requirements for the number and placement of warning signs, traffic cones and calming devices or similar
   e. The level of training and authorisation required for personnel performing traffic control duties
   f. Authorisation by the appropriate authority with responsibility for the roadway and the incident controller

2. An operational safety briefing should be delivered to all participants involved in the operation prior to commencing duties

3. All emergency service personnel are to wear appropriate personal protective equipment when working on or near the roadways

4. All visual devices (red and blue emergency beacons and hazard warning lights) fitted to appliances or vehicles shall be activated on or near roadways.

5. Emergency response vehicles are to be safely positioned and operated in accordance with the traffic management plan.

6. Radio communication with individual agency radio control is to be maintained throughout the operation.

5.2 Non-Emergency Operations (Unplanned)

This assessment details actions to be followed when working on or near roadways for unplanned operations.

All emergency service personnel are to ensure they:

- Take care of their own safety and that of other people at the site
- Monitor traffic conditions and alert their individual emergency services radio communications and incident controller to any potential or actual hazards
1. A dynamic risk assessment is to be completed for traffic management during non-emergency planned operations. This needs to be completed by the senior officer or operator first off at the scene.

It will include:

   a. Analysis of the potential risks and hazards and planned implementation of controls – taking into consideration curves or crests in the road at the site. (including any signage, and deployment of traffic cones)
   b. Requirements for the number and placement of warning signs, traffic cones and calming devices or similar. This will be dependent upon priorities and personnel numbers.

2. An operational safety briefing should be delivered to all participants involved in the operation prior to commencing duties

3. All emergency service personnel are to wear appropriate personal protective equipment when working on or near the roadways

4. All visual devices (red and blue emergency beacons and hazard warning lights) fitted to appliances or vehicles shall be activated on or near roadways.

5. Emergency response vehicles are to be safely positioned and operated in accordance with the risk assessment.

6. Radio communication with individual agency radio control is to be maintained throughout the operation.

5.3 Emergency Operations

This assessment details actions to be followed when working on or near roadways during emergency operations.

All emergency service personnel are to ensure they:

   • Take care of their own safety and that of other people at the site
   • Monitor traffic conditions and alert their individual emergency services radio communications and incident controller to any potential or actual hazards

If present, the NSWPF are responsible for the overall coordination of the traffic management at the incident ground, generally in consultation with the senior officers for other emergency service organisations present.

In the absence of the NSWPF, the officer in charge of the combat agency with jurisdiction at the scene is responsible for the overall incident ground.
1. The combat agency officer in charge is responsible for ensuring:

   a. A dynamic risk assessment needs to be completed for traffic management during emergency operations. This may include closing or partially closing a road in one or both directions and safely regulating the flow of traffic if necessary. In the event of an exigent situation, it may be appropriate to close the road using an emergency vehicle (with all emergency visual devices activated) until required resources become available.

   b. Analysis of the potential risks and hazards and planned implementation of controls – taking into consideration curves or crests in the road at the site or where visibility is otherwise obscured. (including deployment of signage and traffic cones)

   c. Requirements for the number and placement of warning signs, traffic cones and calming devices or similar. This will be dependent upon priorities and personnel numbers.

2. An operational safety briefing should be delivered to all participants involved in the operation prior to commencing duties.

3. All emergency service personnel are to wear personal protective equipment when working on or near the roadways.

4. All visual devices (red and blue emergency beacons and hazard warning lights) fitted to appliances or vehicles shall be activated on or near roadways.

5. Emergency response vehicles are to be safely positioned and operated in accordance with the plan. This assessment is done with consideration of the type of incident, hazards, protection and safety of personnel and the public, terrain and weather conditions.

6. Radio communication with individual agency radio control is to be maintained throughout the operation. Detailed situation reports are to be provided to radio control at regular intervals.

6 Reporting Near Misses

A near miss is an unplanned event that did not result in injury, illness or damage, but had the potential to do so.

Emergency service personnel must report all health & safety issues/near miss incidents/property damage that occur at roadside operations to their agency manager/supervisor immediately.

Any near miss that occurs at the site of the incident should be reported immediately to the on-site supervisors and a fresh dynamic risk assessment completed in an attempt to prevent further similar incidents from occurring.

Recorded “near miss” incidents should be investigated in accordance with individual agency procedures and outcomes provided to Transport for NSW for consideration as part of the trial evaluation.
7 Reporting driving complaints to NSW Police Force

Emergency service personnel who are involved and/or witness a breach of this trial legislation whilst working roadside should report such instances to the senior Police Officer on scene.

If there are no Police on scene, emergency service personnel should report the incident to their agency radio control and arrange contact with the local police for investigation/further action.