

Association of Chief Police Officers

Chief Fire Officers Association

Association of Ambulance Chief Executives

Highways Agency



Managed Motorways
Emergency Responder
National Strategic Agreement

May 2013



Contents

1	Foreword	3
2	Introduction.....	3
3	Motorways National Strategic Agreement for Emergency Responders	4
3.1.	Purpose.....	4
3.2.	Strategic partners	5
3.3.	Common objectives.....	6
3.4.	Scope of this Agreement	6
3.5.	Key elements of this Agreement	7
3.6.	Engagement Strategy	7
4	Responsibilities/commitments of strategic partners	9
4.1.	All partners and areas of joint responsibility	9
4.1.1.	Police Service	9
4.1.2.	Fire and Rescue Service	10
4.1.3.	Ambulance Service	11
4.1.4.	Highways Agency	12
5	Governance	13
5.1.	Principles of governance	13
5.2.	Reviewing this Agreement.....	13
5.3.	Withdrawing from this Agreement	13
5.3.1.	Signatures of Strategic Partners	14
6	Contacts.....	15
7	Glossary of Terms	16

1. Foreword

Since version one of this document was published The Managed Motorways concept has evolved with final delivery set to occupy 10% of the Strategic Motorway Network. Version two of this document presented below is a timely update to ensure the continued support of the Emergency Services in joint operations and to further ensure that each respective organisation within this strategic agreement can carry out their own responsibilities effectively.

This National Strategic Agreement establishes the broad principles of operation and communications between the Police Service, the Fire and Rescue Service, the Ambulance Service and the Highways Agency on Managed Motorways. It defines in strategic terms, how these agencies access and respond to incidents on Managed Motorways and how they respond to other heightened situations such as escorted vehicles and the forced stopping of vehicles.

2. Introduction

Research has shown that the introduction of new traffic management techniques on the most heavily-used parts of the English motorway network can assist in managing congestion leading to a corresponding increase in safety, a reduction in casualties and reduced emissions.

The introduction of variable mandatory speed limits on the M25 in 1995 as part of the Controlled Motorway trial reduced the frequency and duration of flow breakdown / congestion and vehicle and noise emissions as well as resulting in a 10-15% reduction in the number of Personal Injury Accidents. Building on these findings, results from the Active Traffic Management pilot which began operation on the M42 in October 2006 showed that part-time hard shoulder running could produce significant congestion and journey time benefits without compromising safety.

In January 2009, in its “Delivering a Sustainable Transport System” paper, the Government announced a £6bn programme to deliver “Managed Motorways” on around 500 miles of the English motorway network. Managed Motorways will use many of the traffic management techniques which have already proved to be successful in the Controlled Motorway trial and/or the Active Traffic Management pilot.

Employing these techniques will facilitate better use of the existing road space; maintain safety whilst delivering congestion, journey time and environmental benefits at a significantly lower cost than a conventional road widening programme. Managed Motorways will also provide a framework within which new technologies and approaches can be introduced onto key parts of the English motorway network in the future.

One of the main principles of managed motorways approach is to facilitate the dynamic control of traffic for congestion and incident management. To date, this approach has included hard shoulder running. This allows controlled use of the hard shoulder during times of heavy congestion or during incident management. Managed Motorways All Lane Running (MM-ALR) introduces permanent conversion of the hard shoulder to a running lane whilst retaining the ability to dynamically control traffic. Knowledge and experience of the safety performance of managed motorway schemes has been gained, in particular in relation to the M42 Managed Motorway pilot scheme as discussed above. The “M42 Managed Motorway Monitoring and Evaluation Three Year Safety Review” indicates that overall the frequency of personal injury accidents has reduced by more than half, and that there has been an associated reduction in casualty severity. The Highways Agency’s published aims are “safe roads, reliable journeys and informed travellers”. A key element in achieving these aims is the implementation of managed motorways. Permanent conversion of the hard shoulder to a running lane, along with the ability to dynamically control mandatory speed limits, is a key aspect of MM-ALR and from a Highways Agency perspective removes the complex operating procedures related to opening and closing the hard shoulder.

These improved traffic management capabilities will be available to assist Emergency Responders in carrying out their operational responsibilities on Managed Motorways. For example, they will:

- Improve the tactical management of traffic in advance of an incident and at the incident scene itself;
- Encourage a greater degree of operational cooperation between agencies;
- Facilitate a greater degree of information sharing between agencies;
- Provide enhanced support for operations of specific interest to Emergency Responders, such as stopping vehicles and escorting convoys.

This Agreement defines the roles and responsibilities of each of strategic partners on Managed Motorways.

3. Motorways National Strategic Agreement for Emergency Responders

3.1 Purpose

The purpose of this Strategic Agreement is to:

- Establish the broad principles of operation and communications between the Highways Agency and Emergency Responders in terms of carrying out their responsibilities on Managed Motorways;

- Establish how Emergency Responders access and respond to incidents on a Managed Motorway and respond to other heightened situations such as vehicle escorts and forced stopping of vehicles for example;

3.2 Strategic partners

This Strategic Agreement involves four strategic partners as follows:

- The Association of Chief Police Officers (ACPO) representing the Police Forces;
- The Chief Fire Officers Association (CFOA) representing Fire and Rescue Services;
- The Association of Ambulance Chief Executives (AACE) representing the Ambulance Service;
- The Highways Agency as the strategic road network operator.

3.3 Common objectives

The common objectives of these partners in the context of this Strategic Agreement are:

- To work together within the framework of this Agreement to develop and agree comprehensive national guidance which informs Emergency Responder operations on Managed Motorways.
- To agree a basis upon which all partners can develop their own consistent policies and procedures for their operations on Managed Motorways.
- To ensure that all partners can carry out their operational responsibilities on Managed Motorways.

3.4 Scope of this Agreement

The scope of this Agreement is:

- A national agreement between the Highways Agency and Emergency Responders in England;
- Related to Managed Motorways schemes on the Highways Agency network only;
- Relevant to Strategic partners' operations within the Managed Motorway environment.

3.5 Key elements of this Agreement

The key elements of this Agreement are:

- Strategic partners will agree a regional approach where necessary;
- It builds on existing agreements for the Highways Agency network and will only differ in those areas specific to Managed Motorways;
- It does not replace or supersede any other existing agreements between the Highways Agency and any of the Emergency Responders;
- It seeks to mitigate any impacts of Managed Motorways on existing Emergency Responder procedures;
- It recognises that Emergency Responders have statutory obligations and powers in addition to the strategic imperatives which they seek to achieve;
- It ensures that Highways Agency operatives are receptive to, and react positively to any operational requests from Emergency Responders;
- It ensures that Highways Agency operatives (in particular those at the Highways Agency's Regional Control Centres) place a priority on ensuring and facilitating the timely arrival of Emergency Responders at incident scenes;
- It ensures that the Highways Agency's Regional Control Centres use appropriate technologies to support Emergency Responder operations on Managed Motorways.

3.6 Engagement Strategy

This first strategic level secures the agreement of partners, sets out the broad principles of cooperation and commitment between the parties and defines the desired outputs together with any limiting factors and express exclusions.

In terms of the first and second levels of engagement, each of the strategic partners will consult and engage with their own stakeholders as follows:

- ACPO with the police in each area regarding operational policy and procedures on Managed Motorways and with the National Policing Improvement Agency regarding any relevant policy guidance
- The Chief Fire Officers Association with the Department for Communities and Local Government regarding policy and legislation and with local fire and rescue services in each area regarding operational policy and procedures on Managed Motorways

- The Association of Ambulance Chief Executives with the Department of Health regarding operational policy and individual Ambulance Trusts regarding policy and legislation
- The Highways Agency with the Department for Transport regarding policy and legislation.

4. Responsibilities/commitments of strategic partners

4.1 All partners and areas of joint responsibility

All partners to this agreement commit themselves to work together in a spirit of mutual co-operation to establish regional operational regimes which will ensure that Emergency Responders can carry out their operational responsibilities on Managed Motorways.

4.1.1 Police Service

The Association of Chief Police Officers will:-

- Encourage local Police Forces to make use of the tools and facilities made available as part of Managed Motorways when carrying out their operational responsibilities.
- Encourage local Police Forces to use a common form of communications to communicate with the Highways Agency and other Emergency Responders.
- Encourage local Police Forces to adopt the common terminology used by the Highways Agency on Managed Motorways.
- Encourage local Police Forces to use the Highways Agency's Regional Control Centres as the single point of contact for all traffic management aspects of events and incident communication on Managed Motorways.
- Support the training of police officers in new or modified procedures for operating on Managed Motorways.
- Liaise with the National Police College and the Home Office.

4.1.2 Fire and Rescue Service

The Chief Fire Officers Association will:

- Encourage local Fire and Rescue Services to make use of the tools and facilities made available as part of Managed Motorways when carrying out their operational responsibilities.
- Encourage local Fire and Rescue Services to use a common form of communications to communicate with the Highways Agency and other Emergency Responders.
- Encourage local Fire and Rescue Services to adopt the common terminology used by the Highways Agency on Managed Motorways.
- Encourage local Fire and Rescue Services to use the Highways Agency's Regional Control Centres as the single point of contact for all traffic management aspects of events and incident communication on Managed Motorways.
- Support the training of fire officers in new or modified procedures for operating on Managed Motorways.
- Liaise with the Department of Communities and Local Government.

4.1.3 Ambulance Service

- The Association of Ambulance Chief Executives will:
- Encourage local ambulance services to make use of the tools and facilities made available as part of Managed Motorways when carrying out their operational responsibilities.
- Encourage local ambulance services to use a common form of communications to communicate with the Highways Agency and other Emergency Responders.
- Encourage local ambulance services to adopt the common terminology used by the Highways Agency on Managed Motorways.
- Encourage local ambulance services to use the Highways Agency's Regional Control Centres as the single point of contact for all traffic management aspects of events and incident communication on Managed Motorways.
- Support the training of ambulance service staff in new or modified procedures for operating on Managed Motorways.
- Liaise with the Department of Health.

4.1.4 Highways Agency

The Highways Agency will:

- Take the lead in ensuring that all strategic partners are involved at an early stage in each region that will have a Managed Motorway section.
- Provide the facilities of their Regional Control Centres to help coordinate the Emergency Responder's use of the technologies available on Managed Motorways.
- Support the training of all Emergency Responders in new or modified procedures for operating on Managed Motorways.
- Train Regional Control Centre operators to work with Emergency Responders so as to facilitate their use of the tools and facilities made available as part of Managed Motorways.
- Allow Emergency Responders to have access to the Highway Agency's airwave channels to assist with the timely exchange of information.
- Prepare, consult, agree and issue all relevant policies and procedures in conjunction with partners on the operation of Managed Motorways.
- Offer secretariat and meeting facilities for meetings relating to progressing and/or maintaining this National Strategic Agreement.

5. Governance

5.1 Principles of governance

The management of this agreement is based on joint governance and mutual support enabling each of the partners to carry out their respective operational roles and responsibilities on Managed Motorways.

The overarching principle of governance is that:

All issues should be addressed at the most appropriate level in the partnership hierarchy and by the most appropriate person(s) within each organisation.

The key governance for this Agreement will be at a national level and will utilise the existing Strategic Roads Responder Liaison meeting.

5.2 Reviewing this Agreement

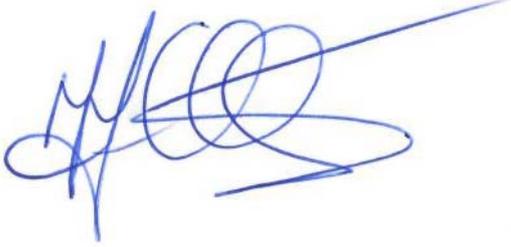
This Agreement will be reviewed on a regular basis to ensure that it remains fit for purpose. While it is not expected to require frequent modification, if changes to this Agreement do prove to be necessary or beneficial, these will be done through the agreed governance structure outlined in brief in Section 4.1.

5.3 Withdrawing from this Agreement

This Agreement will commence on the date it is signed and will remain in effect for as long as all parties are content that it serves the desired purpose. Withdrawal from the Agreement by any party shall be by way of six [6] months written notice of such intention to the other parties. During the period of notice all parties shall continue to use their best endeavours to continue to work in accordance with the terms of the Agreement and support activities to terminate the Agreement amicably.

5.3.1 Signatures of Strategic Partners

This agreement is not intended to create any legally binding obligations between the partners. It is an expression of intention to work in partnership to deliver an agreed and integrated process. Signatories commit their organisation to support such an endeavour.

<p>Highways Agency</p>  <p>Simon Sheldon Wilson Traffic Management Directorate Director, Highways Agency.</p>	<p>Association of Chief Police Officers</p>  <p>Suzette Davenport Deputy Chief Constable Roads Policing Operations Lead, ACPO</p>
<p>Chief Fire Officers Association</p>  <p>Steve Apter Chief Fire Officer, Isle of Wight Lead of CFOA Fast Roads Portfolio</p>	<p>Association of Ambulance Chief Executives</p>  <p>Martin Flaherty Managing Director Association of Ambulance Chief Executives</p>

6. Contacts

The following persons from each of the strategic partners should be contacted in the case of any questions regarding this Agreement.

Police Service

Dave Jones

Secretary ACPO Roads Policing Forum

E: dave.jones@acpo.pnn.police.uk

Fire and Rescue Service

Steve Apter

Chief Fire Officer

Isle of Wight Fire & Rescue Fire Service

E: steve.apter@iow.gov.uk

Ambulance Service

Justin Burke-Jones

Emergency Preparedness Manager

West Midlands Ambulance Service NHS Foundation Trust

E: justin.burke-jones@wmas.nhs.uk

Highways Agency

Mark Munnoch

MM Lead Operations Manager

E: mark.munnoch@highways.gsi.gov.uk

7. Glossary of Terms

ACPO	Association of Chief Police Officers
ATM	Active Traffic Management
AACE	Association of Ambulance Chief Executives
CFOA	Chief Fire Officers Association
DHS	Dynamic Hard Shoulder
HA	Highways Agency
MM	Managed Motorways
MM-ALR	Managed Motorways - All Lane Running
NPIA	National Policing Improvement Agency
NSA	National Strategic Agreement
RCC	(Highway Agency) Regional Control Centres