

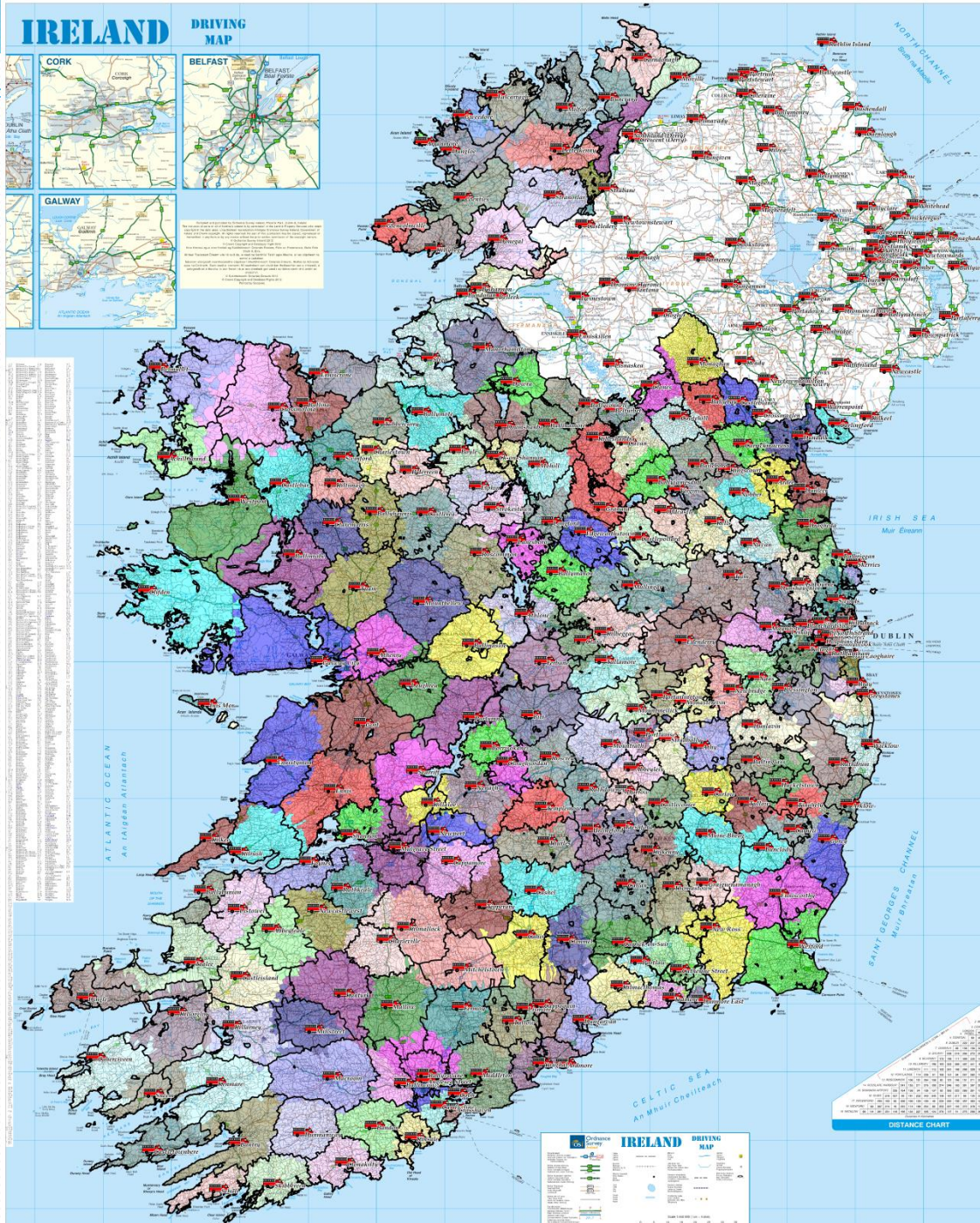
REVIVE

*Access to Road Traffic  
Collisions*

Dave Carroll  
Chairman Chief Fire Officers' Association

# Introduction

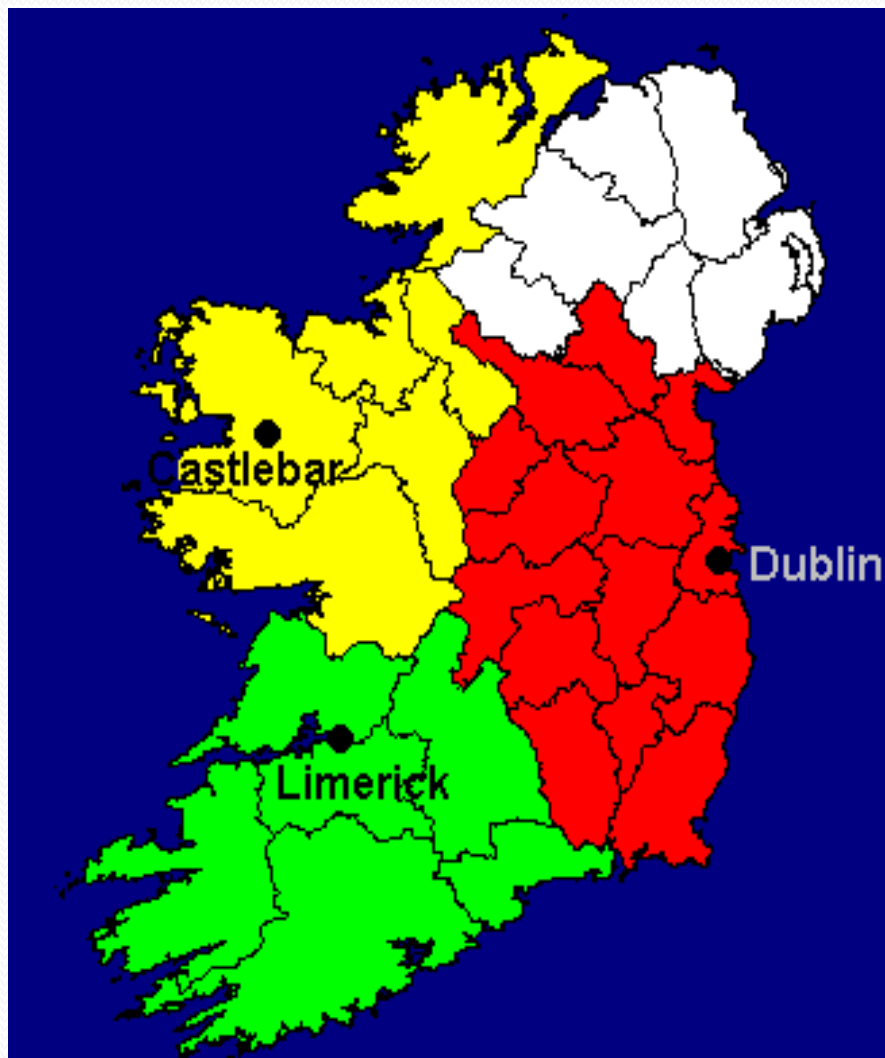
- Statistics – 221 Stations - attend 4000-5000 RTCs/annum
- Retained (202)/On-Call v Fulltime Model
- Dublin Fire Brigade – EMS
- Advanced Paramedic – Paramedic – First Responder



# Call Taking/ Mobilisation

- 112/999 - ECAS
- 3 Control centres
- CTRi Project
- Calls may come direct from public or from HSE/NAS or AGS
- If call comes in direct we will normally advise both HSE/NAS and AGS (and vice versa)
- Turnout - Fulltime (1 minute)
  - Retained/On-Call (5 minutes)

# The Regional Control Centre's



# MRCC Workstation



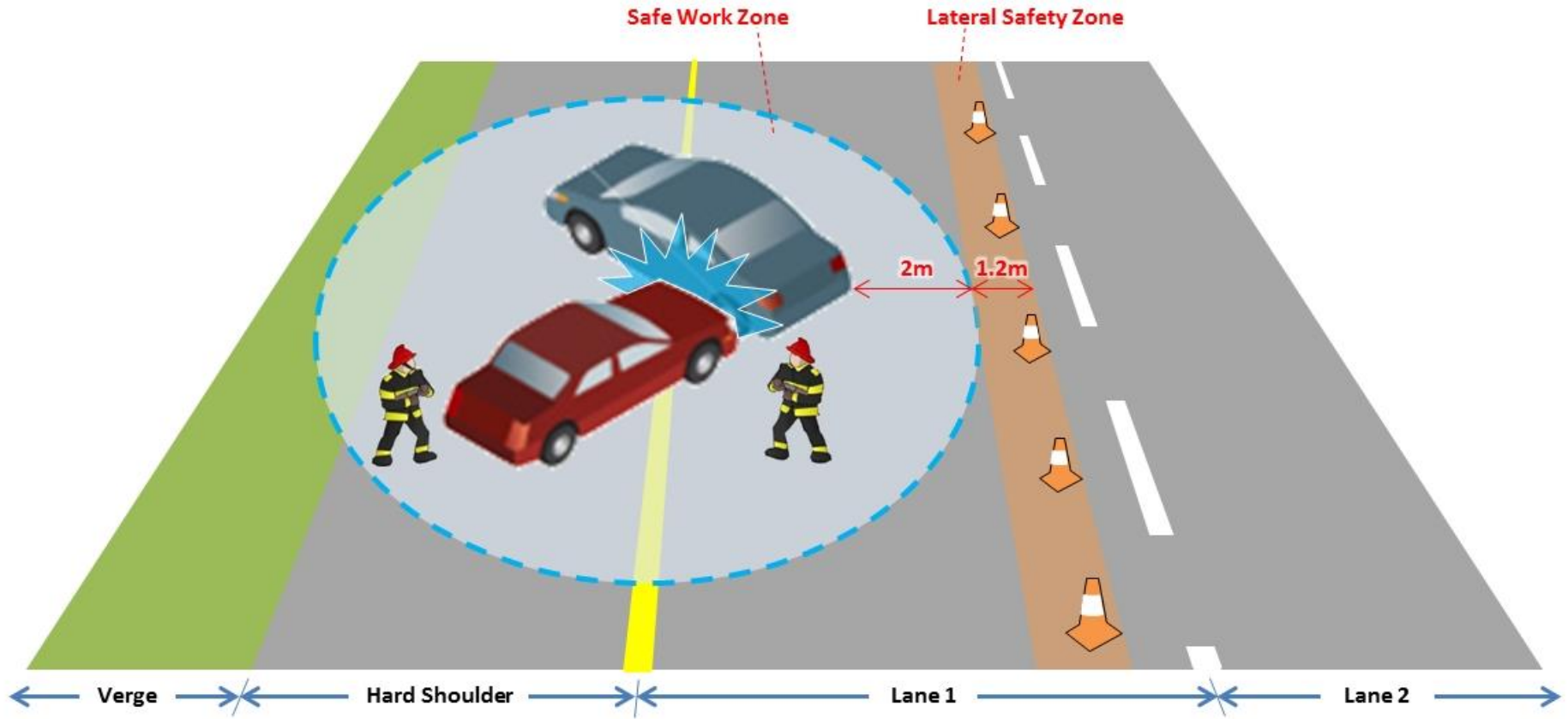
# Pre-Determined Attendances (PDAs)

- PDA determines who responds depending on location and weight of response (weight of response may vary depending on location and/or incident type)
- PDAs may vary slightly across the Country but will always include at least one appliance with crash rescue equipment – A1
- Fire Service medical capacity ranges from AP to 1<sup>st</sup> Responder (but some stations may have very limited 1<sup>st</sup> aid capacity)

# Pre-Determined Attendances (PDAs)

- Currently we don't have AVLS or dynamic mobilisation but CTRi may deliver this
- Incident Command System
- Dynamic Risk Assessment
- Fend Off
- Health & Safety – Rolling Stop - Emergency Traffic Management  
- Road Closure?
- Motorways











Emergency workers in high-visibility gear standing near the accident site.

GARDA  
Garda Síochána

SCANA  
3814

Blue directional sign with white text and arrows.





12-CE-2255

131-D-24582

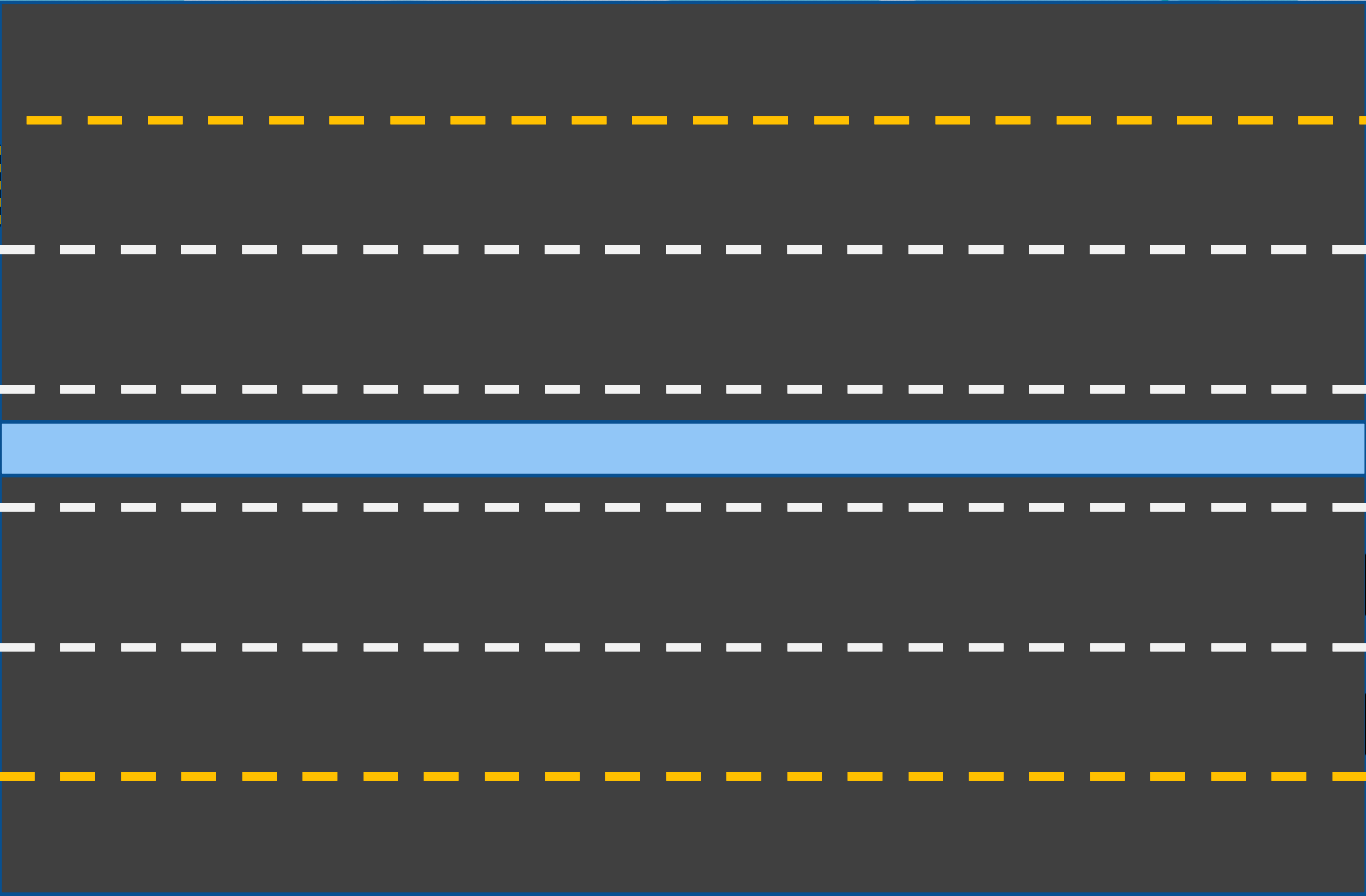
FIRE



M7  
E  
141

MOTORWAY MAINTENANCE  
132 LK 44

Keep together on Motorway



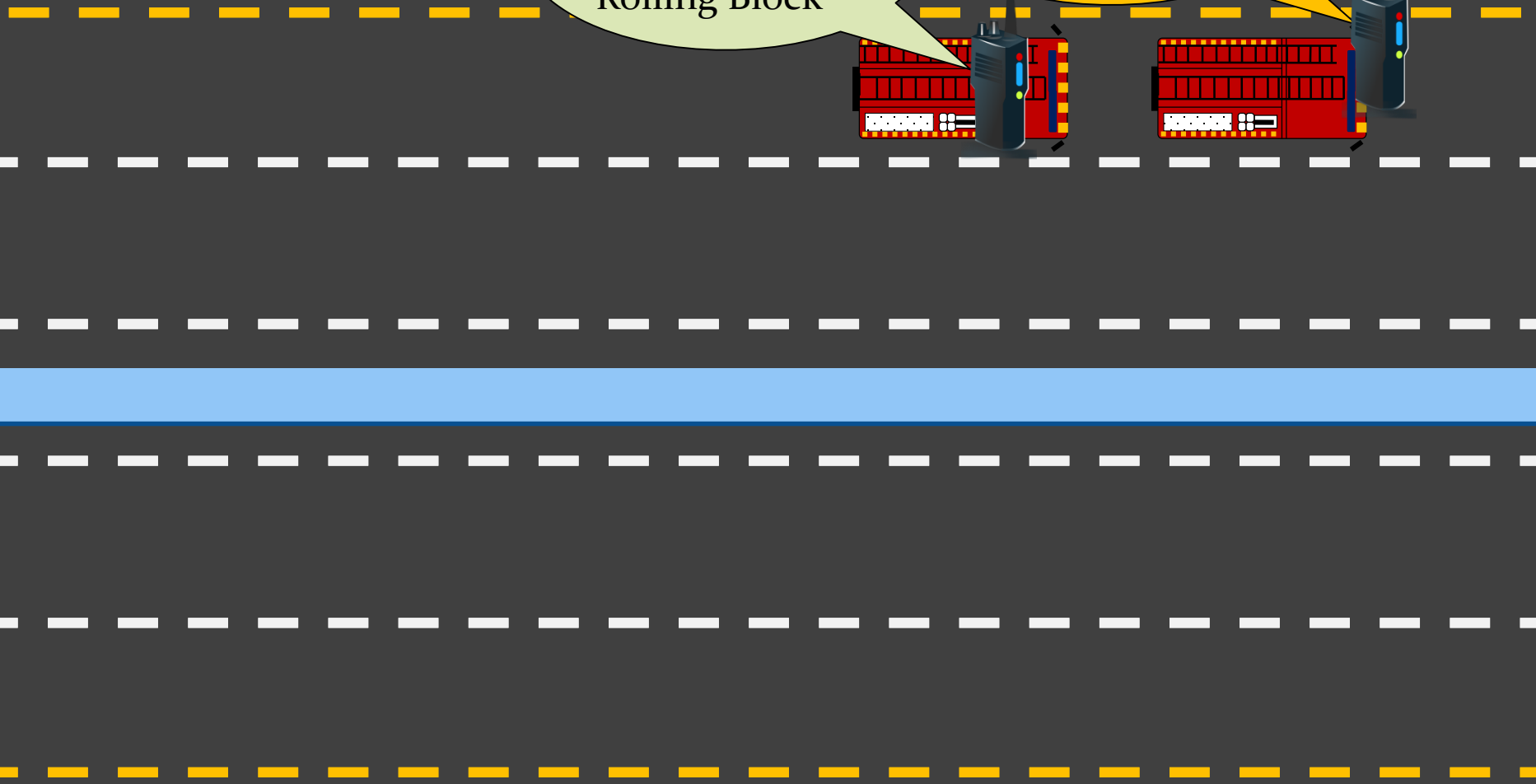


Rolling Block

The rear appliance pulls out and catches up with the first appliance and straddles the lanes

A2 from IC Commence Rolling Block

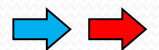
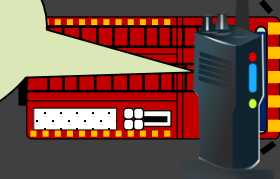
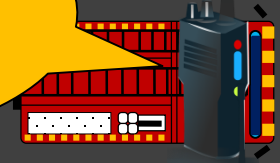
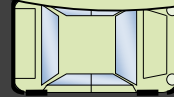
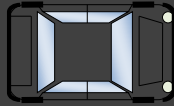
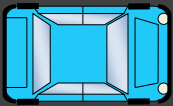
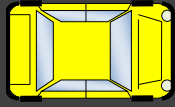
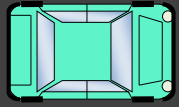
IC with A1 Commencing Rolling Block



Slow to 50Kph

IC from A2  
Slowing to  
50Km

A2 from IC  
Slow to 50Km

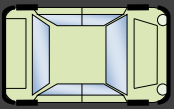
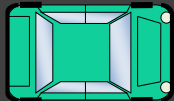
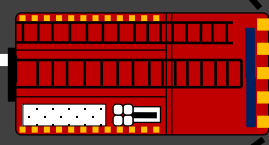
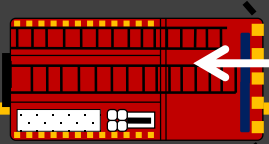


And stop

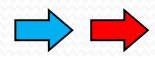
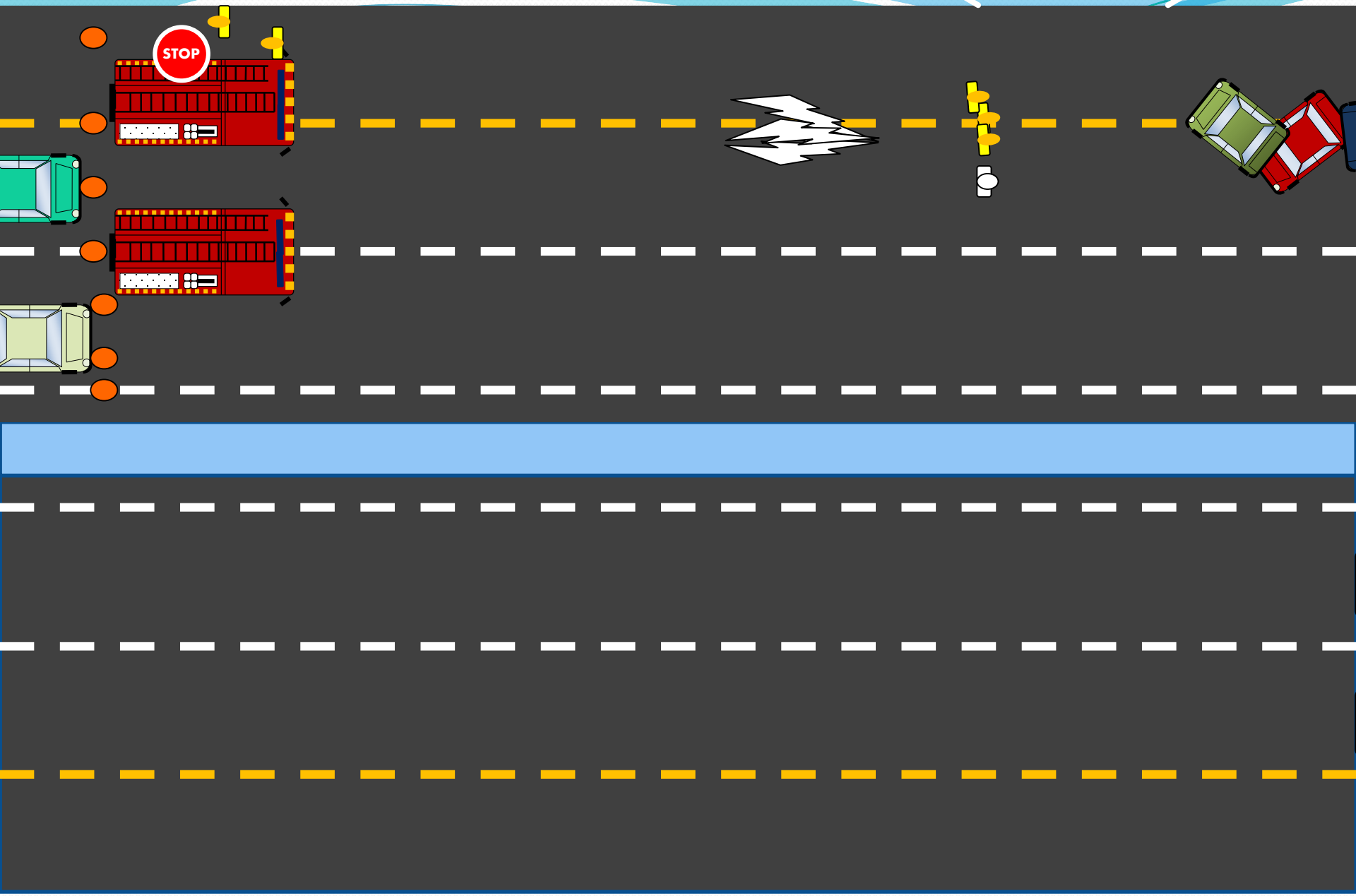
What distance?



~100m for..... fend off 2 vehicles,  
longitudinal safety zone 30m and 30m  
taper(per lane) (the area needed for the ETM)

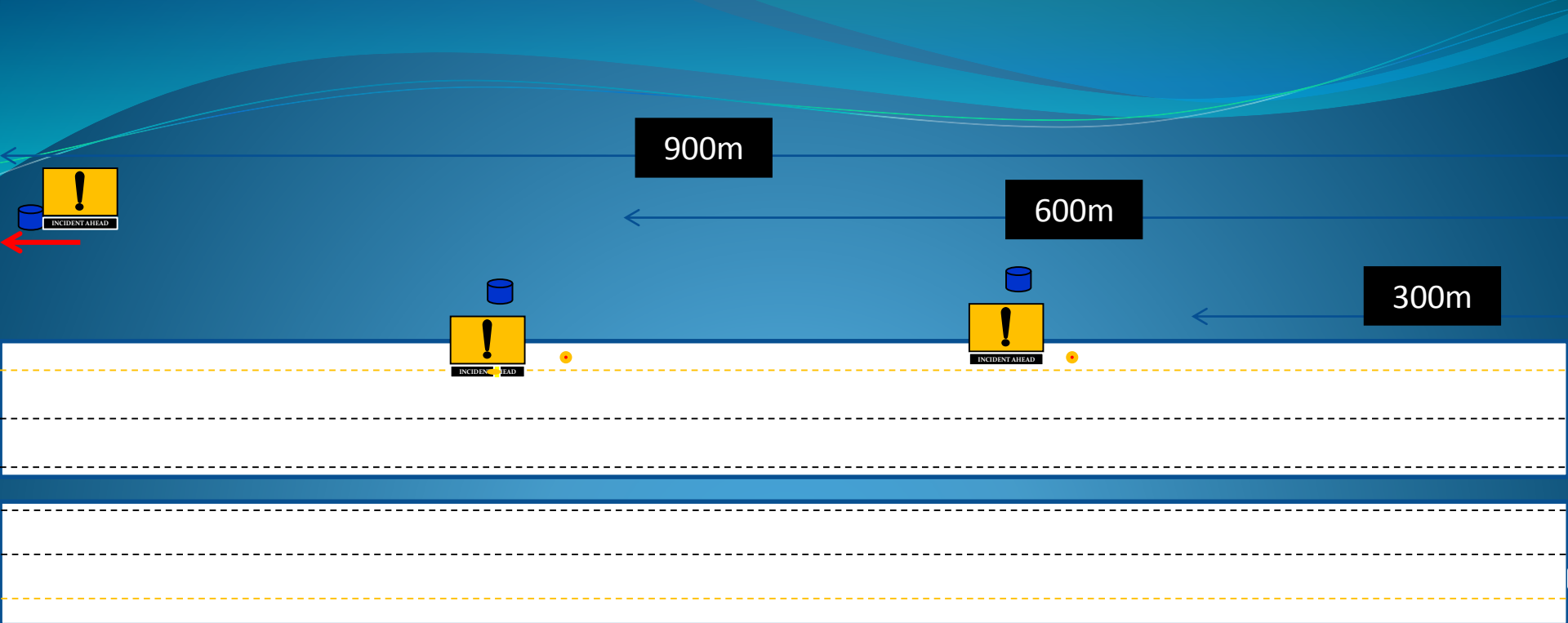


20m



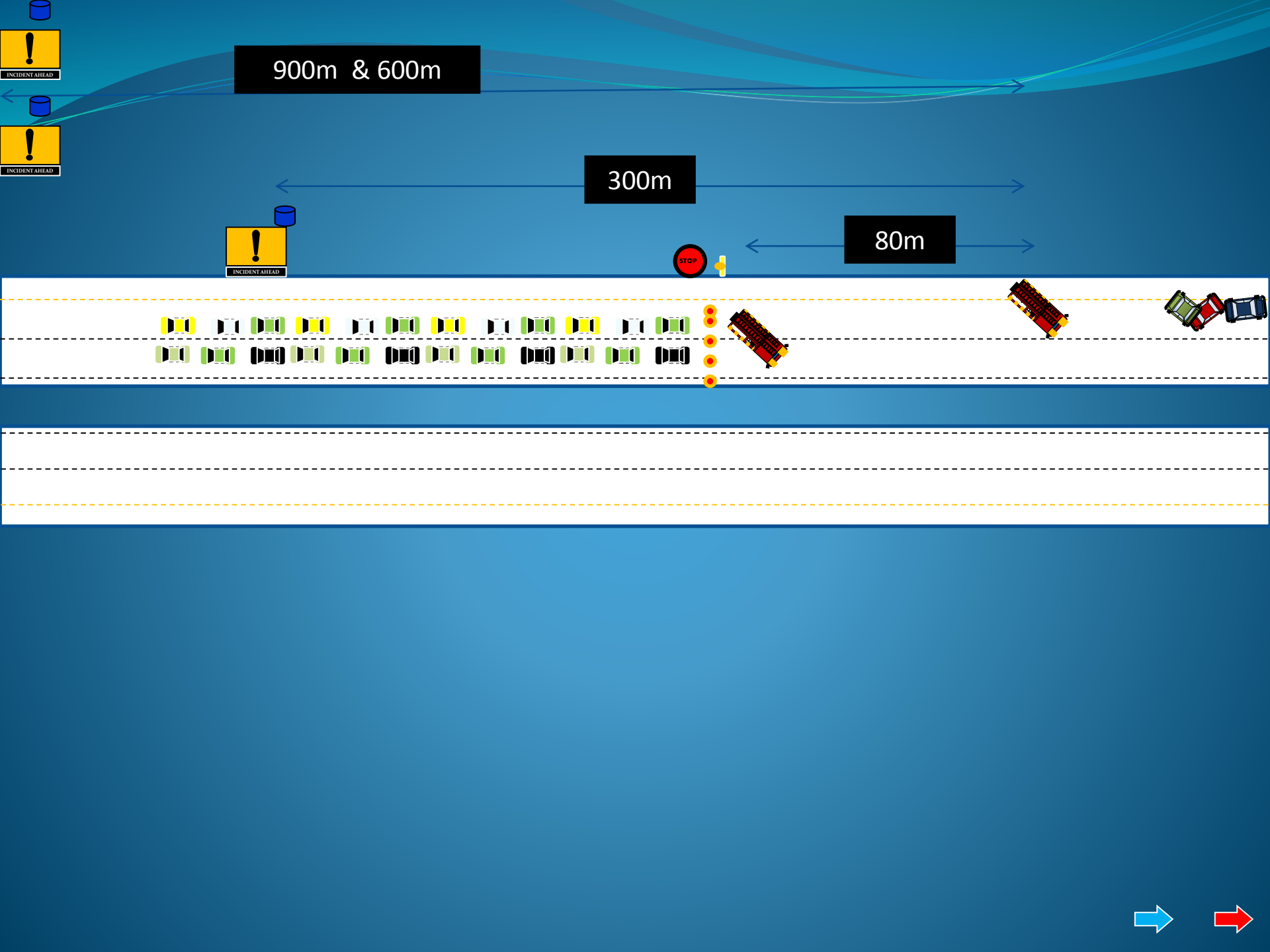
# Business Continuity

- Need to get Traffic moving again – SAFELY!

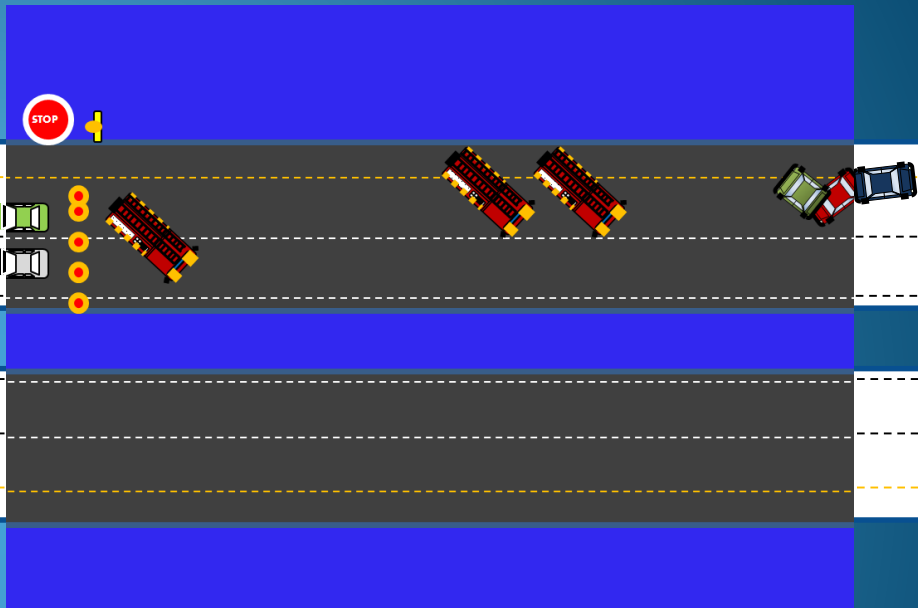


At 600m use the VMS if available

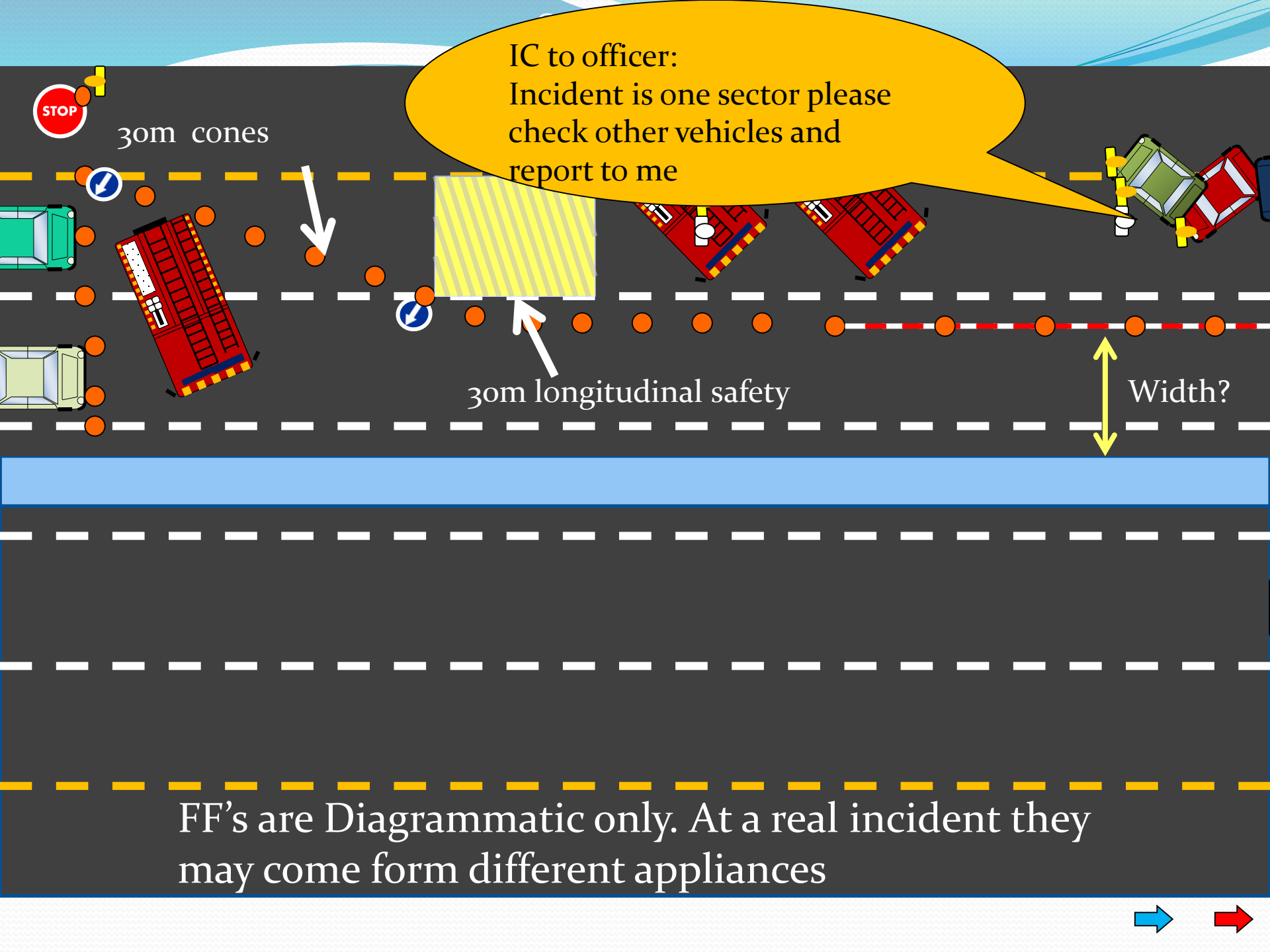




900m & 600m







IC to officer:  
Incident is one sector please  
check other vehicles and  
report to me

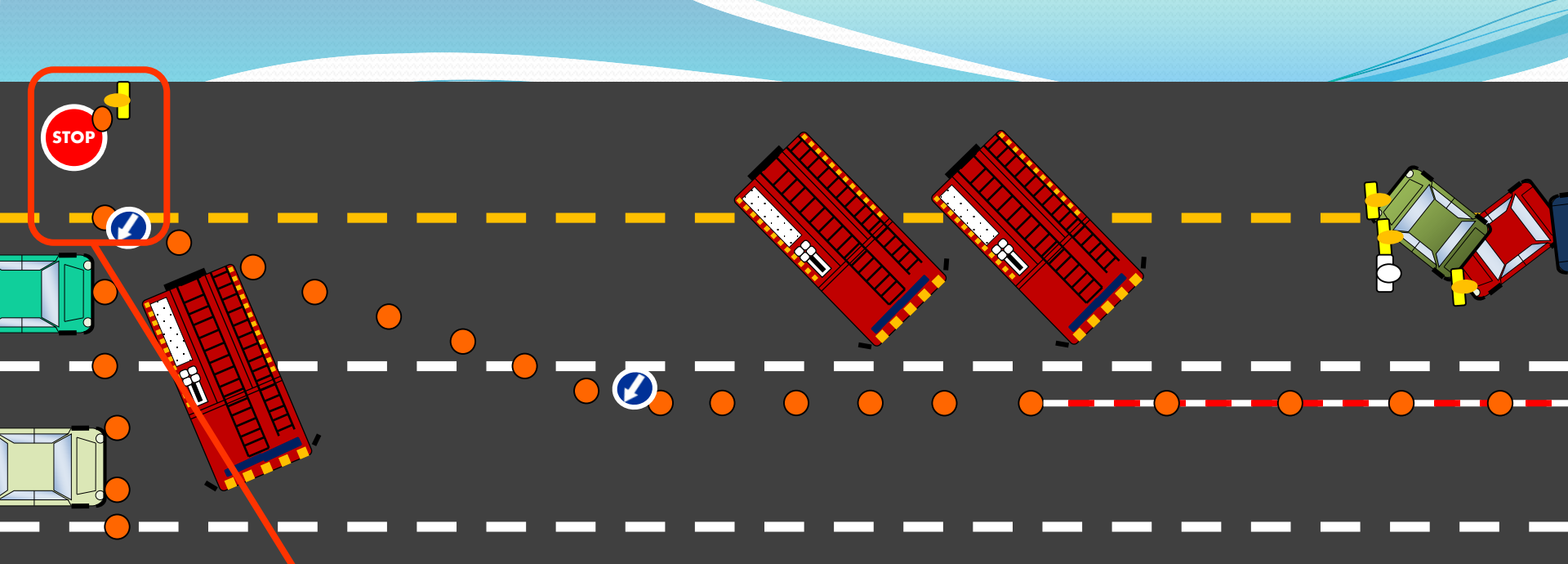
30m cones

30m longitudinal safety

Width?

FF's are Diagrammatic only. At a real incident they  
may come form different appliances

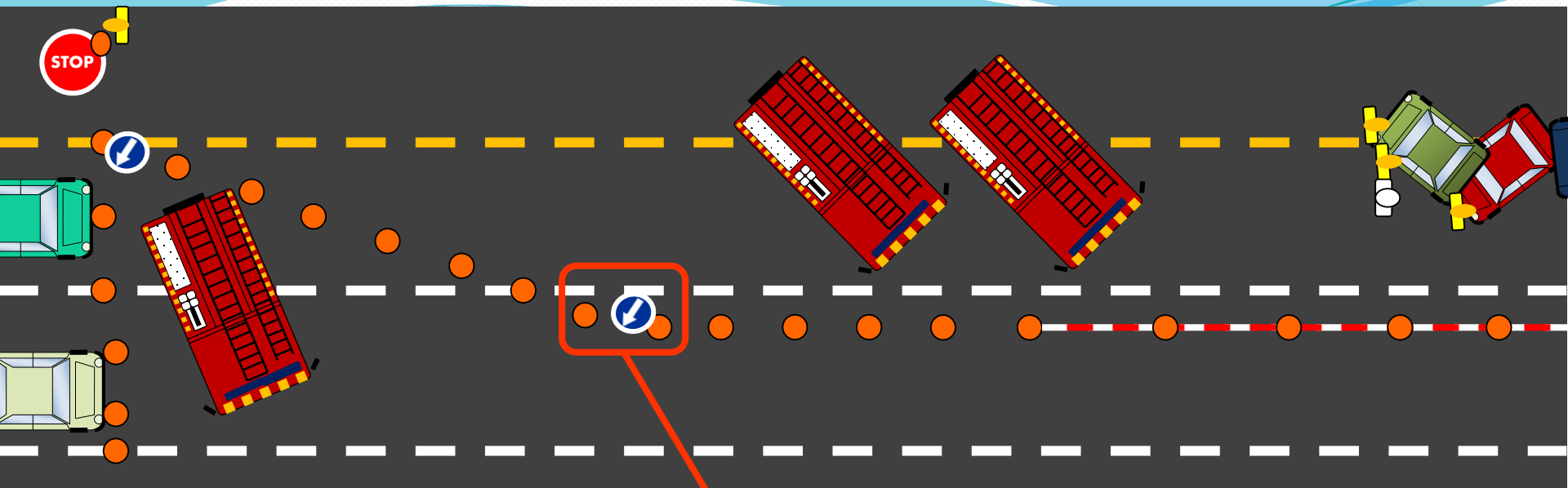




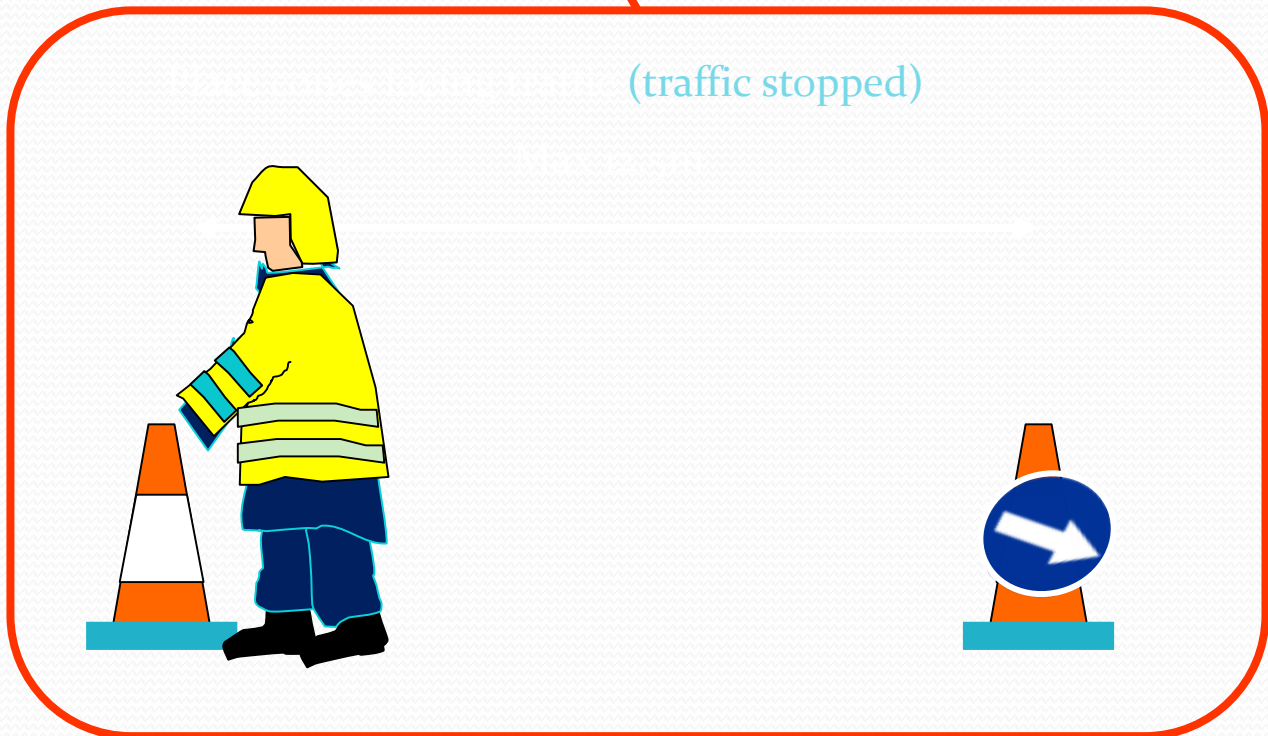
**STOP**

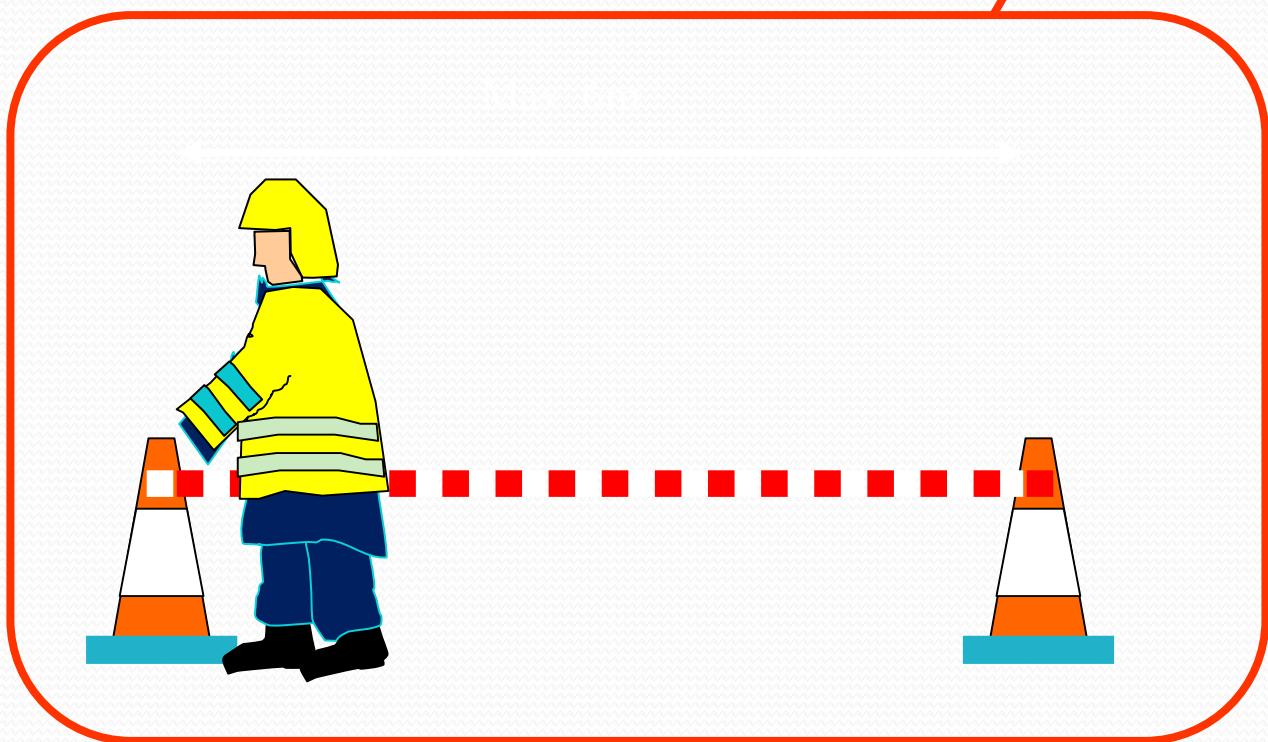
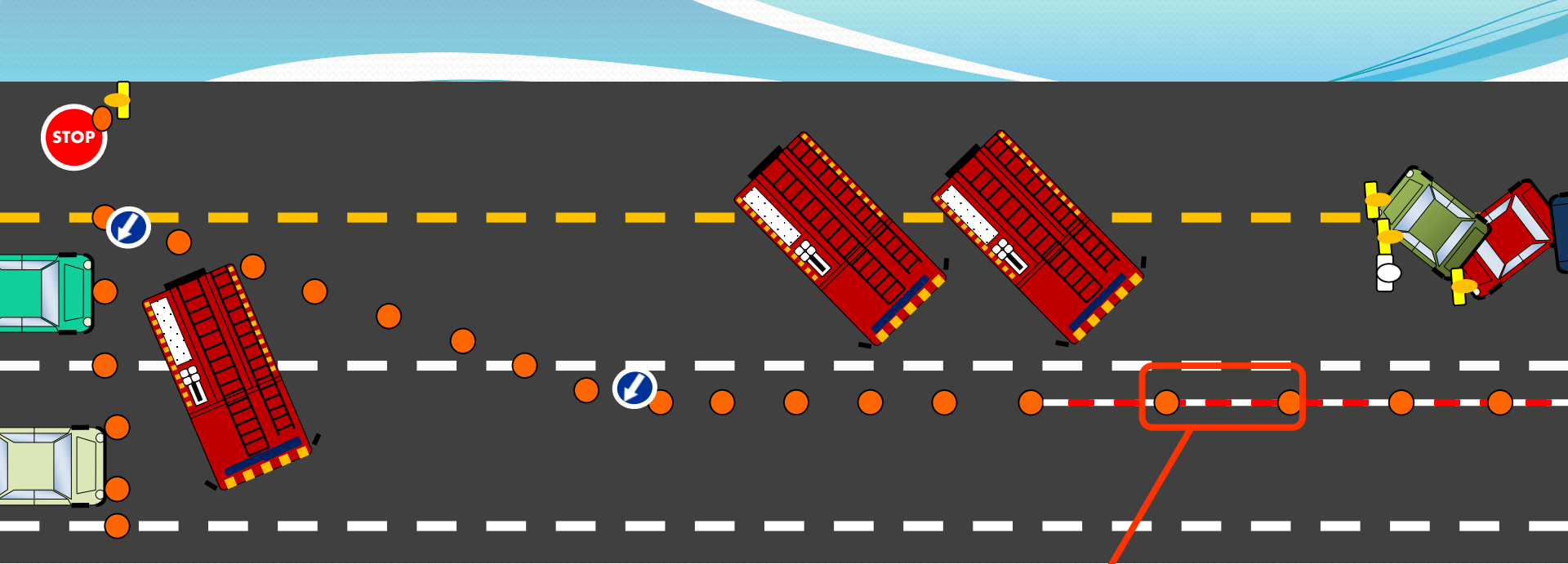
Cones to stop traffic using hard shoulder. (move and replace as emergency vehicles arrive)

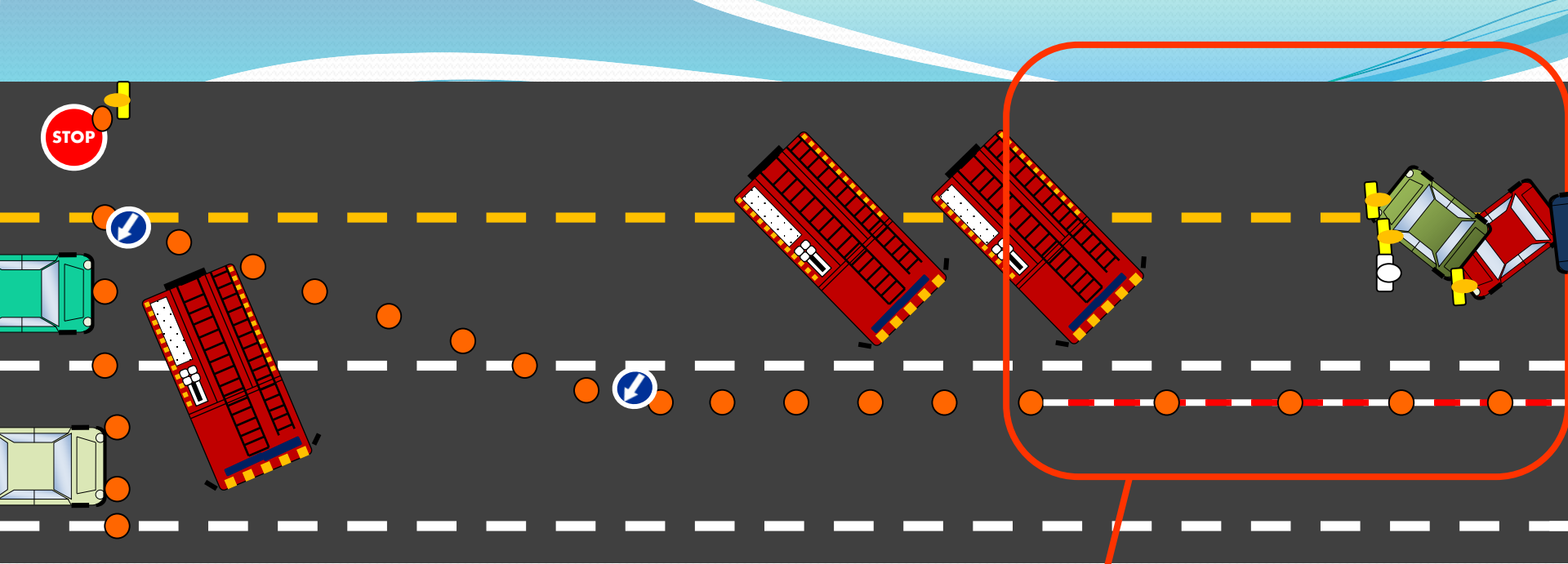
A diagram showing a firefighter in a yellow jacket and helmet standing on a road shoulder. To the right of the firefighter are four orange traffic cones with blue outlines, arranged in a line. A blue circular sign with a white arrow pointing down is positioned below the cones. A red arrow points to the right at the bottom right of the diagram.



(traffic stopped)





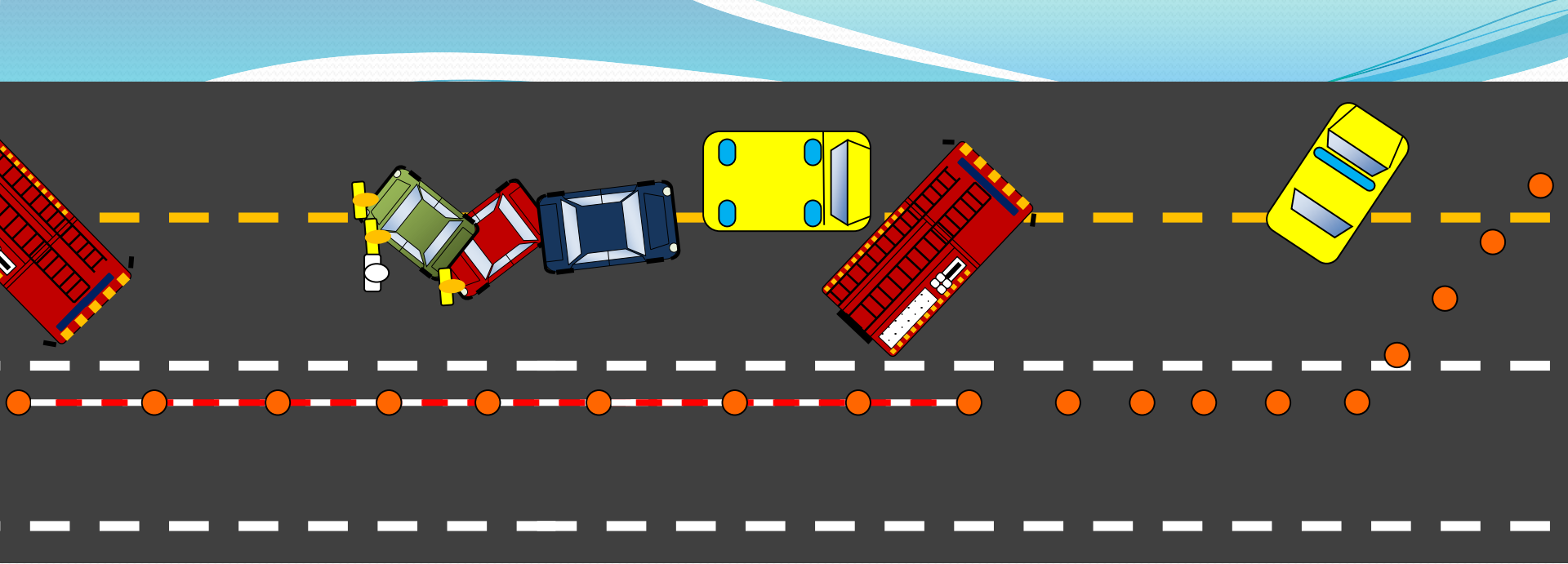


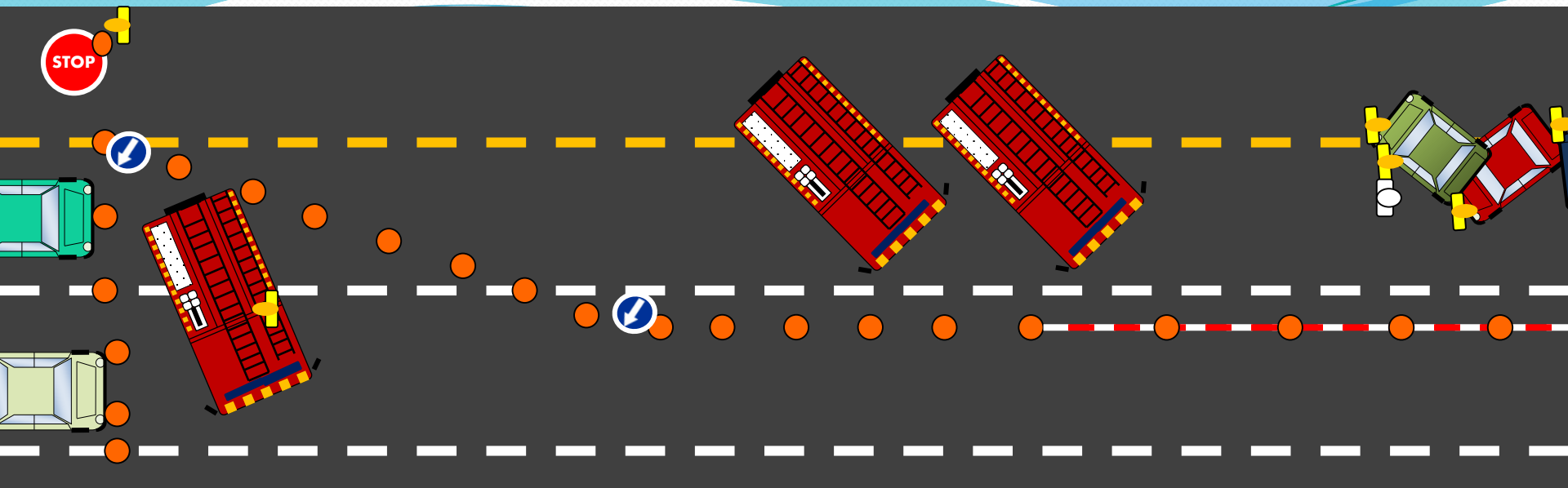
STOP



All attending vehicles, not tending off, to park here

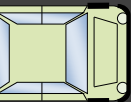
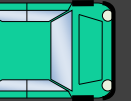




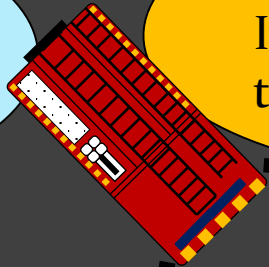


Prepare to let  
traffic go



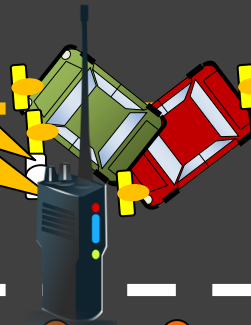


IC from A2:  
ETM in place

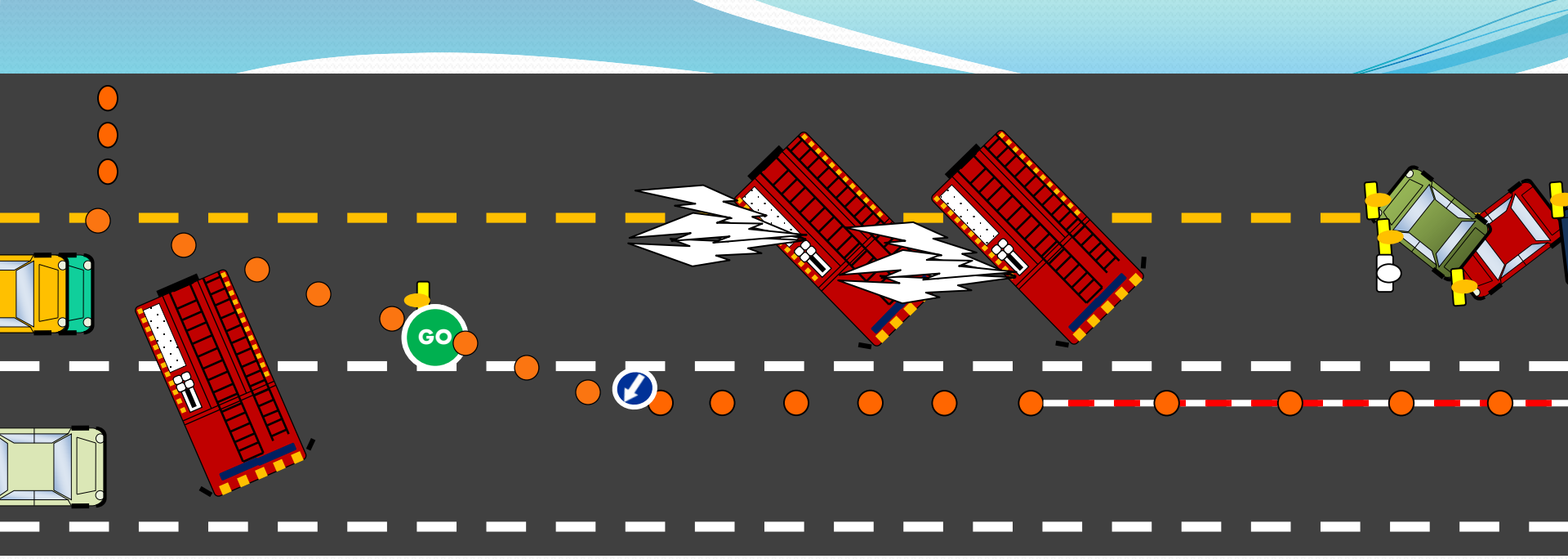


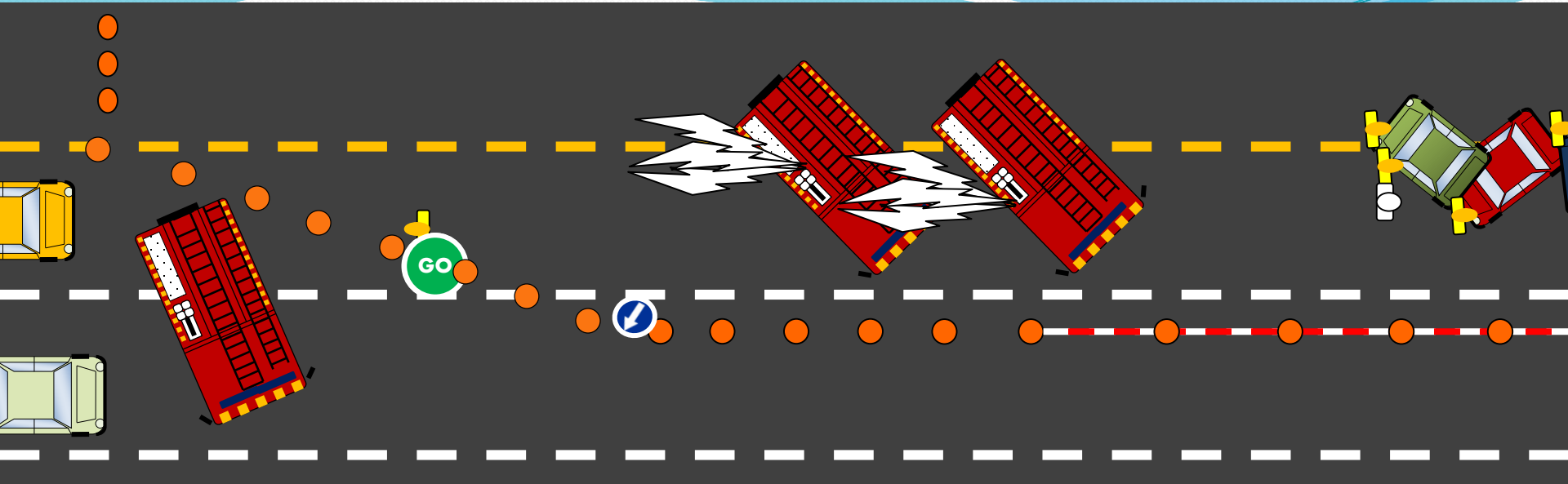
A2 from  
It is C  
traffic t

Crew Live  
Traffic









It is stopped so the traffic will not pass the incident but it will not be controlled.





So what does this look like in reality?



# Questions/Comments?

