Access to Road Traffic Collisions

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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 1st Responder (but some stations may have very limited 1st 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
Keep together on Motorway
A2 from IC
Commence
Rolling Block

IC from A2
Commencing
Rolling Block

The rear appliance and straddles the lanes
Rolling Block
first appliance and straddles the lanes
Rolling Block
Commencing
Rolling Block
Commencing
What distance?

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

And stop
Business Continuity

- Need to get Traffic moving again – SAFELY!
At 600m use the VMS if available
INCIDENT AHEAD

900m & 600m

300m

80m
IC to officer:
Incident is one sector please check other vehicles and report to me

FF’s are Diagrammatic only. At a real incident they may come form different appliances.
Cones to stop traffic using hard shoulder. (move and replace as emergency vehicles arrive)
Max 12.5m

Place cones facing traffic (traffic stopped)

STOP
All attending vehicles not fending off to park here
Prepare to let traffic go
IC from A2: ETM in place

A2 from IC: It is OK to allow traffic through

Crew Live Traffic
If no stop, the traffic will move past the incident but it will not be controlled.
So what does this look like in reality?
Questions/Comments?