

1 APR 2015



Ymddiriedolaeth GIG
Gwasanaethau Ambiwllans Cymru
Welsh Ambulance Services
NHS Trust



Pencadlys Rhanbarthol Ambiwllans a Chanolfan Cyfathrebu Clinigol
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Our Ref: MC/dmy/PAC-DM-250315

Darren Millar AM
Committee Chair
Public Accounts Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

25 March 2015

Dear Mr. Millar,

Inquiry into value for money of Motorway and Trunk Road Investment

Thank you for your letter dated 11 March 2015.

The approach taken by WAST in response to a Road Traffic Collision will be dependent on the nature and severity of the incident however, as an organisation we follow a number of general principles which ensure that we achieve the ultimate aim of saving and preserving life whilst operating in an environment where risk is constantly assessed and mitigated against in order to operate safely.

During their training Emergency Medical Service Operational Staff undergo specific training in partnership with emergency services colleagues regarding attendance and roles and responsibilities at Road Traffic Collisions, a brief example of the type of guidance issued is provided below:

- Park as near to the scene as safety permits – considering access, egress, protecting the scene
- Carry out reconnaissance of the scene and report back to Ambulance Control, notifying Control of any hazards and additional resources required at scene e.g. Police, Fire, Hazardous Area Response Team, National Rail, Highways Authority
- If nature of incident requires – in liaison with other emergency services set up access, egress, parking point, casualty clearing station

- The main responsibilities of the first arriving ambulance at the scene of a major road traffic collision, is to maintain communication with Control and ensure appropriate mobilisation of all subsequent resources required.

On receipt of the update from the responding crew the Ambulance Control then notifies Police and Fire Service colleagues. Ambulance Control does not liaise directly with the Highways Authority as this is a key responsibility of the Police.

Due to the very nature of these types of traumatic incidents the patients survivability is often considered time critical and necessitates swift evacuation to hospital and, in most instances, this occurs prior to the arrival of Highways Authority personnel and prior to any diversionary routes being established.

Whilst we make our resources aware of the diversionary routes and road closures put in place following Road Traffic Collisions we do not record closure times. These closures and diversionary routes do have an impact on normal service delivery, particularly for our resources who are deployed on non emergency type incidents and are therefore unable to utilise lights and sirens en route to non emergency incidents, thereby increasing their normal planned journey time. We recognise the importance of preserving the scene and the requirement to undertake repair works and updates are provided to the Ambulance Control in a timely manner once road closures and diversionary routes are removed.

Following consultation with colleagues responsible for managing the scene of road traffic collisions there is a view that the use of screens could reduce the likelihood of further collisions due to 'rubbernecking' and reduce disruption to traffic following an incident therefore reducing frustration and likelihood of further low speed collisions.

Best Regards



Mike Collins
Director of Operations

cc: Mick Giannasi, Chair