



THE HIGHWAYS AGENCY

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THE SCOTTISH OFFICE DEVELOPMENT DEPARTMENT



THE WELSH OFFICE
Y SWYDDFA GYMREIG



THE DEPARTMENT OF THE ENVIRONMENT
FOR NORTHERN IRELAND

Police Observation Platforms on Motorways

Summary: This Advice Note gives the general principles to be followed in the siting, layout and construction of police observation platforms on motorways. It supersedes TD 10/81.

REGISTRATION OF AMENDMENTS

Amend No	Page No	Signature & Date of incorporation of amendments	Amend No	Page No	Signature & Date of incorporation of amendments

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VOLUME 6	ROAD GEOMETRY
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PART 2

TA 66/95

**POLICE OBSERVATION
PLATFORMS ON MOTORWAYS**

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1. INTRODUCTION

General

1.1 This Advice Note gives the general principles to be followed in the siting, layout and construction of police observation platforms on motorways. The information contained in the original Standard, TD10/81 has been updated, and flexibility has increased through the change to an Advice Note and introduction of alternative layout options for the platforms. TD10/81 is hereby superseded.

1.2 The purpose of police observation platforms is to provide vantage points where police patrol vehicles can stop clear of the carriageway and hardshoulder. This makes the presence of the police more conspicuous to drivers using the motorway, improving the standard of driving, and reducing the likelihood of accidents.

Scope

1.3 This Advice Note sets out recommended layout options for police observation platforms on motorways. Recommendations are also given on police consultation, siting of platforms, layout and construction details.

Implementation

1.4 This Advice Note should be used for the design and construction of all motorway schemes including improvements, except where for schemes currently being prepared this would result in significant additional costs or delay.

2. POLICE CONSULTATION

2.1 Consultation should take place during the early stages of the development of a motorway scheme with the police force responsible for the length of a motorway concerned on the siting, the intervals and type of each platform. Final selection of platform sites may require detailed planning of earthworks and structures to be completed in order to identify any obstructions to visibility.

3. SITING

3.1 Platforms should normally be constructed at suitable intervals on each carriageway and be staggered. Regular spacing is not necessary, it is more important to use the most suitable sites.

3.2 The siting of a platform will often be a compromise between a number of factors. Aspects of particular relevance to the choice of site are:

Cost

(i) Sites at a change between cutting and embankment can avoid additional land take and keep earthworks to a minimum.

Visibility

(ii) The visibility from parked police vehicles should be unobstructed for a distance of at least 1.6km both upstream and downstream of the platform in clear weather. Shorter distances may be accepted, but visibility should not be less than 0.8km in both directions and priority should be given to the upstream view. Where a platform is to be used in conjunction with a speed detection system, downstream visibility can be shortened to a distance of 0.8km. Sites where the visibility might be impaired by new structures, signs, vegetation growth, or future landscape planting should be avoided.

Access

(iii) Sites near merges and diverges to all-purpose roads afford the police greater opportunity to detect defective or unsafe vehicles joining or leaving the motorway.

Speed Detection

(iv) Where a platform is to be used in conjunction with a speed detection system the platform should not be located close to an off-slip which will allow offending vehicles to leave the motorway.

Radio Communications

(v) Sites should have good radio reception for those frequencies used by the police.

Unauthorised Use

(vi) Platforms should not be placed where the public might be encouraged to use them, for example near an emergency telephone.

Intrusion

(vii) Platforms should not normally be sited where the vehicles using them would overlook or intrude on the privacy of residential property adjacent to the motorway.

4. LAYOUT AND CONSTRUCTION

4.1 Three layout options for platforms are shown in Figures 4/1 to 4/3. Type 1 is the original layout with a drive-through platform raised above the adjacent carriageway. Here access is easily visible, particularly at night on unlit sections. Type 2 is similar to Type 1 but police vehicles must reverse onto the platform. This layout gives greater protection to parked police vehicles and is less likely to be abused by the public. Type 3 is an at-grade reverse-in platform often favoured by the police for enforcement of speed limits.

The principal features that should be incorporated wherever possible are:

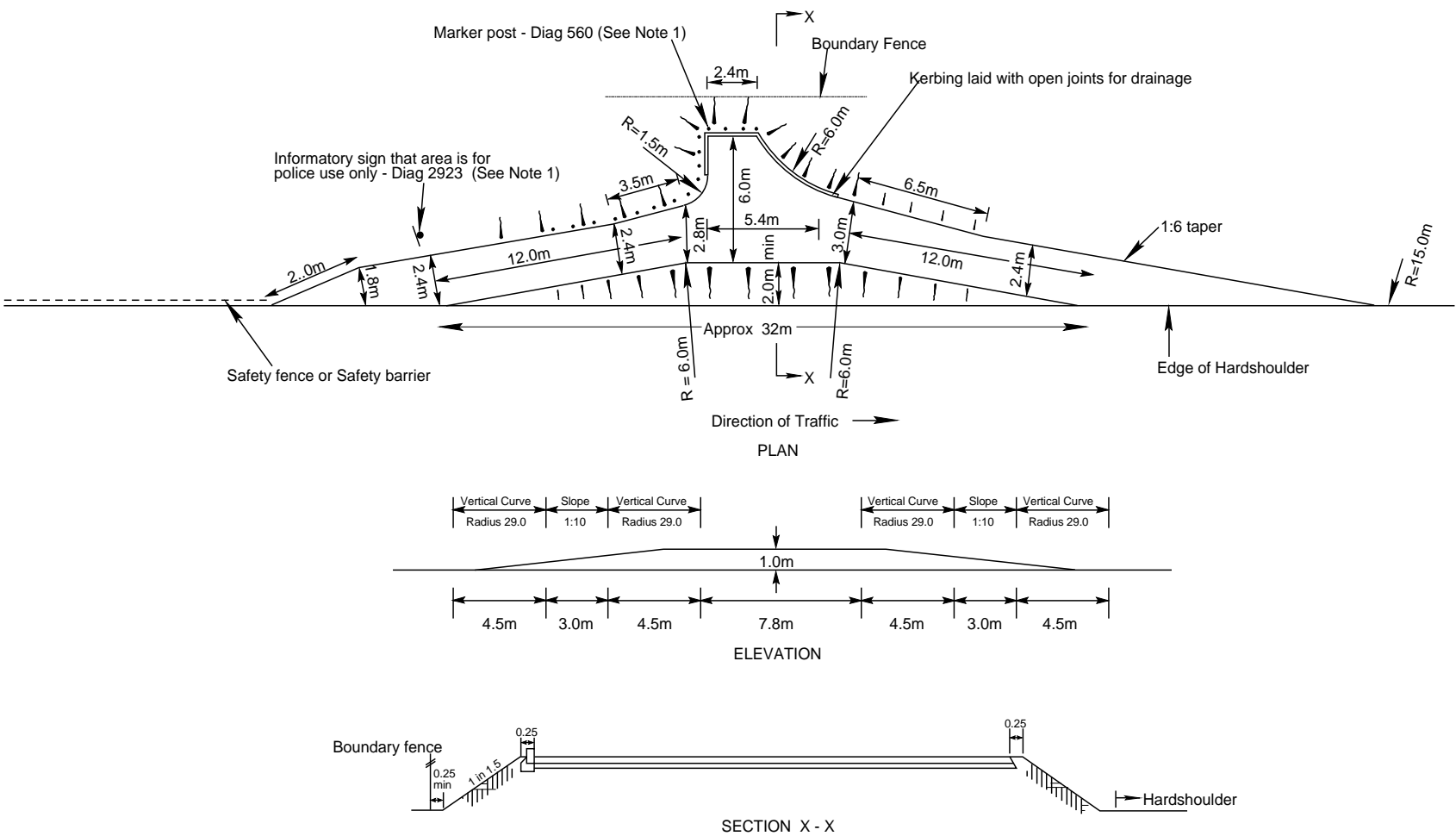
- (i) The platform should be 1m or more above the level of the adjacent carriageway for Types 1 and 2.
- (ii) The parking area should be relatively flat so it will be comfortable for police personnel sitting in the vehicle, and have adequate surface water drainage.
- (iii) The taper from the platform to the back of the hardshoulder should give police vehicles a straight run onto the hardshoulder.
- (iv) A safety fence or safety barrier should be provided upstream of all types of platforms.
- (v) A sign indicating that the platform is only for police use should be placed in advance of the platform. The sign should be sited to discourage unauthorised use, but not to impair visibility from a police vehicle parked on the platform.
- (vi) Marker posts with reflectors shall be located at the back and side of the platform.
- (vii) Statutory requirements for the above mentioned signs and marker posts are contained in the Traffic Signs Regulations and General Directions 1994. The relevant Diagrams are 2923 and 560 respectively. In Northern Ireland, the Traffic Signs Regulations (Northern Ireland) 1979 apply.

Construction

4.2 The platform should be as shown in Figures 4/1, 4/2 or 4/3.

4.3 Underground services such as drains, electricity and telecommunication cables may pass under observation platforms. These services may require structural protection depending on their locations relative to the finished levels of the platform type used.

4.4 Consideration should also be given to installing a protective handrail around a platform and its approaches where necessary. See BA 48 (DMRB 2.2.2).



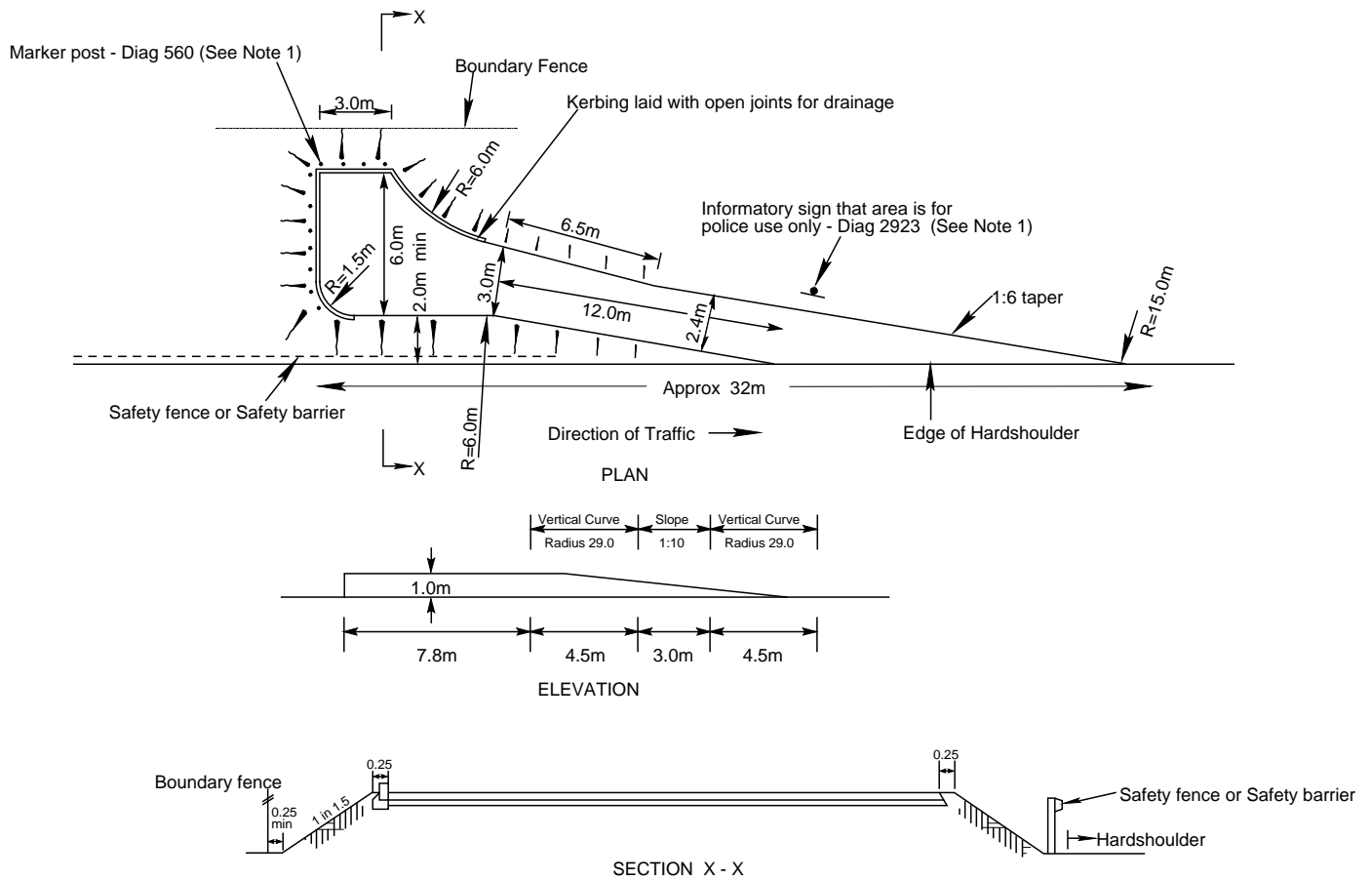
Notes.

1. Statutory requirements for posts and signs are contained in the Traffic Signs Regulations and General Directions 1994. "Diag" refers to the applicable diagram number in the Regulations.

For Northern Ireland, Traffic Signs Regulations (Northern Ireland) 1979 apply.

Figure 4/1 Police Observation Platform Type 1 : Drive-through Platform

Figure 4/1 Police Observation Platform Type 1: Drive through Platform

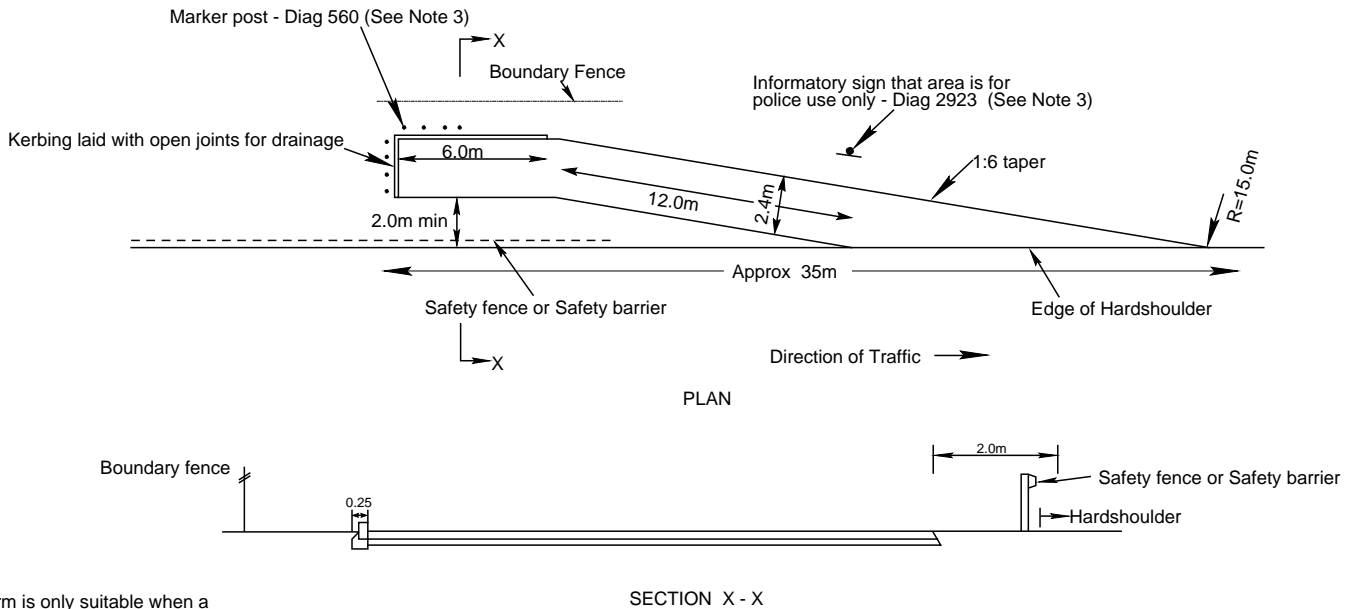


Notes.

1. Statutory requirements for posts and signs are contained in the Traffic Signs Regulations and General Directions 1994. "Diag" refers to the applicable diagram number in the Regulations.

For Northern Ireland, Traffic Signs Regulations (Northern Ireland) 1979 apply.

Figure 4/2 Police Observation Platform Type 2 : Reverse-in Platform



Notes.

1. This platform is only suitable when a speed detection system is being used.
2. Platform to be laid at-grade with allowances for drainage.
3. Statutory requirements for posts and signs are contained in the Traffic Signs Regulations and General Directions 1994. "Diag" refers to the applicable diagram number in the Regulations.

For Northern Ireland, Traffic Signs Regulations (Northern Ireland) 1979 apply.

Figure 4/3 Police Observation Platform Type 3 : Reverse-in At-grade Platform

Figure 4/3 Police Observation Platform Type 3 : Reverse-in At-grade Platform

5. REFERENCES

1. Traffic Signs Regulations and General Directions, 1994.
2. Traffic Signs Regulations (Northern Ireland) 1979
3. Design Manual for Roads and Bridges (DMRB):
BA48: Pedestrian Protection at Head Walls, Wing Walls and Retaining Walls, (DMRB 2.2.2).

6. ENQUIRIES

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