



Freedom of Information Act Publication Scheme	
Protective Marking	Not Protectively Marked
Publication Scheme Y/N	Y
Title	Abnormal Indivisible Loads Policy
Version	Version 2
Summary	This policy sets out how the Metropolitan Police Service (MPS) deals with the movement of abnormal indivisible loads carried by large goods vehicles through London.
Branch / OCU	Roads Policing Strategic Committee
Date created	March 2007
Review date	April 2010

Introduction

Historically, the practice of police escorting abnormal loads was a self-imposed duty, undertaken for reasons of road safety. Changes in vehicle and road engineering have now radically altered the manner in which many abnormal loads travel through the Metropolitan Police Area. In response, the escort criteria adopted by the Metropolitan Police has been progressively raised over time in line with the Association of Chief Police Officers (ACPO) national guidelines.

This policy sets out the way in which the Metropolitan Police Service will deal with the movement of Abnormal Indivisible Loads carried by large goods vehicles through London.

Application

This policy applies with immediate effect.

All police officers and police staff, including the extended police family and those working voluntarily or under contract to the MPA must be aware of, and are required to comply with, all relevant MPS policy and associated procedures.

However, this policy applies in particular to officers and staff in the following roles:

- All police officers based at BOCUs, in particular those engaged in patrol activities and Control room duties.
- All Traffic OCU officers.
- All other police officers attached to support units who regularly undertake street patrol and public order duty.
- All Central Communication Command staff.
- Abnormal Loads Office staff
- Finance Services, Resources Directorate staff

N.B. This list is not intended to be exhaustive.

This policy applies with immediate effect and cancels item 7, 42/2004 of 20th October 2004

Purpose

This Policy and its associated Standard Operating Procedures (SOPs) provide a framework for the management and operation of the Metropolitan Police response to escorting abnormal indivisible loads to meet the requirements of legislation and regulations governing the movement of such loads. The SOPs sets out the criteria and standards for the provision of police services.

Scope

Abnormal indivisible loads in the Metropolitan Police Area will generally be self or privately escorted on all occasions except where either a haulier specifically requests a police escort (for which charging arrangements will apply), or where the movement is subject to a Highways Agency Special Order (i.e. due to the need for removal of street furniture and the regulation of traffic).

Policy Statement

The routine escorting of abnormal loads by Metropolitan Police officers on roads within the Metropolitan Police area, is not a function that can be sustained by police. In response, the self or private escorting of the majority of abnormal indivisible loads was permitted with effect from 1st January 2004.

The only exemptions will be for Highways Agency Special Order movements which require detailed planning arrangements for police escorts, removal of street furniture etc.

Hauliers will be encouraged to use self or private escorts. The movement of loads will be subject to any time restrictions specified by the Abnormal Loads Office. Police escorts will only be supplied if specifically requested and payment for that service will be required. The recommended charging policy is shown in the Standard Operating Procedures.

Benefits

The haulage industry had for many years complained of the cost and amount of time wasted awaiting police escorts. The associated efficiency costs on the industry are immense as the 1993 ACPO trials clearly identified. The trials also demonstrated that the issues of public safety, which are and always have been the responsibility of the haulier, were in no way compromised.

Self/private escorts have been operating in many areas for some time, without any serious incidents reported. Many hauliers and mobile crane operators provide "escort" or "pilot" cars to assist their movements without any apparent adverse reports from police or the public.

This policy will allow police officers to spend more time on core policing duties.

Responsibilities

Ownership of policy: Commander Roads Policing

Implementing policy: Operational Unit Commanders, Abnormal Loads Office

Reviewing policy: Roads Policing Policy Unit

Associated Documents and Policies

Abnormal Indivisible Loads – Standard Operating Procedures

The Road Vehicles (Construction and Use) Regulations 1986

The Road Vehicles (Authorisation of Special Types) (General) Order 2003

Item 7, Notices 42/2004 of 20th October is now cancelled