

3. Interception by Police

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3.1 Introduction

This chapter provides information to allow officers to perform static interceptions of motor vehicles and pedestrians in a safe manner.

The Service's policy in relation to:

- (i) the use of roadblocks; and
- (ii) mobile interception of motor vehicles,

is contained in ss. 2.4.12: 'Roadblocks' and 15.4: 'Vehicle interceptions' of the OPM.

3.2 Static interception

A static interception site may be established where:

- (i) officers exercise a statutory power, for example:
 - (a) s. 26: 'Roadblocks' of the PPRA;
 - (b) s. 59: 'Power for regulating vehicular and pedestrian traffic' of the PPRA;
 - (c) s. 80(2): 'Request for specimen of breath' of the TO(RUM)A; or
 - (d) s. 80(2AA): 'Request for specimen of saliva' of the TO(RUM)A;
- (ii) the protection and safety of the public is required e.g. the prevention of access to areas due to an emergency situation being declared pursuant to the *Public Safety Preservation Act*;
- (iii) it is necessary for the safety of the public e.g. at traffic crashes where a portion of roadway is unsafe for traffic use, or if a portion of a roadway is blocked;
- (iv) officers conduct planned operations or perform tasks as provided by ITAS; and
- (v) in any other circumstance it is necessary for police to intercept vehicles in the course of their duties.

Officers at a static interception site are to comply with directions issued by the officer in command.

Proper management surrounding the establishment and operations at static interception sites should be designed to ensure that safe, effective and efficient policing is achieved.

3.2.1 Establishing a static interception site

Prior to selecting a static interception site the officer in command should consider the:

- (i) traffic density on the particular road;
- (ii) nature and class of the road at the location;
- (iii) physical construction of the road, with particular reference to the road surface, number of traffic lanes, width of road shoulders, and whether any foreign substance (oil, etc.) is evident on the road;
- (iv) existence of a dust hazard, in particular to road surface and soft edges and the types of vehicles using the road. (Note: Semi trailer vehicles can collect dust on wheels and may spread a dust cloud when stopping or starting);
- (v) existence of fog, smoke or rain;
- (vi) available distance for motorists to bring their vehicles to a stop;
- (vii) parking of all vehicles, including intercepted vehicles, should:
 - (a) be in a way that does not unreasonably interfere with normal traffic flow;
 - (b) comply with the TO(RUM)A and TO(RUM-RR)R unless special circumstances exist, in which case, the officer in command should be able to justify the reason for such selection; and
 - (c) wherever practicable, provide an area of safety for persons at the site;
- (viii) applicable provisions of the *Work Health and Safety Act*;
- (ix) need to ensure that a clear and uninterrupted view exists between the site and the oncoming traffic consistent with the usual speed of vehicles and the distance required to stop or slow down;
- (x) need to turn off traffic control light signals at the site or switch them to flashing amber;
- (xi) safety of officers and members of the public at or near the static interception site; and
- (xii) rights of property owners/occupants in the locality and in particular that:

- (a) interceptions should not be made on private property without the prior consent of the owner/occupier; and
- (b) the level of noise likely to be created at the site.

Officers in command who identify a potentially suitable static interception site should prepare a QP 0537: 'Site Safety Plan' (available from Richlands Supply Services) prior to commencing operations at the site (see s. 3.2.2: 'Site safety planning' of this chapter).

3.2.2 Site safety planning

Site safety planning, as outlined in this chapter, is intended for use in road policing. This process is not intended to be strictly applied to tactically dangerous on-road situations as outlined in s. 17.3.9: 'Tactically dangerous situations' of the OPM (e.g. roadblocks to apprehend armed offenders). In such cases, officers in command should consider both the tactical aspects of the situation and the site safety principles outlined in this chapter to develop plans which provide maximum safety for officers and the community.

Site safety planning is a process designed to ensure that officers and other road users are protected to the greatest extent possible from hazards associated with police operations at static interception sites. Achieving this goal should be given priority over other considerations such as maximising the number of persons intercepted.

Static interception sites which are required to be established without an opportunity for planning, e.g. traffic diversion at the scene of a traffic crash, need not be the subject of a site safety plan. However, the principles of site safety planning should be applied to such static interception sites as far as possible having regard to the location of the site and the equipment reasonably available to officers at the site.

The site safety planning process need not be applied to static interception sites which deal only with pedestrian traffic although officers establishing such sites should consider the safety aspects applicable to the operation at that site.

Site safety planning should be carried out as close as practicable to the time of commencing operations at a static interception site to ensure the currency and accuracy of the information used in the process. Preliminary inspections of proposed static interception sites or perusal of previously prepared site safety plans for a particular site should be conducted prior to commencing site safety planning to ensure that suitable equipment and personnel are available to establish a static interception site at the proposed site.

ORDER

Site safety plans are to be prepared for all static interception sites which are established as part of a pre-planned activity (planned static interception sites).

Officers in command establishing static interception sites should:

- (i) assess the proposed site for its suitability for the activity to be performed (see s. 3.2.1: 'Establishing a static interception site' of this chapter);
- (ii) commence the preparation of a QP 0537: 'Site Safety Plan' (available from Richlands Supply Services);
- (iii) assess the proposed site for the level of risk posed to officers and members of the public by the activity to be performed at the site by completing the site safety matrix on the QP 0537. When completing a site safety matrix officers may take into consideration the presence of artificial light sources when considering the rating to be assigned to the 'time of day' factor, e.g. a proposed interception site under bright street lighting or with bright artificial light provided by floodlighting may be considered as a 'day' level of risk rather than night or dawn/dusk;
- (iv) cross reference the suggested control strategy obtained from the site safety matrix with the control strategy implementation table on the QP 0537. The suggested control strategies, listed in order of stringency, and associated control options are:
 - (a) Eliminate – cancel the activity if possible, or implement detours, stop all traffic or create a 'safety zone' in which to work if the activity cannot be avoided;
 - (b) Separate – create a 'safety zone' in which to work or use available environmental features such as side streets or enforcement bays to work in;
 - (c) Standard – use personal protective equipment and comply with the safety provisions for officers outlined in s. 3.2.6: 'Responsibilities of officers at a static interception site' of this chapter;
- (v) select an appropriate control option from the control strategy implementation table from the options listed under the strategy which corresponds to the control strategy obtained from the site safety matrix. Officers in command should be able to justify their reasons for not adopting a higher ranked option in favour of the option actually selected (e.g. why option 3 was chosen in preference to options 1 or 2). Intelligence, Tactical and Analysis System (ITAS) taskings and similar deployment instructions should not be considered as justifications for adopting lower ranked control options at sites which should, in accordance with the suggested control strategy, be subject to the 'eliminate' strategy. However, officers in command may select any control option which is listed under a control strategy which is more stringent than the control strategy obtained from the site safety matrix (e.g. any

option from the 'eliminate' strategy may be chosen if the appropriate strategy, according to the site safety matrix is 'separate');

(vi) identify the specific hazards created by the proposed activity at the site to officers and members of the public;

(vii) having regard to the selected control option, determine the specific measures to control the specific hazards presented by the site and the proposed activity. These should be recorded on the QP 0537: 'Site safety plan', which should also include:

(a) a diagram (not to scale) of the static interception site and the desired placement of personnel and traffic control measures. Where suitable the site diagrams contained in Appendix 3.1 to 3.4 of this chapter may be adopted in place of developing a unique site diagram for the particular site; and

(b) a listing of personnel deployed at the site and their functions;

(viii) brief personnel working at the site on the site safety plan and their particular roles;

(ix) deploy personnel and equipment in accordance with the site safety plan;

(x) at the conclusion of operations at a static interception site, debrief the personnel employed at the site and note on the QP 0537: 'Site safety plan' a brief comment about the effectiveness of the control option adopted and the specific risk control measures taken at the site; and

(xi) upon completion of the shift, file the QP 0537: 'Site safety plan' at the officer's station or establishment unless local instructions provide for other filing requirements. Site safety plans should be retained for a period of one year unless an incident involving injury to any person or damage to any property occurred as a result of operations at the site. In such cases the site safety plan should be attached to the relevant file on the incident.

3.2.3 Safety planning distances

Safety planning distances have been developed by the Forensic Crash Unit, Brisbane to ensure that officers intercepting vehicles are adequately informed of the distances which are required to bring vehicles travelling at various speeds to a stop safely.

The safety planning distances have been developed to account for vehicles travelling on good roads in dry conditions. Consequently extra stopping distances should be allowed where conditions are wet or the road surface is otherwise loose or slippery. It may be the case that stopping distances are increased so significantly by wet weather or slippery road conditions that attempting to stop vehicles may be too dangerous to allow a planned static interception site to be established. Officers in command are to consider the appropriateness of the safety planning distances to the particular situation which applies at a static interception site and increase the distances allowed at the site for stopping vehicles. Officers in command are not to reduce safety planning distances.

When developing Site Safety Plans, and while operating static interception sites, officers should use the safety planning distances shown on the QP 0537: 'Site Safety Plan'.

The appropriate safety planning distance to use at a site is to be determined by the officer in command. Generally, the safety planning distance to be adopted should correspond with the speed limit of the road on which the static interception site is situated. However, if the average speed of traffic approaching the site is generally higher or lower than the prescribed speed limit then the average speed of traffic should be used to determine the safety planning distance.

Officers in command of static interception sites may take into account environmental factors which cause vehicles to slow their speed when determining the appropriate safety planning distances to use at a static interception site. In such cases there is no restriction on the use of different safety planning distances for vehicles which have been subject to the slowing effect of the environmental feature and those which have not.

Example

A static interception site is to be established on Smith Street which is a 60 km/h speed zone. Vehicles travelling along the Smith Street are travelling at an average speed of 60 km/h. Generally the appropriate planning distance for vehicles travelling along Smith Street should be 140 metres.

Brown Street intersects with Smith Street at a T intersection. Brown Street is the terminating road. Vehicles turning into Smith Street from Brown Street are travelling at an average speed of less than 40 km/h. The appropriate safety planning distance with respect to these vehicles is 80 metres.

A static interception site could be established on Smith Street using 140 metres as the safety planning distance for vehicles travelling along Smith Street and 80 metres as the safety planning distance for vehicles turning into Smith Street from Brown Street.

Officers in command of static interception sites should use the safety planning distances to determine the location of static interception sites and the placement of traffic control measures.

Examples

A static interception site is to be established in a 60 km/h speed zone. The officer in command of the site should ensure that the site is visible to vehicles being intercepted for a minimum distance of 140 metres.

A static interception site is to be established at the scene of a traffic accident in a 100 km/h speed zone. The site is only visible to approaching vehicles within 50 metres because it is situated on a blind bend. The safety planning distance applicable to a 100 km/h speed zone is 330 metres. The officer in command of the site should ensure that traffic control measures such as traffic cones or police vehicles are placed between the approaching traffic and the actual traffic accident scene so as to be visible to approaching traffic at a distance of at least 330 metres.

A planned static interception site to be established in a 60km/h speed zone is only visible to approaching traffic for a distance of 50 metres due to the presence of the crest of a hill. The safety planning distance applicable to a 60km/h speed zone is 140 metres. The static interception site is not to be established at this location.

ORDER

Where the safety planning distances cannot be implemented at a proposed planned static interception site the interception site is not to be established at that location.

3.2.4 Static interception site design principles

Static interception sites should be designed to incorporate the relevant principles set out in:

- (i) 'Lighting at static interception sites';
- (ii) 'Creating safety zones';
- (iii) 'Using environmental features';
- (iv) 'Placement of personnel at static interception sites'; and
- (v) 'Traffic build up at static interception sites',

of this section.

Lighting at static interception sites

Officers establishing static interception sites during the hours of darkness should ensure:

- (i) where street lighting does not exist some other form of artificial light is used to illuminate the site;
- (ii) police vehicles being used to create a 'safety zone' at the scene have appropriate emergency lights activated;
- (iii) strobe lights are used, where available, to mark the commencement of traffic cone lines; and
- (iv) traffic cones or bollards with reflective bands are used to mark 'safety zones'.

Officers establishing static interception sites during daylight hours should ensure that police vehicles being used to create a 'safety zone' at the scene have appropriate emergency lights activated.

Creating safety zones

Safety zones are a major part of the Service's control strategies to reduce the risk of injury or damage as a result of operations at static interception sites.

A safety zone may be created by blocking a portion of a road (and nearby area if necessary or desirable) with police vehicles, or other suitable emergency vehicles where appropriate, traffic cones and traffic signs. The portion of the road which is blocked should be of sufficient size to allow officers and intercepted motorists and their vehicles to remain in safety while still allowing traffic which is not being intercepted to continue safely.

Examples of 'safety zones' are illustrated in:

- (i) Appendix 3.1: 'Static interception site – three lane operation';
- (ii) Appendix 3.2: 'Static interception site – three lane operation (alternate)';
- (iii) Appendix 3.3: 'Static interception site – four lane operation'; and
- (iv) Appendix 3.4: 'Static interception site – four lane operation (alternate)',

of this chapter.

Officers in command who are creating a safety zone should:

- (i) ensure that the safety zone is visible to approaching traffic for at least the relevant safety planning distance;
- (ii) use a police vehicle, with activated emergency lights, to block the appropriate portion of the road before directing officers to enter upon a road to place traffic cones or signs;
- (iii) ensure that any safety zone into which it is intended to direct vehicles is:
 - (a) of sufficient size to allow safe parking of the number of vehicles expected to be intercepted at any one time;
 - (b) located so that vehicles which are to be left at the site after the static interception site is dismantled (e.g. vehicles belonging to arrested motorists) are left in a legally parked position; and

(c) designed to allow vehicles to leave the safety zone safely.

(iv) ensure that the safety zone is of sufficient size, and sufficiently well delineated, to ensure that passing vehicles do not come into close proximity with officers, other persons or vehicles in the safety zone;

(v) ensure that the approaches to the safety zone are sufficiently well delineated and suitable traffic control measures, such as signs or manual direction, are in place to ensure that vehicles only enter the safety zone under police direction; and

(vi) if practicable, ensure that suitable signs are erected to face the drivers of vehicles approaching the static interception site to warn those persons of the presence of the site and the possibility that they may be required to stop.

Using environmental features

The use of suitable environmental features present at an interception site is an acceptable practice to ensure the separation of personnel and stationary vehicles from moving traffic.

Suitable environmental features include purpose built enforcement bays, extended road shoulders and side streets (see SMD).

Where suitable environmental features are present at an interception site the use of such features in preference to establishing a safety zone is permitted.

Generally, an environmental feature, other than a side street, may be considered as a suitable alternative to creating a safety zone if the feature:

- (i) is not part of a road upon which vehicles normally travel e.g. an enforcement bay or extended road shoulder;
- (ii) allows at least 1 metre separation between persons and vehicles within the feature and passing traffic;
- (iii) is of sufficient size to allow safe parking of the number of vehicles expected to be intercepted at any one time;
- (iv) located so that vehicles which are to be left at the site after the static interception site is dismantled (e.g. vehicles belonging to arrested motorists) are left in a legally parked position;
- (v) of suitable construction to allow vehicles to safely enter and leave the feature, e.g. heavy vehicles should not be directed onto a soft road shoulder; and
- (vi) is of sufficient size, and sufficiently well delineated, to ensure that passing vehicles do not come into close proximity with officers, other persons or vehicles in the environmental feature.

Side streets

A side street may be used to separate personnel and stationary vehicles at a static interception site from moving traffic. The side street may be incorporated into the static interception site by having the intercepting officer direct vehicles to be intercepted into the side street where interviewing officers can then deal with the driver of the vehicle.

A side street may be used if:

- (i) the side street is immediately adjacent to the road upon which the static interception site is established;
- (ii) sufficient parking spaces are available in the side street to accommodate the number of vehicles likely to be intercepted at any particular time during operations at the site;
- (iii) the configuration of the side street permits intercepted motorists to return to the road from which they were directed; and
- (iv) a site safety assessment is conducted on the side street and the appropriate strategy to control the risks on that 'side street' is determined to be 'Standard'.

Personnel working in a side street are to use personal protective equipment and comply with the safety provisions for officers outlined in s. 3.2.6: 'Responsibilities of officers at a static interception site' of this chapter particularly subsections 'Intercepting officers' and 'Interviewing officers'.

Placement of personnel at static interception sites

Officers, other than intercepting officers, at a static interception site should be positioned off the road or within a safety zone.

The safety officer should be positioned so as to have a clear view of the site, officers at the site and persons or vehicles entering the site.

Intercepting officers should be positioned off the road or within a safety zone in a position which:

- (i) allows the intercepting officer to enter onto the road as required to intercept vehicles;
- (ii) allows a clear view of approaching traffic for at least the relevant safety planning distance;

(iii) provides maximum visibility of the intercepting officer to approaching traffic once the officer enters onto the road; and

(iv) provides a clear avenue of retreat from the road or position if necessary.

The relevant responsibilities of officers are outlined in s. 3.2.6: 'Responsibilities of officers at a static interception site' of this chapter. These responsibilities include instructions for the movement of officers in and around a static interception site.

Traffic build-up at static interception sites

Officers in command at static interception sites should be aware of the extent to which the design of the static interception site causes a traffic build-up on the approaches to the site.

Where the design or operation of a static interception site causes a build-up of stationary or slow-moving traffic on a road (other than within a safety zone) officers in command are to ensure that:

(i) the last stationary or slow-moving vehicle in a group of vehicles approaching the site is visible to following traffic for the safety planning distance relevant to the speed zone any following vehicles are in; and

(ii) where the location does not permit such a level of visibility to be maintained;

(a) a traffic build-up is not permitted to occur; or

(b) measures are taken to control traffic joining the group of stationary or slow-moving traffic.

3.2.5 Officer safety at static interception sites

Officer safety at static interception sites is paramount. The OIC of a static interception site is to ensure that officers use Service-approved safety equipment (both personal and station/establishment issue) whilst performing duties at a static interception site.

High visibility and reflectorised safety vests

ORDER

Officers wearing an integrated load bearing vest (ILBV) are to wear the ILBV high visibility vest (HVV) attachment in its full configuration (see s. 14.20.3: 'Integrated load bearing vests' of the OPM) at all times whilst performing duties in or adjacent to traffic, including work sites, in quarries or on construction haul roads. The Service issued reflectorised vest and high visibility epaulettes are not to be worn with or attached to an ILBV.

Officers not wearing an ILBV are to wear Service-issued reflectorised safety vests at all times whilst performing duties in or adjacent to traffic, including work sites, in quarries or on construction haul roads.

Exemptions to this requirement are permitted under emergent situations or where officers reasonably consider that tactical safety would be compromised by wearing a reflectorised safety vest.

Warning signs

OICs of static interception sites should ensure that where appropriate warning signs are available, such signs are used at static interception sites. Signs should be placed to warn motorists or pedestrians that they may be required to stop at a particular site.

Safety equipment

Safety equipment includes:

(i) ILBV HVV (in full configuration) for officers wearing an ILBV;

(ii) reflectorised safety vests for officers not wearing an ILBV;

(iii) traffic wands;

(iv) traffic cones/bollards with reflectorised tape;

(v) hand held reflectorised 'STOP POLICE' signs;

(vi) reflectorised signs together with stands and hazard light systems with an independent power source;

(vii) strobe lights; and

(viii) warning signs.

OICs of regions and commands are responsible for the supply and replacement of safety equipment on a high priority basis for use within their region or command.

All officers are to be supplied with such safety equipment as is necessary to enable them to perform their duties in all environmental and weather conditions (e.g. night-time, wet weather). Sufficient safety equipment should be supplied to ensure that officers can be provided with suitable safety equipment for the duties performed.

OICs of stations and establishments are to ensure:

- (i) safety equipment suitable for the duties performed by officers under their control is supplied and is available for use; and
- (ii) sunscreen lotion or cream is made available to officers performing duty outdoors during daylight hours.

Officers in charge of stations and establishments

The OIC of a station or establishment issued with Service safety equipment is to ensure:

- (i) officers under their control are provided with appropriate safety equipment to carry out their duties;
- (ii) officers under their control receive adequate training in the use of safety equipment;
- (iii) the equipment is regularly checked for completeness and is maintained in a good order and condition; and
- (iv) new or replacement safety equipment is purchased as required.

Additional safety equipment

Officers may use safety equipment provided by other government departments or instrumentalities whilst performing duty at static interception site.

3.2.6 Responsibilities of officers at a static interception site

Within any static interception site there will be identifiable functions and responsibilities to be performed. This section outlines, in general terms the functions within a static interception site. It will be necessary to refer to other more specific sections of this Manual (e.g. Chapter 6: 'Speed Detection') when dealing with those duties.

Depending on the particular situation, more than one of the duties and responsibilities contained herein may be undertaken by any particular officer provided that the performance of more than one function does not detract from the officer's ability to perform another assigned function.

OICs of regions may establish minimum and maximum staffing levels for particular operations at static interception sites.

Officer in command

At any incident that calls for action by police and at which officers are present, the officer in command has responsibility for the establishment of any required static interception site. (See s. 2.4.12: 'Roadblocks' of the OPM with respect to the operation of a roadblock site.)

The officer in command at a static interception site is responsible for:

- (i) preparing a Site Safety Plan for the static interception site (see s. 3.2.2: 'Site safety planning' of this chapter);
- (ii) the interception and stopping of vehicles and or pedestrians in a safe manner. Officers in command are to ensure that only one intercepting officer is intercepting vehicles at any particular time;
- (iii) subject to minimum and maximum staffing levels established by an OIC of a region, the determination of the number of officers required to adequately perform all duties associated with the specific task for which the static interception site was established;
- (iv) supervising the operation of the interception site once created by directing and controlling officers at the static interception site;
- (v) as circumstances dictate directing the cessation of the interception site; and
- (vi) ensuring the workplace health and safety of persons entering, leaving or at the static interception site (see *Work Health and Safety Act* ss. 20(1) and 30).

In establishing a static interception site, in addition to other provisions of this Manual, considerations by the officer in command should include whether:

- (i) authority exists;
- (ii) the location intended affords safety consistent with the provisions of s. 3.2.1: 'Establishing a static interception site' of this chapter; and
- (iii) appropriate safety equipment is available for use.

The officer in command at a static interception site should ensure that:

- (i) the establishment of the static interception site complies with the requirements of this Manual;
- (ii) all officers at the interception site are briefed prior to the commencement and allocation of duties, and where appropriate, a debriefing is held prior to the completion of duty;
- (iii) suitable officers are selected to perform identified duties;
- (iv) conflicts between officers and members of the public are dealt with;
- (v) unless special circumstances exist, officers wear the uniform of the day;

- (vi) whenever considered appropriate, any Service vehicle being used at the static interception site which has a revolving or flashing light or a light bar should have such light or light bar lit or activated;
- (vii) activities of officers at the site are monitored to ensure that safety is maintained;
- (viii) the ratio of vehicles intercepted to officers at the site is maintained at manageable levels and delays to traffic are not unreasonable;
- (ix) the site is left clean and tidy;
- (x) weather, light and traffic conditions are monitored and if appropriate consideration is given to terminating the operation. Static interception sites should not be operated during the first and last 45 minutes of daylight unless an artificial light source is also used at the site;
- (xi) inexperienced officers are assisted in the performance of their duties; and
- (xii) all statistical information is compiled and recorded on ITAS at the termination of the operation.

ORDER

Officers in command are to ensure that officers at static interception sites wear reflectorised safety vests in compliance with s. 3.2.5: 'Officer safety at static interception sites' of this chapter.

Intercepting officers

An intercepting officer present at a static interception site is responsible for the interception and or diversion of vehicular and pedestrian traffic.

The number of officers performing the duties of intercepting officer at a site should be kept to a minimum although more than one intercepting officer may be designated.

First Year Constables and officers inexperienced in traffic duties should not be designated as intercepting officers except on roads where the speed limit is less than 80 km/h.

Intercepting officers should:

- (i) unless otherwise directed by the officer in command, wear the uniform of the day;
- (ii) wear a Service issue reflectorised safety vest, see s. 3.2.5: 'Officer safety at static interception sites' of this chapter;
- (iii) during the hours of darkness, use a traffic wand and/or a strobe light;
- (iv) use a reflectorised 'STOP POLICE' sign during hours of darkness. The use of the sign during daylight hours is to be at the discretion of the officer in command of the site. Where adverse weather conditions exist, such as strong winds, or conditions exist which render the use of such sign dangerous, e.g. heavy vehicles causing strong wind gusts when passing, the officer in command of the site may decide that the use of the sign is impractical;
- (v) when standing on a road, keep approaching vehicles under constant observation;
- (vi) when directing traffic, use definite and distinct hand signals;
- (vii) where necessary, assist motorists to re-enter the traffic flow after being intercepted;
- (viii) stop all traffic where necessary to allow Service vehicles to safely enter a road;
- (ix) not stand between intercepted vehicles and any other vehicle parked either in front of or behind the intercepted vehicle;
- (x) maintain visual and or radio contact with the officer in command and other officers;
- (xi) be mindful of the possibility that a motorist may not be able to see persons standing on roadways due to reflection, sunlight, poor visibility or other reasons. Intercepting officers should also be mindful that safety at the static interception site is more important than the apprehension of motorists; and
- (xii) while intercepting vehicles:
 - (a) wherever practicable, enter on to the road and commence giving any required directions no closer to the vehicle to be intercepted than the safety planning distance appropriate to the speed of the vehicle;
 - (b) not remain directly in the path of a vehicle when it is apparent that the driver of the vehicle cannot or will not stop before reaching the officer; and
 - (c) not move about on the road in such a manner as to require drivers of vehicles to brake suddenly or take sudden evasive action to avoid the officer.

Interviewing officers

Interviewing officers are responsible for conducting interviews and conversations with motorists or pedestrians who are intercepted. Interviewing officers may also be responsible for performing other duties such as conducting roadside breath tests, issuing traffic infringement notices, inspecting motor vehicles, etc.

Interviewing officers should:

- (i) conduct interviews/conversations with persons whilst on the footpath, the shoulder of the road furthest from moving traffic or another area well clear of any moving traffic (e.g. a 'safety zone');
- (ii) wear a Service issue reflectorised safety vest, see s. 3.2.5: 'Officer safety at static interception sites' of this chapter;
- (iii) make relevant notes of interviews/conversations and events as soon as practicable after an incident;
- (iv) be conversant and follow the safety procedures and precautions outlined in this Manual;
- (v) maintain visual and or radio contact with the officer in command and other officers;
- (vi) be mindful of the possibility that a motorist may not be able to see persons standing on roadways due to reflection, sunlight or poor visibility, and remain on the roadway for the shortest possible time;
- (vii) if standing on a roadway, maintain continuous observation of any approaching traffic travelling in the lane closest to the officer; and
- (viii) not stand between intercepted vehicles and any other vehicle nor directly in front of or directly behind an intercepted vehicle.

Pursuit vehicle driver

A pursuit vehicle driver is responsible for giving pursuit, where appropriate and justified, to drivers of vehicles who have failed to stop after being directed to do so. (See Chapter 15: 'Driving of Service vehicles' of the OPM)

Safety officer

The safety officer should assist the officer in command with the selection of the site, monitor the safety of the site and take appropriate action to remedy any unsafe practices to minimise any risk to officers or members of the public at the site.

The safety officer is responsible for:

- (i) allocation and management of equipment utilised;
- (ii) the collection and recording of statistical data and the completion of summary sheets;
- (iii) the security of the interception site including the random breath test special operations vehicle;
- (iv) the provision of sufficient lighting at the site;
- (v) the placement and maintenance of reflectorised warning signs and directional signs when necessary;
- (vi) the placement and maintenance of the traffic cones with reflectorised tape when necessary; and
- (vii) assisting the officer in command to ensure that all officers perform their duties in a safe manner.

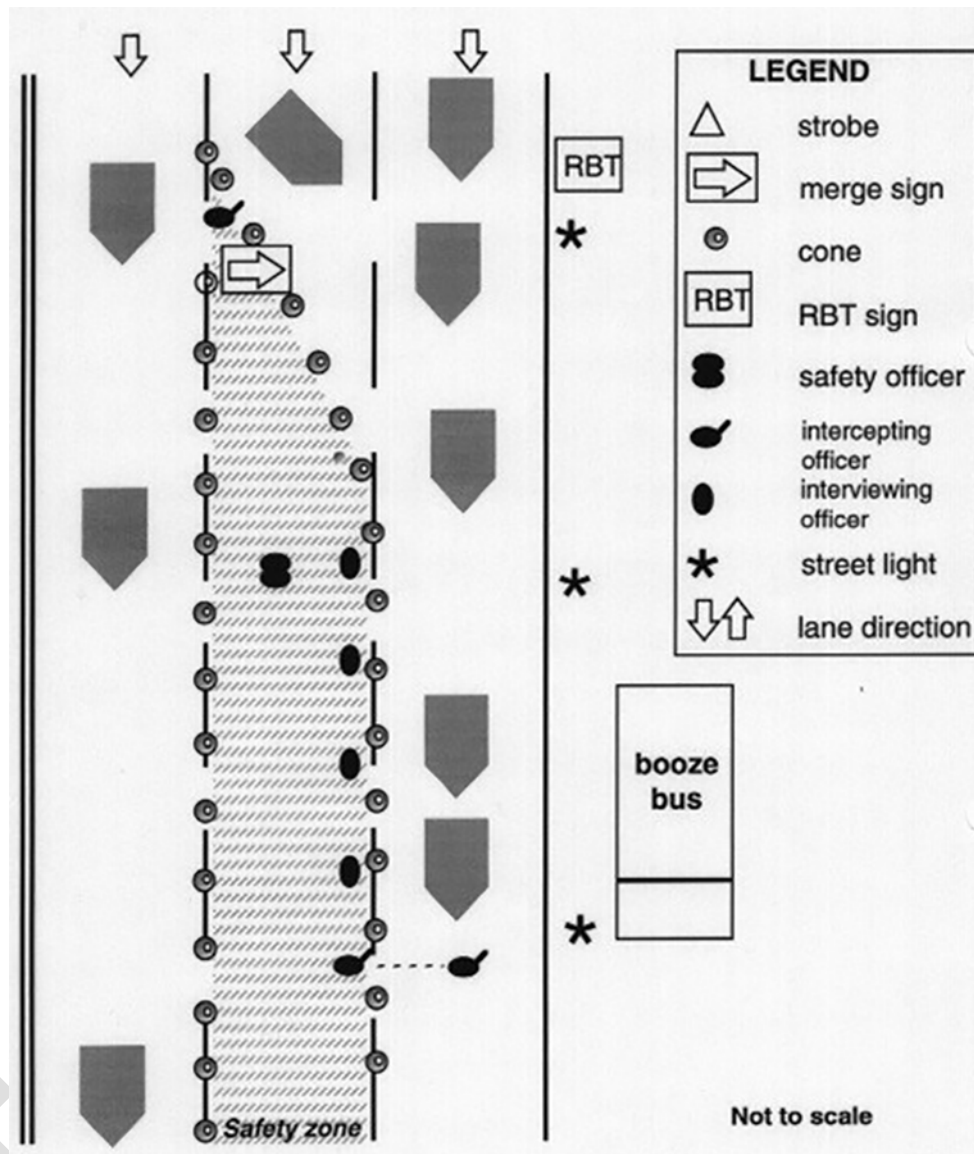
3.2.7 Combined operations

Combined operations are conducted with officers from other government departments such as the DTMR. The provisions of this chapter relating to static interception sites apply with respect to any combined operations. Where the site safety requirements of this chapter have not been complied with at the relevant static interception site, officers should negotiate with the officers from the other agency to reconfigure the site or relocate the operation to comply with site safety planning requirements. Where it is not possible to negotiate the reconfiguration or relocation of the static interception site, officers should not perform static interception duties at that site.

3.3 Deleted

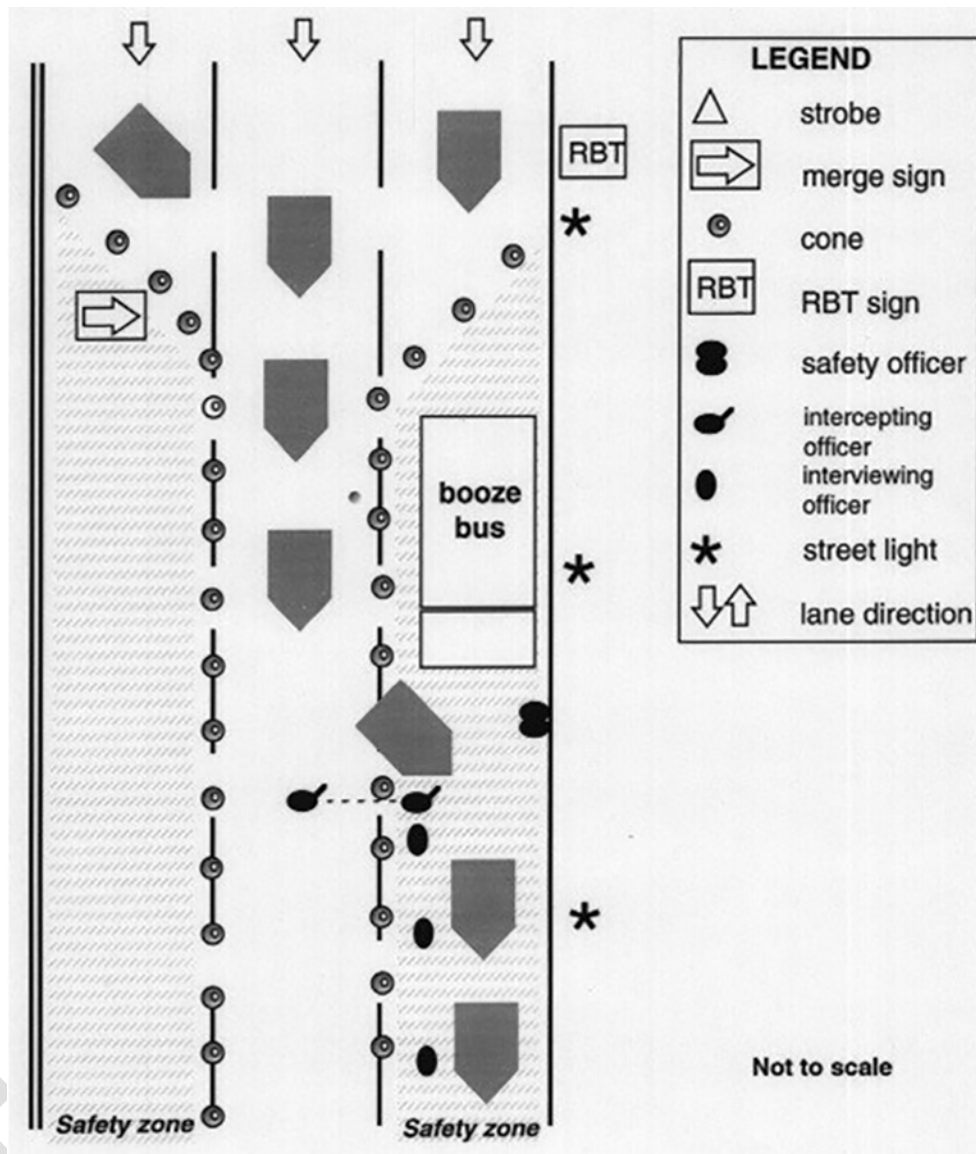
Appendix 3.1 Static interception site set-up – Three lane operation

(s. 3.2.4)



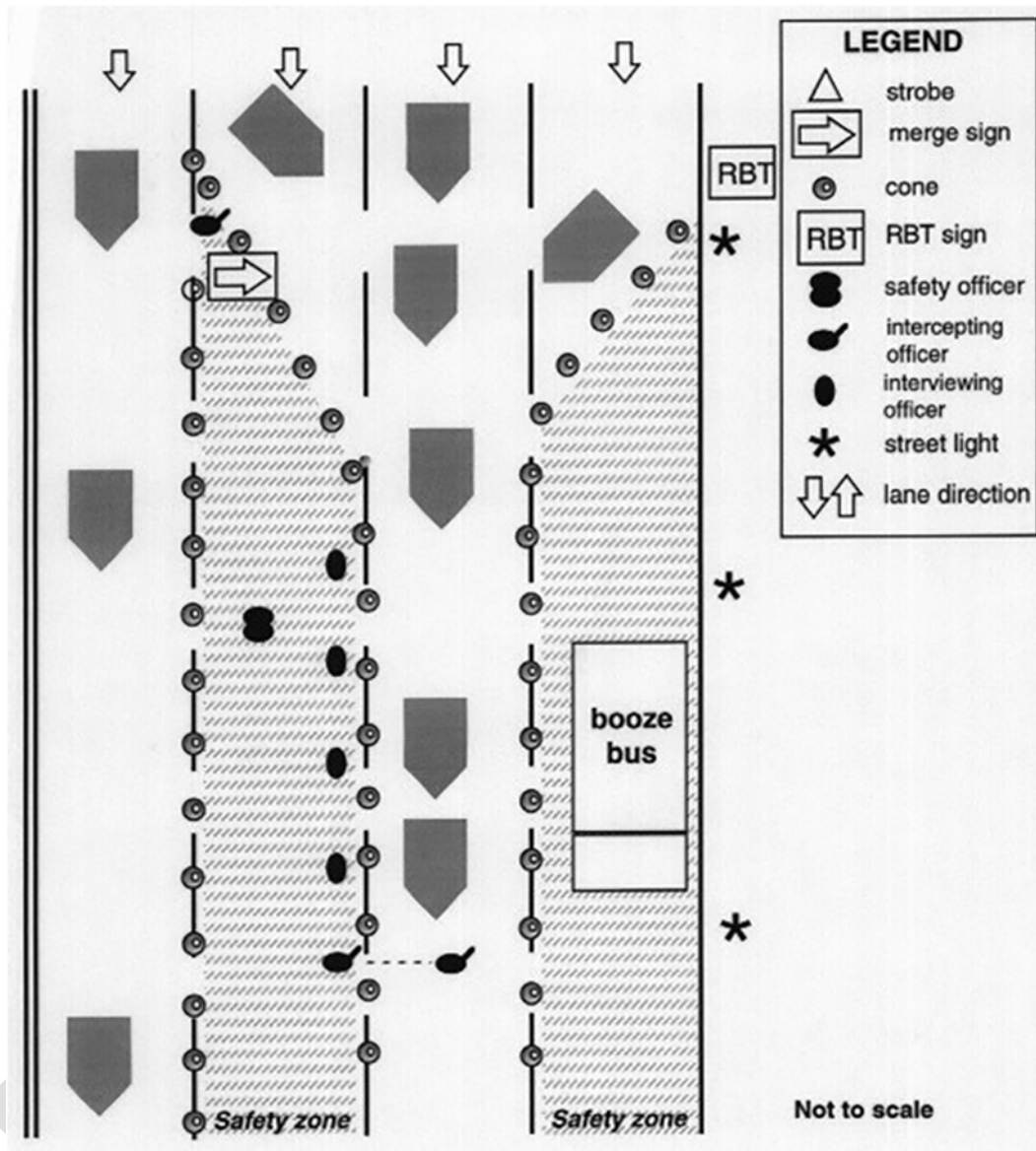
Appendix 3.2 Static interception site set-up – Three lane operation (alternate)

(s. 3.2.4)



Appendix 3.3 Static interception site set-up – Four lane operation

(s. 3.2.4)



Appendix 3.4 Static interception site set-up – Four lane operation (alternate)

(s. 3.2.4)

