



Bonneagar Iompair Éireann  
Transport Infrastructure Ireland

## TII Publications

GE PE DN CC OP AM RE

---

# Police Observation Platforms on Motorways

**DN-GEO-03027**  
December 2002

## About TII

Transport Infrastructure Ireland (TII) is responsible for managing and improving the country's national road and light rail networks.

## About TII Publications

TII maintains an online suite of technical publications, which is managed through the TII Publications website. The contents of TII Publications is clearly split into 'Standards' and 'Technical' documentation. All documentation for implementation on TII schemes is collectively referred to as TII Publications (Standards), and all other documentation within the system is collectively referred to as TII Publications (Technical). This system replaces the NRA Design Manual for Roads and Bridges (NRA DMRB) and the NRA Manual of Contract Documents for Road Works (NRA MCDRW).

## Document Attributes

Each document within TII Publications has a range of attributes associated with it, which allows for efficient access and retrieval of the document from the website. These attributes are also contained on the inside cover of each current document, for reference. For migration of documents from the NRA and RPA to the new system, each current document was assigned with new outer front and rear covers. Apart from the covers, and inside cover pages, the documents contain the same information as previously within the NRA or RPA systems, including historical references such as those contained within NRA DMRB and NRA MCDRW.

## Document Attributes

<b>TII Publication Title</b>	<i>Police Observation Platforms on Motorways</i>
<b>TII Publication Number</b>	<i>DN-GEO-03027</i>

<b>Activity</b>	<i>Design (DN)</i>
<b>Stream</b>	<i>Geometry (GEO)</i>
<b>Document Number</b>	<i>03027</i>

<b>Document Set</b>	<i>Standards</i>
<b>Publication Date</b>	<i>December 2002</i>
<b>Historical Reference</b>	<i>TA 66</i>

## NRA DMRB and MCDRW References

For all documents that existed within the NRA DMRB or the NRA MCDRW prior to the launch of TII Publications, the NRA document reference used previously is listed above under 'historical reference'. The TII Publication Number also shown above now supersedes this historical reference. All historical references within this document are deemed to be replaced by the TII Publication Number. For the equivalent TII Publication Number for all other historical references contained within this document, please refer to the TII Publications website.

---

## NRA ADDENDUM TO

### TA 66/95

## POLICE OBSERVATION PLATFORMS ON MOTORWAYS

Advice Note TA 66/95 – Police Observation Platforms on Motorways – is applicable in Ireland with the following amendments:

### GENERAL

1. At several locations:

For: “police”

Read: “garda” or “gardai”.

### SPECIFIC

1. Page 1/1, Paragraph 1.4:  
Delete Paragraph 1.4 and replace with:

“1.4 This Advice Note should be used for the design of all new or improved motorways. The advice should be applied to the design of schemes already being prepared unless, in the opinion of the National Roads Authority, application would result in significant additional expense or delay progress. In such cases, Design Organisations should confirm the application of this Advice Note to particular schemes with the National Roads Authority.”

2. Page 3/1, New Paragraph 3.3:  
Insert new Paragraph 3.3 after Paragraph 3.2:

#### “Frequency

3.3 The frequency of garda observation platforms should be determined following consultation with the gardai responsible for the length of motorway concerned. However, where practicable, consideration should be given to providing at least one platform on each length of road between junctions.”

3. Page 4/1, Paragraph 4.1(vi), line 1:  
For: “Marker posts”  
Read: “Delineator posts”.

4. Page 4/1, Paragraph 4.1(vii):  
Delete Paragraph 4.1(vii) and replace with:  
“(vii) Requirements for the above mentioned signs and delineator posts are contained in the Traffic Signs Manual.”
5. Page 4/1, Paragraph 4.4, line 3:  
Delete last sentence, “See BA 48 (DMRB 2.2.2).”
6. Page 4/1, New Paragraph 4.5:  
Insert new Paragraph 4.5 after Paragraph 4.4:

**“Platform Type**

4.5 The preferred platform layout is Type 2. Layout Type 3 should only be used where space is too restricted to permit the construction of Type 2. Layout Type 1 is not recommended and should not be used.”

7. Pages 4/2, 4/3 and 4/4, Figures 4/1, 4/2 and 4/3:  
On each figure:  
  
For: “Marker post – Diag 560 (See Note 1)”  
Read: “Delineator posts (see Note 1)”;  
  
For: “Informatory sign that area is for police use only – Diag 2923 (See Note 1)”  
Read: “Information sign that area is for garda use only (see Note 1)”;  
  
Delete Note 1 and replace with:  
“1. Requirements for the above mentioned signs and delineator posts are contained in the Traffic Signs Manual.”
8. Page 5/1, References 1 to 3:  
Delete References 1 to 3 and replace with:  
“Traffic Signs Manual. Department of the Environment and Local Government.”
9. Page 6/1, Section 6:  
Delete text and replace with:  
“6.1 All technical enquiries or comments on this Standard should be sent in writing to:  
Head of Project Management and Engineering  
National Roads Authority  
St Martin’s House  
Waterloo Road  
Dublin 4”



.....  
E O’CONNOR  
Head of Project Management and Engineering



THE HIGHWAYS AGENCY

TA 66/95



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

REGISTRATION OF AMENDMENTS

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

---

<b>VOLUME 6</b>	<b>ROAD GEOMETRY</b>
<b>SECTION 3</b>	<b>HIGHWAY</b>
	<b>FEATURES</b>

---

**PART 2**

**TA 66/95**

**POLICE OBSERVATION  
PLATFORMS ON MOTORWAYS**

**Contents**

Chapter

1. Introduction
2. Police Consultation
3. Siting
4. Layout and Construction
5. References
6. Enquiries



# **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:

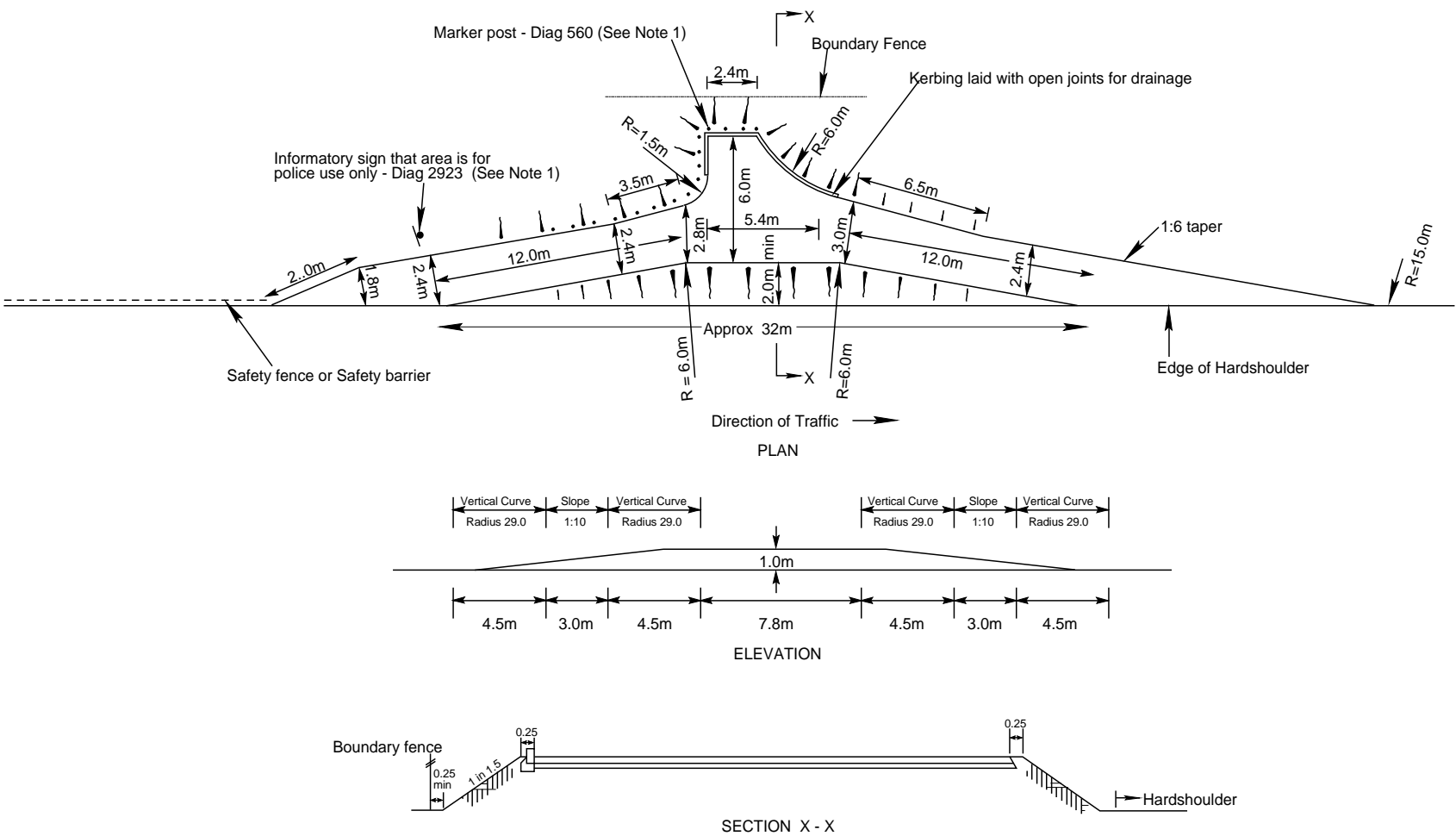
- (i) The platform should be 1m or more above the level of the adjacent carriageway for Types 1 and 2.
- (ii) The parking area should be relatively flat so it will be comfortable for police personnel sitting in the vehicle, and have adequate surface water drainage.
- (iii) The taper from the platform 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).



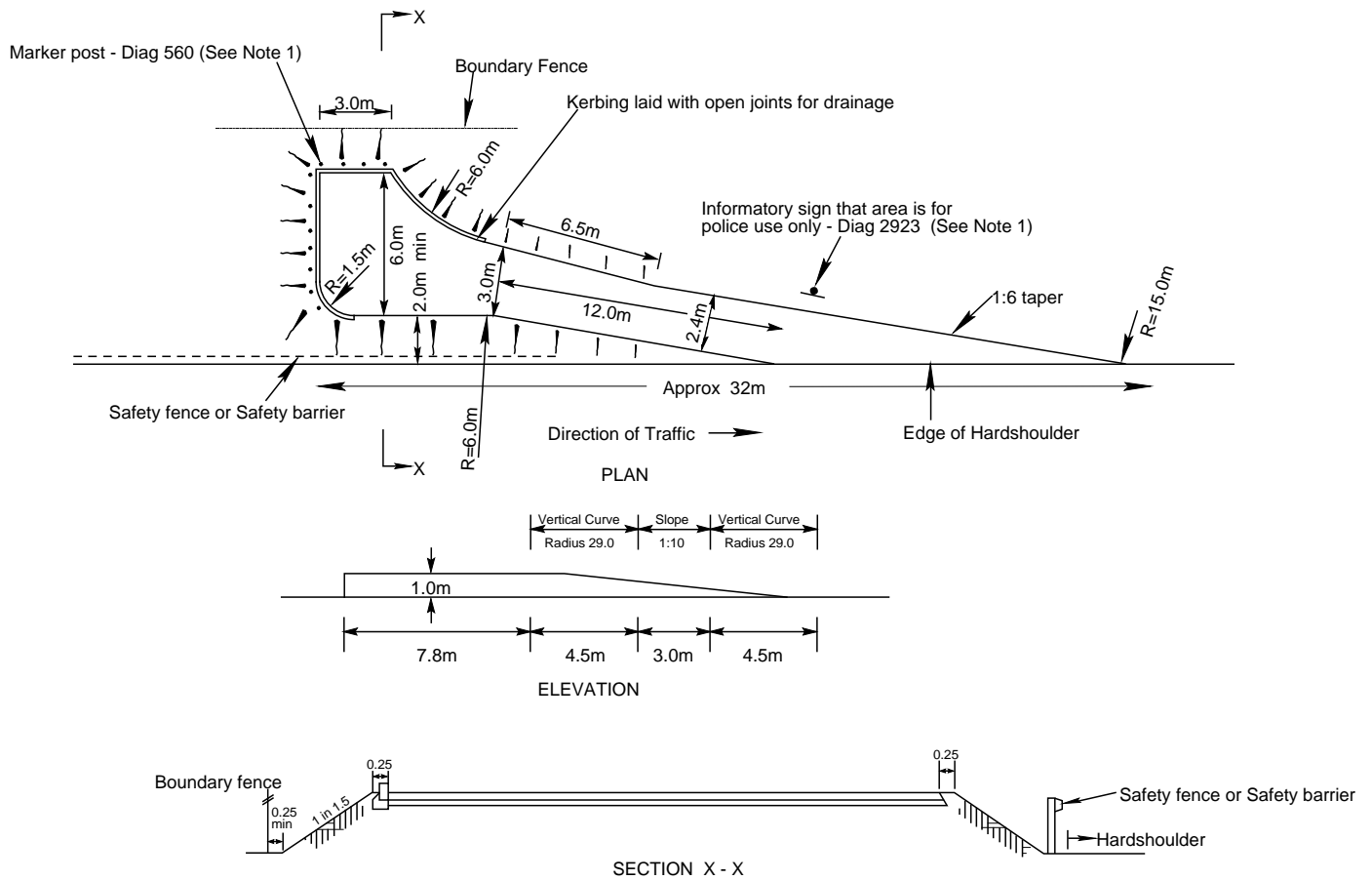
Notes.

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

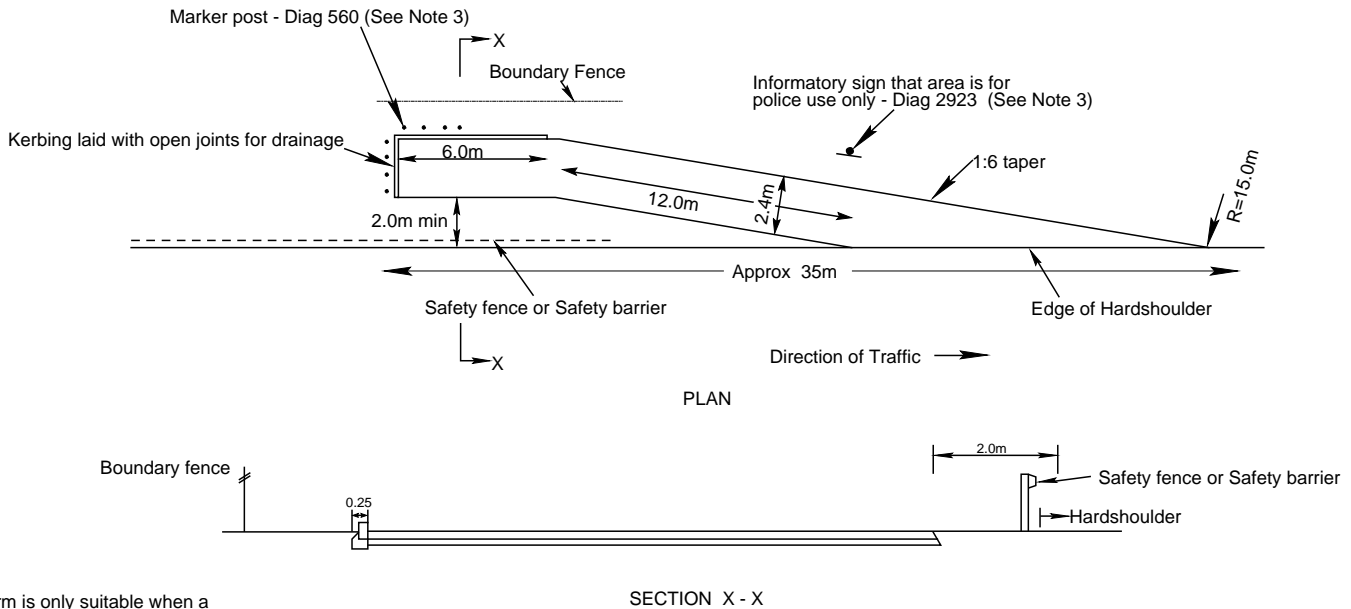


Notes.

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

All technical enquiries or comments on this document should be sent in writing to:-

Head of Road Engineering and  
Environmental Division  
Highways Agency  
St Christopher House  
Southwark Street  
London SE1 0TE

N S ORGAN  
Head of Road Engineering  
and Environmental Division

The Deputy Chief Engineer  
The Scottish Office Industry Department  
Roads Directorate  
New St Andrew's House  
Edinburgh EH1 3TG

N B MACKENZIE  
Deputy Chief Engineer

Head of Roads Engineering (Construction) Division  
Welsh Office  
Y Swyddfa Gymreig  
Government Buildings  
Ty Glas Road  
Llanishen  
Cardiff CF4 5PL

B H HAWKER  
Head of Roads Engineering  
(Construction) Division

Assistant Chief Engineer (Works)  
Department of the Environment for  
Northern Ireland  
Road Service Headquarters  
Clarence Court  
10-18 Adelaide Street  
Belfast BT2 8GB

D O'HAGAN  
Assistant Chief Engineer (Works)



Bonneagar Iompair Éireann  
Transport Infrastructure Ireland



Ionad Ghnó Gheata na  
Páirce,

Stráid Gheata na Páirce,  
Baile Átha Cliath 8, Éire



Parkgate Business Centre,  
Parkgate Street,  
Dublin 8, Ireland



[www.tii.ie](http://www.tii.ie)



[info@tii.ie](mailto:info@tii.ie)



+353 (01) 646 3600



+353 (01) 646 3601