



# Use of Amber Warning Beacons and Rear-Facing Red Flashing Lamps Protocol (vsn 1)

**Scope:** Guidance for roadside rescue and recovery operators and roadside tyre technicians to fit and use

beacons/rear-facing red flashing lamps on breakdown vehicles.

**Reason:** Trained technician guidance relating to using beacons/lamps in breakdown, tyre related incident

and RTC situations.

Misuse of rear-facing red flashing lamps may result in the loss of permission to use them. \*

**Important:** Technicians must be trained in a use of warning beacons and lights course approved by PROSE.

All operators should additionally comply with the DfT document – 'Guidance for roadside rescue and recovery operators on Orders issued under Section 44 of the Road Traffic Act

to fit and use rear-facing red flashing lamps on breakdown vehicles'

### PERFORM DYNAMIC RISK ASSESSMENT (DRA)

## WHEN APPROACHING THE SCENE (ALL ROAD TYPES)

- 1. Indicate your intentions to other road users using your vehicle's indicators.
- 2. Illuminate your brake lights once or twice to show that you are slowing down.

### ON MOTORWAYS/ROADS WITH A HARD SHOULDER

### To park behind

- 3. Pull onto the hard shoulder or emergency refuge area.
- 4. Once speed is 30mph or below, illuminate amber beacons.

#### To park in front

- 3. Pull in front of casualty, come to an immediate stop.
- 4. Illuminate amber beacons, position recovery vehicle.

#### ON OTHER ROADS

- 3. Start to slow down.
- 4. Once you are aware other road users know your intentions, illuminate amber beacons.



 Following dynamic risk assessment, rear-facing red flashing lamps <u>could</u> now also be applied if required and their use and reason for use recorded.

### **REJOINING THE FLOW OF TRAFFIC**

7. Rear-facing red flashing lamps and hazard warning lights must be switched off before pulling away.

## REJOINING THE CARRIAGEWAY (MOTORWAY/ROADS WITH H/S)

- 8. Start to accelerate showing an appropriate indicator and amber beacons.
- Once your speed hits 20mph switch your amber beacons off.
- 10. Continue to accelerate showing an appropriate indicator.

Note: refer to National Highways Safe Vehicle Recovery Options on Motorways for emergency area entry/exit.

https://nationalhighways.co.uk/road-safety/advice-for-recovery-operators-on-ourmotorway-network/

# REJOINING THE FLOW OF TRAFFIC (ON OTHER ROADS)

8. Consider turning off amber beacons and start to accelerate showing an appropriate indicator.





BEACONS AND REAR-FACING RED FLASHING LAMPS WHEN SHOULD THEY BE USED	
Amber Beacons	Rear-Facing Red Flashing Lamps
Following a dynamic risk assessment (DRA).	Following a dynamic risk assessment (DRA).
As you pull up and at the scene of a breakdown, tyre related incident or road traffic collision.	At the scene of a breakdown, tyre related incident or road traffic collision.
<ul><li>3. When it is necessary or desirable to warn motorists of the presence of the vehicle.</li><li>4. While they are being used in connection with,</li></ul>	3. When it is necessary or desirable to warn motorists of the presence of breakdown, recovery or tyre technicians working on or near a live carriageway.
and in the immediate vicinity of, a breakdown, tyre related incident or road traffic collision.	Their use should be limited to mainly hard shoulders and fast-moving carriageways.
	5. Whilst parked on a hard shoulder in normal circumstances rear-facing red flashing lamps would not be required unless the technician's dynamic risk assessment highlights one or more mitigating factors e.g. poor weather conditions affecting visibility.
	6. They must NEVER be used when the vehicle is in motion.
	7. They can only be used by operators that hold a DfT Vehicle Special Order.

Misuse of rear-facing red flashing lamps may result in the loss of permission to use them.\*

\* Where additional hazards are identified and following a DRA process, if deemed necessary, rear facing red flashing lamps may be displayed in conjunction with amber beacons and their use and reason for use recorded.