

5.30 When a site is being designed, consideration should be given to providing sterile routes for emergency vehicles, especially ambulances. In order to ensure that the emergency route is appropriate and able to be kept free-moving and uncompromised, close liaison will be necessary with traffic management planners. At the times at which traffic is likely to be heavy around the site (main ingress and egress times) it is imperative that traffic management plans ensure that emergency vehicles may still be able to move freely. Any change to the routes prior to the event should be shared with the emergency services to ensure on-duty personnel and the emergency service's control room are aware of the amendments.

5.31 At larger events, the medical provider should be part of the traffic management sub-group for continuity and be able to input medical priorities and routes surrounding the event site.

5.32 Vehicle recovery/support should be discussed and agreed with the traffic-management planners in the case of extreme wet conditions to ensure that ambulances are not compromised, especially if a patient is on board.

#### **FOUR WHEEL DRIVE CAPABILITY**

Provision of four wheel drive ambulances and other response vehicles should be considered.

#### **AIR AMBULANCES/HELICOPTERS**

5.33 If it is appropriate to plan for the arrival of an air ambulance, a designated landing site should be identified and marked (reference will be needed to the Civil Aviation Authority Regulations/Air Navigation Order). The eight-figure grid reference of the helipad should be available before the event so that it can be readily passed on to the air ambulance if it is called to attend.

5.34 An on-site reconnaissance visit prior to the event maybe required and this should be made in conjunction with the medical provider and site manager.

5.35 Not all air ambulances are able to land during the hours of darkness and this should be taken into account when preparing a medical plan.

#### **DURING THE EVENT**