

## Member Briefing Webinar – MET Police

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### Questions and answers

**Q:** What is your procedure for stopping a Cash and Valuables in Transit (CVIT) vehicle?

**A:** CVIT vehicles should have a card to say that they will not exit the vehicle until the identification of any police officers can be confirmed, or that they will follow the police to the secure confines of an operational police station. In an emergency situation I would be again expecting the personnel inside the vehicle to confirm the identity of police officers in attendance via the 101 non-emergency line. If there was an exceptional circumstance where a vehicle had to be evacuated, we could call in additional support from armed units etc.

**Q:** Do load plans need to be made available immediately if a vehicle is stopped?

**A:** Unless it's an ADR/Hazmat stop and then the transport document will need to be seen, but generally a load plan isn't required. It's an ongoing responsibility to ensure that the load, or parts of it, are always correctly secured.

**Q:** Do drivers need to provide a copy of the driver defect report immediately if stopped by the Commercial Vehicle Unit (CVU)?

**A:** Yes, drivers need to provide evidence that a walk round check has been carried out and the report will demonstrate that. The defect log should be carried with the vehicle.

**Q:** Reference bridge strikes, an HGV sat nav device we use has been programmed with the vehicle dimensions. We have had issues with the device sending the vehicle on a route we knew the vehicle height was above the height of the bridge. Investigation revealed differences between the base map when compared with the actual bridges/council data. The base map data is presumably taken from the integrated transport network (ITN), how often is this checked and updated?

**A:** This would be a question for your sat nav manufacturer.

**Q:** Some bridges are lower than the markings, would the actual height of the bridge be considered if the CVU was attending a bridge strike incident?

**A:** The CVU attends all bridge strike incidents in London and always check the clearance is what the signs say it should be. The toolbox talk contains two examples of strike, one is poor driving, following a satnav app, the other is poor marking where a resurfaced road caused the clearance to be reduced to less than the signage indicated.

**Q:** Couldn't hear the video of the driver talking?

**A:** We experienced a technical issue, apologies for this.

**Q:** How can I get copies of the booklet?

**A:** The booklets are available after receiving the Transport Professionals Talk, if you have had a toolbox talk session and require some booklets, get in touch and we will get some to you.

**Q:** Is it just the Met area or can you cover outside as well?

**A:** The Transport Professionals Talk has been delivered all over the UK and internationally.

**Q:** Would it be possible to acquire the road markings mat to highlight blind spots, it's something we have considered doing at local schools to raise road safety awareness?

**A:** The mats are available from <https://www.daweshighway.com/>.

**Q:** When it comes to the direct vision standard and the additional sensors required to make the systems work, what is your position on checking whether they are working?

**A:** For the current Safe Systems, we would check the presence of cameras, proximity sensors are present and working and the turn left audible warning is working. For the new Progressive Safe Systems, checks to be conducted are to be confirmed.

**Q:** Is the Transport Professionals Talk just for drivers, or would it benefit transport planners/supervisors as well?

**A:** It would benefit all staff working within a transport operation.

**Q:** What checks do you perform in relation to load security?

**A:** We would be checking for any obvious load insecurity such as bulging curtains or loose items on a load bed. It is surprising how many drivers think their curtain sides are load bearing!

**Q:** How can you be contacted?

**A:** Contact via email please at [Commercial-Vehicles@met.police.uk](mailto:Commercial-Vehicles@met.police.uk). I am also available on LinkedIn: Richard Wenham – CMILT M.IMI-CAE.

**Q:** Could the Transport Professionals Talk be applied to vans at 3.5t and under too?

**A:** Yes, the talk is relevant to lighter vehicles too, for example it has been delivered to supermarket home delivery companies.

**Q:** Have you considered making the talk into a seven hour Driver CPC course?

**A:** It has been considered, it is important that the course remains free, and trainers would need to be Jauprt registered. The course is CPD accredited by Extractive and Mineral Processing Industries Awards ([EMPI](#)) and participants can have an attendance certificate if requested.

**Q:** How long does the toolbox talk last in total?

**A:** It lasts between 1 – 1.5 hours and is customisable to your requirements.