

## Road Policing

### Reference Number: P18

This document is part of the SYP Statement of Agreed Policy **P18 - Road Policing** in conjunction with **Authorised Professional Practice (APP)**. You may wish to refer to these now.

### Exceptions

South Yorkshire Police does not deviate from APP on this subject.

### Additions

In addition to APP, South Yorkshire Police's statement of agreed policy on Road Policing includes;

### Scope

The policy will affect all SYP police officers attending and / or dealing with road collisions, or involved in the driving of any police vehicle owned by, hired to, or operated by SYP. This includes police staff and any officers involved in response driving and pursuit driving. Officers must decide at the outset of a pursuit or emergency response if their actions are justified, proportionate and conforms to the principles of least intrusion under The Human Rights Act 1998.

A copy of "**Roadcraft**" may be obtained from Driver Training at Robert Dyson House

### Aims and Objectives

This policy is introduced in order to provide all police drivers (including routine patrol and enquiries, response and pursuit driving) with guidance aimed at every day policing scenarios and to comply with the IOPC report on **Police Road Traffic Incidents, NPCC Policing Our Roads Together 3 Year Strategy 2018-21** and the report published in 2004 by Chief Constable Richard Brumstrom.

**Incident grading will not influence driver behaviour.**

**Only the officer driving will decide if the use of legal exemptions and/or the vehicle's emergency equipment is warranted and may be called upon at a later stage to justify their actions.**

All Police drivers are reminded that:

***'NO EMERGENCY IS SO URGENT AS TO JUSTIFY A COLLISION. IT IS FAR BETTER TO ARRIVE LATE THAN NOT AT ALL.'***

***All Police drivers have to be accountable and will have to justify their actions.***

## **Roads Policing Group, RPG - Operational Support Unit, OSU**

The Road Policing element of the South Yorkshire OSU strategy focuses on key areas to help tackle Road Crime and reduce Road Casualties. It includes but is not limited to the areas below. This will be carried out in conjunction with the [NPCC Policing Our Roads Together 3 Year Strategy 2018-21](#).

RPG will patrol identified KSI (killed/seriously injured) routes and conduct enforcement where appropriate. This will be outlined in a Casualty Reduction Strategy overseen by the RPG Chief Inspector.

RPG will run operations in line with the **NPCC National Roads Partnership Calendar** to tackle risk groups, such as young drivers, drink/drug drivers, mobile phone use, speeding and goods vehicle enforcement. RPG will support the use of initiatives and work with partners; including the Bikesafe program.

RPG will patrol identified areas utilising both plain vehicles and high visibility patrols to show a police presence and deal with offenders appropriately.

### **Operation Illuminate**

In line with the above strategy, each of the four RPG teams are allocated one of the four Districts to work in routinely on road safety reduction initiatives.

### **Tasking**

In line with the above strategy, RPG patrols will be tasked at weekly THRIVE meetings linking the patrols to the NPCC operations calendar, Operation Illuminate and Criminal use of the roads as detailed in the [RPG Patrol Strategy](#).

### **Pursuits**

RPG officers specialise in pursuit management and are accredited and authorised to use TPAC tactics including preventative measures and tactical advice. Only suitably qualified officers in appropriate vehicles will become directly involved with the Tactical Phase of a Pursuit.

RPG will be deployed to tasks and incidents within their specialism. They will only be deployed outside that area where the threat and risk dictates as such, e.g. immediate incidents within their vicinity.

A copy of 'Roadcraft' may be obtained from Driver Training at Robert Dyson House.

This policy complies with the National Pursuit Policy, codified in May 2011 by the Secretary of State.

### **Collision and Incident Management**

Police attendance at road traffic collisions is focused on providing a service and determining whether an investigation and/or prosecution is appropriate. We will provide data to local authorities to take prevention measures. Collecting all available data correctly at the earliest opportunity is a professional requirement. The police service does not gather information solely to assist disputes between those acting on behalf of parties to road collisions.

## Dash-cams

This section of the policy affects all Officers **and** Staff involved in the driving of **any** marked police vehicle, and should be read in conjunction with the [Surveillance Camera Code of Practice Pursuant to Section 29 of the Protection of Freedoms Act 2012](#) and the [Data Protection Code of Practice for Surveillance Cameras and Personal Information](#).

This policy is introduced to positively influence police drivers, provide evidence in the event of a collision involving a marked South Yorkshire Police Vehicle and increase public confidence.

All marked police vehicles and unmarked fitted with blue lights and two tones will be fitted with forward facing cameras, commonly known as Dash-cams. These devices will be activated/deactivated when the vehicles ignition is turned on and will record the vehicles movements ONLY. Under no circumstances must the cameras be used for directed surveillance. If in the event that during the course of the vehicles travel, the on board camera records evidence of an offence then this will be dealt with as normal CCTV evidence capture in line with the [NPIA Practice advice on The Use Of CCTV in Criminal Investigations](#).

Dashboard mounted cameras are widely used in the public domain and their use has significantly assisted in the prevention/detection of Insurance fraud, provided transparency in the event of collisions and assisted in the event of unreliable witness testimony.

All collisions are unique and all police drivers are accountable for their actions, therefore it is necessary to provide a transparent view of the circumstances in the event of a collision. It is widely accepted that individuals see different things and witness testimony is not always reliable, therefore having video evidence available will assist in determining the circumstances of each case.

See [Pi18.3 - Police Vehicle Dash-cams](#) for more information.

## Police Community Speed Watch

In forces that run the Police Community Speed Watch scheme:

The aim of this scheme is to cater for the real or perceived speed related offending, and through partnership with the Community, is to be used in circumstances that appear necessary, justifiable and proportionate in order to contribute to the following:

- Reduce death and injury on the roads
- Improve the Quality of life for local Communities
- Reduce the speed of vehicles to at least the speed limit
- Increase public awareness of inappropriate speed and its impact on Communities
- Increase Community engagement with local officers

See the [Community Speed Watch](#) website for more information.

## Legal Framework

- [Road Traffic Act 1988](#), in particular Section 35 (1), (2), (3) – Power to Direct to Survey and Section 163 (1), (2) – Power to Stop



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- **Criminal Procedures and Investigation Act 1996** and in particular **Section 23(1) Codes of Practice**
- Common law, in particular provisions in respect of self-defence and **Section 117 Police and Criminal Evidence Act (PACE) 1984** and accompanying Codes of Practice
- **The Police Act 1997**
- **The Human Rights Act 1998**
- **Road and Street Works Act 1991**
- **Traffic Signs Regulations and General Directions 2002/16 (General and Chapter 8)**
- **Road Vehicles Construction and Use Regulations 1986**
- **Road Safety Act 2006**
- **Road Traffic Regulation Act 1984 (Sections 99-102)**
- **Removal and Disposal of Vehicles Regulations 1986 (Amendment 2007)**
- **Retention and Disposal of Seized Motor Vehicles Regulations 2005**
- **Section 59 Police Reform Act 2002**
- **Corporate Manslaughter Act 2007**
- **Data Protection Act 1998**

#### **Associated Procedural Instructions**

This policy is supported by the subsequent procedural instructions

- **Pi18.1 - Speed Enforcement and National Driver Offender Retraining Scheme (NDORS)**
- **Pi18.2 - Police Vehicles**
- **Pi18.3 - Police Vehicle Dash-Cams**
- **Pi18.4 - Pursuit Management**
- **Pi18.5 - Police Vehicle Incidents**
- **Pi18.6 - Road Traffic Collisions**
- **Pi18.8 - Checking and Calibration of Road side Breath Screening Devices**
- **Pi18.9 - Use of Family Liaison Officers in Road Deaths**
- **Pi18.11 - Methods of Drug Recognition Training and Field Impairment Testing**
- **Pi18.12 - Road Checks – Local Procedures and Vehicle Tracking System – Person Threatening Suicide**
- **Pi18.13 - Seizure, Retention and Disposal of Motor Vehicles Being Used by Unlicensed and Uninsured Drivers**
- **Pi18.14 - Police Community Speedwatch**
- **Pi18.15 - Reporting of Carriageway Defects to Local Authorities**

Other relevant documents you may wish to consider are:

- **Health and Safety at Work (etc.) Act 1974**
- **P7 - Information Management**
- **IOPC Road Traffic Incidents**
- **NPIA Practice Advice on the Policing of Roads 2007**

## Equality Act 2010

The Act creates a statutory requirement for all Functions and Policies (Including Procedural Instructions) to be analysed for their effect on equality, diversity and human rights, with due regard to the **General Equality Duty**.

In principle, this document has been assessed for discrimination, which cannot be justified, among other diverse groups.

The **Code of Ethics** published in 2014 by the College of Policing requires us all to do the right thing in the right way. It also recognises that the use of discretion in Policing is necessary but in using discretion, states that you should, "*take into account any relevant policing codes, guidance, policies and procedures*."

## Human Rights/Discretion

The purpose of providing policy is to give an indication to staff of the expected course of action. However it is not possible to cater for every possible combination of factors that would justify a departure from stated policy. The Human Rights Act 1998 requires the proper use of discretion at all times and nothing within this policy and associated procedural instructions prohibits the proper use of discretion in appropriate circumstances.

Where action is taken that has the potential to interfere with an individual's Human Rights, the reasons behind the making of the decision to act in that way should be recorded on the appropriate forms, or where this is not practicable, in pocket books or policy logs.

## Rights of redress for members of the public:

Anyone who feels that a member of staff has behaved incorrectly or unfairly, or who is dissatisfied with organisational matters, service delivery or other operational policing issues, has the right to **make a complaint**.

Initial action should be taken in one of the following ways:

- Complain in writing or in person to the Senior Officer at the appropriate police station or to the Chief Constable of the force concerned.
- Visit a local Citizens' Advice Bureau
- Contact a Solicitor

## Rights of redress for South Yorkshire Police personnel:

South Yorkshire Police personnel who feel they have grounds for concern in relation to the implementation of policies may, as appropriate:

- Pursue concerns through their line manager.
- Contact a First Contact Advisor.
- Pursue a grievance formally through the South Yorkshire Police Grievance Resolution Procedure.

- Seek advice from their staff association or trades union.

Use procedural instruction [Pi23.11 - Management of Complaints](#), in the section entitled Handling Complaints relating to Direction and Control.

**Start Date:** 01/03/2017

**Review:**

This statement of agreed policy is managed by Superintendent, Operational Support Unit..

This policy and its Equality Analysis were last reviewed on: 02/02/2021

The date for the next review of this policy and Equality Analysis is: 02/02/2023