



## • Emergency Response Driving Policy

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Version Number	1.3

Linked documents	
Reference No:	Name.

Suitable for Publication	
Policy Section	Yes
Procedure Section	No - Restricted

Protective Marking
External Version - Not Protectively Marked

**PRINTED VERSIONS SHOULD NOT BE RELIED UPON. THE MOST UP TO DATE VERSION CAN BE FOUND ON THE FORCE INTRANET POLICIES SITE.**

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# 1 Policy Section

## 1.1 Statement of Intent – Aim and Rationale

This policy procedure aims to provide clear and unambiguous directions for police drivers on the appropriate driving response to any incident, and to ensure that Dorset Police meets its Health & Safety obligations to its employees and the public.

## 1.2 Our Visions and Values

Dorset Police is committed to the principles of “One Team, One Vision – A Safer Dorset for You”

Our strategic priority is to achieve two clear objectives:

- To make Dorset safer
- To make Dorset feel safer

In doing this we will act in accordance with our values of:

- Integrity
- Professionalism
- Fairness and
- Respect

### National Decision Model

The National Decision Model (NDM) is the primary decision-making model used in Dorset Police. The NDM is inherently flexible and is applied to the development and review of all policy, procedure, strategy, project, plan or guidance. Understanding, using and measuring the NDM ensures that we are able to make ethical (see Code of Ethics), proportionate and defensible decisions in relation to policy, procedure, strategy, project, plan or guidance.

### Code of Ethics

The Code of Ethics underpins every policy, procedure, decision and action in policing today. The Code of Ethics is an everyday business consideration. This document has been developed with the Code of Ethics at the heart ensuring consideration of the 9 Policing Principles and the 10 standards of professional behaviour. Monitoring is carried out through the Equality Impact Assessment process which has been designed to specifically include the Code of Ethics.

## 1.3 People, Confidence and Equality

This document seeks to achieve the priority to make Dorset feel safer by securing trust and confidence. Research identifies that this is achieved through delivering services which:

1. Address individual needs and expectations
2. Improve perceptions of order and community cohesion
3. Focus on community priorities

4. Demonstrate professionalism
5. Express Force values
6. Instil confidence in staff

This document also recognises that some people will be part of many communities defined by different characteristics. It is probable that all people share common needs and expectations whilst at the same time everyone is different.

Comprehensive consultation and surveying has identified a common need and expectation for communities in Dorset to be:-

- Listened to
- Kept informed
- Protected, and
- Supported.

## **2 Standards**

### **2.1 Legal Basis**

This procedure has been written with reference to the College of Policing Road Policing, Emergency Response Manual. Officers should refer to this in addition to the contents of this document by clicking the below link.

<https://www.app.college.police.uk/app-content/road-policing-2/training/#emergency-response>

2.1.2 The driving of police vehicles on public roads attracts close scrutiny. The highest standards are expected from the police service and from individual officers and police staff at all times. It is recognised that police drivers often perform their duties in stressful and demanding circumstances, but they are expected to and must endeavour to, set a good example to other road users, regardless of the nature of any particular incident or role in which police vehicles are being used. We also have a duty of care to ensure the safety of the public we serve as well as the safety of our staff at all times.

Health and Safety at Work Acts require employers to ensure, so far as practicably possible, the health and safety of all employees while at work. Employers also have a responsibility to ensure that others are not placed at risk by their work-related driving activities.

While legal responsibilities dictate that employers are responsible for managing work related road safety, this burden of responsibility falls to supervisors and line managers who could be asked to justify their working practice in the light of legal proceedings. Listed below are some of the references and regulations that apply to work related driving.

Health and Safety at Work etc. Act 1974

Management of Health and Safety at Work Regulations 1999

Health and Safety Executive Guidance – INDG 382

Health and Safety Executive. Driving at Work; Managing Work-related Road Safety

### **2.1.3 Our duty to effectively manage driving related work activity**

LIND Report 1998 (Report of the Working Group of ACPO (Personnel and Training) Committee)  
College of Policing Driver Training Learning Programme & Module Specification  
National Occupational Standards  
National Policing Curriculum  
The Highway Code  
Roadcraft – The Police Drivers / Riders Manual

### **2.1.4 Statutory Obligations**

Both the police and the public have expressed concern about Road Traffic Incidents (RTIs) involving the police. RTIs occur when the police are driving in a variety of capacities such as responding to an emergency call, in pursuit of a vehicle that has failed to stop or are simply on patrol duties. These incidents can have a detrimental effect on public confidence in the police, can take up a significant amount of public resources in their investigation and cause suffering and pain for those involved.

2.1.5 Between April 2007 and September 2009 a total of 100 emergency response incidents involving a fatality or serious injury occurred in England and Wales. Concern has been expressed by the IPCC amongst others and in their report “Police Road Traffic Incidents 2007” they make various recommendations, which are designed to minimise the risks associated with attending RTIs. These recommendations will be embraced and addressed by this procedure.

2.1.6 This procedure will also dovetail with the existing Force procedures on Graded Response, Driver Permit Scheme, the Driver Authorisation Policy and the Force Health Monitoring Policy. It should also be considered as an adjunct to the Emergency Response Driving Policy.

## **2.2 People, Confidence and Equality Impact Assessment**

During the creation of this document, this business area is subject to an assessment process entitled “People, Confidence and Equality Impact Assessment (EIA)”. Its aim is to establish the impact of the business area on all people and to also ensure that it complies with the requirements imposed by a range of legislation.

## **2.3 Monitoring / Feedback**

Feedback relating to this policy can be made in writing or by e-mail to

Address : Road Policing Team , Weymouth Police Station, Radipole Lane Chickerell  
Weymouth DT4 9WN  
E-mail : colin.bell @dorset.pnn.police.uk  
Telephone : 01202 226583

### 3 Consultation and Authorisation

#### 3.1 Consultation

Version No:	Name	Signature	Date
Police & Crime Commissioner			
Police Federation			
Superintendents Association			
UNISON			
Other Relevant Partners (if applicable)			

#### 3.2 Authorisation of this Version

Version No: 1.3	Name	Signature	Date
Prepared:	Insp 610 Bell		20/5/16
Quality assured:			
Authorised:	Insp 610 Bell		20/5/16
Approved:			

### 4 Version Control

#### 4.1 Review

Date of next scheduled review	Date: 31 May 2017
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#### 4.2 Version History

Version	Date	Reason for Change	Created / Amended by
1.0	300308	Initial Document	INSP. 709 M WILCOX
1.1	010908	Legal Update	Insp 709 WILCOX
1.2	050111	Review	Insp 712 Mallace
1.3	200516	Fit for purpose Review	Insp 610 Bell

### 4.3 Related Forms

Force Ref. No.	Title / Name	Version No.	Review Date

### 4.4 Document History

<b>Present Portfolio Holder</b>	ACC Cooper
<b>Present Document Owner</b>	Insp Bell
<b>Present Owning Department</b>	Operational Support
<b>Details only required for version 1.0 and any major amendment ie 2.0 or 3.0:</b>	
<b>Name of Board:</b>	TOG
<b>Date Approved:</b>	7 February 2008
<b>Chief Officer Approving:</b>	ACC

*Template version January 2013*