

Lincolnshire Police

Policy Document



Drivers' policy PD106

Policy document information

Reference number:	PD106
Policy sponsor:	ACC Ops
Policy owner:	Supt Pat Coates – Specialist Ops
Author:	CDI – Mr Rob Luck 32-40818, Spec Ops Insp. Jason Baxter
Publication date:	November 2024
Review date:	July 2026

Version history

Version	Date	Reason for issue
14	April 2023	Additions addressing provisions of Road Traffic Act 1988 (Police Driving: Prescribed Training) Regulations 2022 and College of Policing Police Driving Programme Specification v2.5
15	April 2024	Amendments to Appendix A – Page 2 “Drivers” – removal of ‘all personnel’ and replacement with ‘a person’, Response drivers’ cars/small vans, widening for ‘escorting – abnormal load’ to include standard response
16	July 2024	Review conducted. Crest amended. Linking of Driving Licence production and inspection to Pause Point PDR process. Amendment Appendix A - Revision to qualification date applicable to Response drivers for Cat B small vans and On-call personnel. Appendix D revised to include change of crest and removal of log books/Telematics
17	November 2024	Amended Appendix A to reflect change to C&U Regs and use of PTT on hand held PAT/ESN sets for Police drivers from 25/11/2024
18	July 2025	Reflect legislative amendments from application of RTA 1988 (PD:PT) (Amm.) Regs 2025 from 24/07/2025

Code of Ethics

All staff involved in carrying out functions under this policy and associated procedures and appendices will do so in accordance with the principles of the Code of Ethics. The aim of the Code of Ethics is to support each member of the policing profession to deliver the highest professional standards in their service to the public.

Legislative compliance

This document has been drafted to comply with the principles of the Human Rights Act. Proportionality has been identified as the key to Human Rights compliance, this means striking a fair balance between the rights of the staff and those of the rest of the community. There must be a reasonable relationship between the aim to be achieved and the means used.

Equality and Diversity issues have also been considered to ensure compliance with the Equality Act 2010 and meet our legal obligation in relation to the equality duty. In addition, Data Protection, Freedom of Information and Health and Safety Issues have been considered. Adherence to this policy or procedure will therefore ensure compliance with all relevant legislation and internal policies.

Other legislation/law which this policy has been drafted to comply with:

- [Human Rights Act 1998 \(in particular A.14 – Prohibition of discrimination\)](#)
- [Equality Act 2010](#)
- [Crime and Disorder Act 1998](#)
- [H&S legislation](#)
- [Data Protection Act 2018](#)
- [Freedom Of Information Act 2000](#)

Security classification

Policy to be published on Intranet: Yes

Policy to be published on Force Website: Yes

Authorised Professional Practice (APP)

This Policy has been checked against APP. Lincolnshire Police has considered and adopted the relevant APP provisions, with supplementary information contained herein, which reflects local practice and the needs of the communities served by Lincolnshire Police.

Those provisions are shown in the link below and can be accessed via the home page of the APP website:

[Police Driving APP](#)

1. Policy aims (Purpose)

- 1.1. This policy will clarify roles, responsibilities and limitations for the safety of Lincolnshire Police drivers, the public and the safe and efficient use of vehicles.
- 1.2. This policy will apply to all police officers, members of the special constabulary, PCSOs, volunteers, partnership and police staff who, during the course of their duties, are required to drive police vehicles or any other vehicles for a policing purpose.
- 1.3. In this document the term 'vehicle' means any motor vehicle that is owned by the Office of the Police and Crime Commissioner for Lincolnshire, or is hired to Lincolnshire Police, or a private vehicle used for police purposes.
- 1.4. The term driving applies to drivers of motor vehicles and riders of motorcycles.
- 1.5. This policy has been written to draw together good practice and update the former Driver's Policy
- 1.6. It is designed to inform officers, staff and the public of the standard of driving that is expected from Lincolnshire Police, the limitations and safeguards that are in place to protect the public and drivers, and to ensure that procedures are up to date and relevant.

- 1.7. Areas covered in this policy will explain drivers' responsibilities in connection with vehicle checks, passengers, emergency response and documentation.
- 1.8. It will also explain supervisors' responsibilities and drivers' limits in connection with the police grading system for drivers and vehicles.
- 1.9. The Policy links licence checks with performance development reviews.
- 1.10. Failure to comply with this policy may lead to legal and/or disciplinary action. Breach of this policy may also result in drivers being relieved from driving duties and points applied to the driver's police driving record.
- 1.11. Lincolnshire Police will support and proportionately manage drivers who self- declare any medical conditions or personal issues which may affect their driving. (See Appendix A)

2. Policy statement (Key information)

- 2.1. The policy detail should be placed here. Section headings might include:
 - Principles and scope of the policy.
 - Motivators and driving forces.
 - Implications (of breaches, etc).

Avoid the use of unexplained acronyms, jargon and localisms and provide definitions and explanations for clarity where required.

2.1. Introduction

- 2.1.1. Marked police vehicles, whether being driven in a response mode or at other times, attract public attention and scrutiny. Officers and police staff using unmarked vehicles are expected to conduct themselves in the same professional manner as officers and police staff using a marked vehicle. Use of legal exemptions is an everyday occurrence and, where applied, the driver must be able to justify their actions readily and proportionately in the pursuance of their duty.

- 2.1.2. The Police service uses the National Decision Model (NDM) to assist operational officers, planners, advisers and commanders to manage their response to a situation in a reasonable and proportionate manner. The NDM provides a framework that can be applied ethically and with integrity to all driving decisions and actions and can be used to justify decision making when responding to incidents. There may, however, be occurrences where a police driver's behaviour or their decision making is called into question. The public, police officers and police staff need assurances that, where necessary, driving incidents are investigated with a fair and balanced approach to the circumstances, considering the driver's skills and the relevant legal requirements while applying the NDM and Code of Ethics.

2.2 Wellbeing

- 2.2.1. Lincolnshire Police recognises a duty of care to its drivers in respect of their fitness to drive, safe systems of work in place around all aspects of police driving and support to drivers. At the same time drivers have a responsibility for their own practice, fitness and consideration of the Code of Ethics and Policy in all their driving duties.

3. Other related documents and appendices

- 3.1. Appendices:

- App A – Guidance on Driving Standards & Procedures
- App B - Police Vehicles Exceeding the Speed Limit
- App C - NIP Exemption Form
- App D - Basic Driver declaration form

Related documents

- [PD21 Professional Standards Public Complaints and Misconduct Policy.](#)
- [PD27 Health and Safety Policy.](#)
- [PD92 Single Crewing Policy.](#)

- [PD115 Human Resources Policy.](#)
- [PD131 AVLS Policy.](#)
- [PD253 Vehicle Telematics Policy](#)
- [College of Policing APP - Police Driving.](#)
- [Motorways and Fast Roads SOP.](#)
- [APP - Police Pursuits](#)
- [HOSDB Publication 14/04 - High Conspicuity Liveries for Police Vehicles.](#)
- [The Highway Code](#)
- [ROSPA - Driver Fatigue and Road Accidents.](#)
- [Government Advice on Health Conditions and Driving.](#)

4. Monitoring and review

- 4.1 This policy will be monitored by Area Commanders East and West and will be reviewed biennially.

5. Who to contact about this policy

- 5.1. This policy is owned by Supt Specialist Operations. Any enquires about this policy should be directed to the Chief Driving Instructor.

Pro-forma for the initial assessment

This screening document is the first stage in a two-stage process to take a systematic approach to assessing the impact of an activity on equality. An activity may mean a:

- policy or policy review,
- a business case,
- a business plan,
- a project initiation,
- a decision to implement a service,
- a decision to decommission a service.

This screening should be completed by the lead person for the activity with assistance from any of the following departments:

- Human Resources (where appropriate)
- Equality and Diversity

Department:	PS/L&D	Section:	DTU	Person responsible for initial assessment:	CDI Rob LUCK
Policy being assessed:	Drivers Policy	Date of assessment:	July 2025	Is this a new or existing policy?	Existing

Question	Answer
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1. Briefly describe the aims, objectives and purpose of the policy.	This policy will clarify roles, responsibilities and limitations for the safety of Lincolnshire Police drivers, the public and the safe and efficient use of vehicles.
2. Are there any associated objectives of the policy? Please explain.	It is designed to inform officers, staff and the public of the quality of driving that is expected from Lincolnshire Police, the limitations and safeguards that are in place to protect the public and drivers, and to ensure that procedures are up to date and relevant.
3. Who is intended to benefit from the policy and in what way?	All police officers, members of the special constabulary, PCSOs, volunteers, partnership and Police staff who, during the course of their duties, are required to drive police vehicles or any other vehicles for a policing purpose.
4. What outcomes are wanted from this policy?	Improved police drivers who are aware of their driving responsibilities and limitations.
5. What factors/forces could contribute/detract from the outcomes?	Use of police vehicles must be seen to be above reproach and setting a good example to members of the public. Our procedures and policy in relation to driving and the manner in which police vehicles are driven are always subject to close scrutiny by the public.
6. Who are the main stakeholders in relation to the Policy?	Lincolnshire Police
7. Who implements the policy and who is responsible for the activity?	Lincolnshire Police
8. Is there any likelihood the policy could have a differential impact on racial groups? (Including Gypsies and Travellers)	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while

	minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
9. Is there any likelihood the policy could have a differential impact due to gender?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.

10. Is there any likelihood the policy could have a differential impact on due disability?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
11. Is there any likelihood the policy could have a differential impact on people due to sexual orientation?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has

	been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
12. Is there any likelihood the policy could have a differential impact on people due to their age?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
12a. Is there any likelihood the policy could have a differential impact on Young People and Children?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
12b. Is there any likelihood the policy could have a differential impact on Older People?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while

	minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
13. Is there any likelihood the policy could have a differential impact on people due to their religious belief?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.

14. Is there any likelihood the policy could have a differential impact on people due to them having dependants/caring responsibilities?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
15. Is there any likelihood the activity could have a differential impact on people due to Marriage or Civil partnership?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has

	been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
16. Is there any likelihood the policy could have a differential impact on people due to them being Transgender or Transsexual?	No Police vehicles should always be driven in a considerate, safe and courteous manner. Drivers of police vehicles will drive with due care and attention while minimising the risk to any person. The driving of a police vehicle does not have an impact on any particular group.
What existing evidence (either presumed or otherwise) do you have for this?	The Road Traffic Act 1988 prohibits dangerous and careless driving. This applies to police drivers as well as the public. The Police, Crime, Sentencing and Courts Act 2022 amended S2A and 3ZA RTA 1988 to make provision in respect of police driving where the driver has undertaken 'prescribed training', otherwise a police driver must exhibit the care and skill of a competent and careful driver and may have their driving judged against this standard. This has been confirmed by the High Court in the ruling from R v Bannister (2009) EWCA Crim 1571.
17. If a differential impact has been identified in 8-16, will this amount to there being the potential for an adverse impact in this policy?	No
18. Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group? Or any other reason?	No
19. If Yes, is there enough evidence to proceed to a full EIA?	No

20. Date on which Full impact assessment to be completed by.	

Signed (completing officer): CDI Mr Rob LUCK

Signed (Lead officer): C/Supt Paul Timmins

Groups affected

Please identify the anticipated impact this activity will have on the following population groups.

- Tick the appropriate box and give explanation if so required,
- Please note that there are both likely benefits and adverse impact within the same group
- Any groups highlighted as likely to be adversely affected should be consulted in the second stage Full Impact Assessment if one has been identified as being needed.

	Likely to Benefit	No Impact	Adverse Impact
Disability: Physical, Sensory, Learning Disability, Mental Health, Carers	☐	☒	☐
Gender: Male, Female	☐	☒	☐
Transgender	☐	☒	☐
Race: Traveller and Gypsy etc	☐	☒	☐
Sexual Orientation: Lesbian, Gay, Bisexual	☐	☒	☐
Religion and Belief	☐	☒	☐
Age: Young and Old	☐	☒	☐
Marriage and Civil Partnerships	☐	☒	☐