

# Lincolnshire Police

## Policy Document



### Police Vehicle Related Collisions (PVRC) policy PD

11

#### Policy document information

<b>Reference number:</b>	PD 11
<b>Policy sponsor:</b>	ACC
<b>Policy owner:</b>	Learning and Development – Supt. Phil VICKERS
<b>Author:</b>	C.D.I. Mr Rob LUCK 40818
<b>Publication date:</b>	October 2024
<b>Review date:</b>	October 2026

## Version history

Version	Date	Reason for issue
10	Sept 2019	Amend points table and outline vehicle daily checks.  Outline responsibilities and actions of Police Collision & Driving Standards (PC&DS) Panel
11	June 2020	Policy Review
12	Dec 2020	Amendments to Appendix B & C
13	Feb 2021	Amendments to Appendix C and P585
14	July 2022	Policy Reviewed and Amendment to Appendix A
15	October 2024	Policy re-written after devolvement to L&D and CoP DT licensing creation of C.D.I/DCDI positions

## 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)**

APP is developed and owned by the College of Policing (the professional body for policing) and can be accessed online. It is authorised by the College of Policing as the official and most up-to-date source of policing practice. The range of subjects covered by APP is growing all the time.

It has the same legal status as previous guidance; it is not the law and so, while Police Officers and Staff are expected to have regard to APP in discharging their responsibilities, the status of APP is advisory. There may be circumstances when it is legitimate to deviate from APP, providing there is a clear rationale for doing so.

\*This Policy has been checked against APP. Lincolnshire Police has adopted the 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 links below and can be accessed via the home page of the APP website:

- [Road Policing](#)
- [Police Driving](#)
- [Management of incidents](#)
- [Police Pursuits](#)
- [Investigation of fatal and serious injury road collisions](#)
- [Partner agencies](#)

## **1. Policy aims (Purpose)**

- 1.1 The principle of this policy is the ability to record, investigate and report on Police Vehicle Related Collisions (PVRCs) and provides the ability to monitor individual driver performance, behaviour, collision trends and vehicle defects. This policy also identifies the necessity to provide remedial training when it is required.
- 1.2 The purpose of this policy is to provide effective and equitable management of Police Vehicle Related Collisions and to reduce the number of incidents throughout the force. This policy ensures we meet the Forces' aim to achieve the highest standard of professionalism in driving.

## **2. Policy statement (Key information)**

- 2.1 This document applies to those collisions involving police vehicles, including those of other Police forces, or vehicles being used for Police purposes that:
- 2.1.1 Fall within Section 170(1) of the Road Traffic Act 1988, which is defined as, "Owing to the presence of a mechanically propelled vehicle on a road or other public place, an accident occurs by which;
- a. Personal injury is caused to a person other than the driver of that mechanically propelled vehicle, or

- b. Damage is caused:
  - i. to a vehicle other than that mechanically propelled vehicle or a trailer drawn by that mechanically propelled vehicle, or
  - ii. to an animal other than an animal in or on that mechanically propelled vehicle, or a trailer drawn by that mechanically propelled vehicle, or
  - iii. to any other property constructed on, fixed to, growing in or otherwise forming part of the land on which the road in question is situated or land adjacent to such land.”
- c. are involved in collisions/accidents or other situations where the only vehicle involved is a single police vehicle or vehicle being used for police purposes when either damage is caused to that vehicle, or injury is caused to the driver whether on a road, public or private place.
- d. are involved in collisions/accidents resulting from a pursuit.
- e. other situations where a police vehicle suffers damage through non-collision incidents, resulting in damage to a police vehicle including but not exclusively vehicles driven through flood water, bogged down in fields, collisions with wildlife and kerbed vehicles.

2.2 This policy applies to police officers, staff, volunteers and partnership staff driving police vehicles or other vehicles for policing purposes. It also applies if they are using vehicles owned or leased by the Police to travel to and from home.

2.3 This policy does not apply to police officers, staff, volunteers or partnership staff travelling to or from their place of work in their own vehicle, unless they are travelling whilst booked ‘on duty’ or on overtime and have been recalled to duty.

2.4 Any collisions in these circumstances should be dealt with by the driver under appropriate Road Traffic legislation – however a RIDDOR form should be completed to comply with Police Pension Regulations and the Force Accident at Work policy.

2.5 This policy does not apply to vehicles of other emergency services. Officers will attend collisions/accidents involving other emergency services, offer

assistance and deal with them in the same manner as any other road traffic collision.

- 2.6 In accordance with NPCC guidance, if damage or injury is sustained because of tactical pursuit techniques being used, such incidents would be intentional damage and not an accidental act.
- 2.7 All PVRCs will be subject to this policy but this will not render them exempt from investigation in accordance with Road Traffic Legislation and PACE 1984.
- 2.8 The Police Pursuits and Driving Standards Group will have oversight of the fair and consistent application of the procedures through dip sampling and Quality Assurance.

### **3. Other related documents and appendices**

#### 3.1. Appendices.

- Appendix A: Police Collisions guidance notes
- Appendix B: Police Collisions suspension
- Appendix C: Police Collisions & Driving Standards Panel Terms of Reference

#### 3.2 Related documents

- Information Security Policy
- Risk Management Policy
- RTC policy
- Driving Pursuit Policy
- Drivers Policy PD106
- Vehicle User Group
- Police vehicle collision form (P585)
- Road Traffic Act 1988 (Police Driving: Prescribed Training) Regs 2022
- Telematics Policy PD253

## **4. Monitoring and review**

4.1 The policy will be subjected to ongoing review by the Learning and Development Superintendent to ensure changes in legislation, guidance and procedures do not bring about a requirement for policy to be changed. The following areas will be reviewed and monitored quarterly: -

- Collision trends
- Individual driver trends
- Vehicle defects

The policy will be fully reviewed every two years. An earlier review may be prompted by challenges or inefficiencies being identified. Reviews will cover compliance with the legislation and Human Rights, Equality and Diversity issues.

## **5. Who to contact about this policy**

5.1. This policy is owned by Superintendent Learning and Development and authored by the Chief Driving Instructor.