



Policy Directive

POLICING THE ROADS

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Policy Ownership:	
Department	Operational Support
Branch	Road Policing
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Policy Approved By:	Superintendent Road Policing
Service Executive	
Department or Branch	
Head	
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1. POLICY STATEMENT

- (1) The primary goal of policing the roads is to make Northern Ireland's roads safer for the community.
- (2) This will be achieved by:
 - (a) Continuing to meet the challenge of reducing further the numbers of road deaths and serious injuries;
 - (b) Denying criminals' use of the road by enforcing the law;
 - (c) Reducing inappropriate and illegal road user behaviours including speeding, drink and drug driving and careless and dangerous driving;
 - (d) Working in partnership with other agencies to solve road safety problems and improve road safety;
 - (e) Enhancing public confidence and reassurance by high visibility patrolling of the roads.

2. INTRODUCTION

(1) Summary

- (a) The continuous availability of fleet vehicles supports an essential operational requirement. Also, as the fleet is increasingly at the forefront of how policing is delivered, the public expect those who uphold the law to exhibit the very highest of driving standards. These procedures aim to ensure that the highest possible standards, both of driver and driving ability, are maintained in the interests of safety of police personnel and other road users.
- (b) Road safety is a priority and police attendance at Road Traffic Collisions (RTCs) is a core role of officers. Police attendance is required to preserve life and where necessary conduct a thorough investigation to bring offenders to justice. This procedure sets out the Police Service of Northern Ireland Collision Investigation Policy, and has been developed to minimize the police commitment to minor collisions whilst continuing to provide a quality investigation for those collisions resulting in death or serious injuries and where an offender has been made amenable.

(2) Application

This Policy applies to:

- (a) All frontline police officers, their supervisors, and Service members in support functions, namely the Occurrence Case Management Team (OCMT), who may be involved directly/indirectly in the investigation and/or administration of the investigation process.
- (b) All operational resources involved in pre-emptive, preventative and resolution tactics for vehicle pursuit where there is the potential for a collision and/or injury to occur.
- (c) The term official PSNI fleet vehicle relates to motorised and non motorised units e.g. trailers etc. For the purpose of this Policy the term does not relate to pedal cycles.

(3) Legal Basis

- (a) The Health and Safety at Work (Northern Ireland) Order 1978;
- (b) The Management of Health and Safety at Work Regulations (Northern Ireland) 1992;
- (c) Provisions and Use of Work Equipment Regulations (Northern Ireland) 1999;
- (d) The Workplace (Health, Safety and Welfare) Regulations (Northern Ireland) 1992/1993;
- (e) The Road Traffic (Northern Ireland) Order 1981, 1995 and 2007;
- (f) The Road Vehicle (Construction and Use) Regulations (Northern Ireland) 1986;
- (g) EC Drivers and UK Domestic Drivers Hours Rules 2007;
- (h) The Road Transport (Working Time) Regulations (Northern Ireland) 2005;
- (i) The Police (Northern Ireland) Act 2000;
- (j) Motor Vehicles (Driving Licences) Regulations (NI) 1996;
- (k) The European Convention on Human Rights;
- (l) The PSNI Code of Ethics;
- (m) Equality legislation.

3. IMPLICATIONS OF THE POLICY

(1) Risks

- (a) The introduction of this Policy raises financial implications in respect of police driver training and the availability of suitably qualified drivers;
- (b) Failure to comply with procedures associated with this Policy could result in the potential engagement of Articles 2 and 8 of the Human Rights Act and criminal liability under the Health and Safety at Work (NI) Order 1978 and Police (Health and Safety) NI Order 1997.

(2) Bureaucracy

Application of this Policy will result in some extra administration across the organisation. This is necessary to ensure internal governance and assist with positive development of control measures for future use.

4. HUMAN RIGHTS/EQUALITY/CODE OF ETHICS/FREEDOM OF INFORMATION

- (1) This Policy and all documents referenced at Section 5 below are deemed to be Human Rights compliant. The European Convention Rights enforceable under HRA 1998, which are most likely to be relevant to this guidance are the following:
 - (a) Article 2 Right to Life;
 - (b) Article 8 Right to respect for private and family life.
- (2) This Policy has been screened for Section 75 considerations and complies with the PSNI Code of Ethics.

- (3) This Policy is suitable for public disclosure in accordance with the Freedom of Information Act 2000.

5. FURTHER PROCEDURES AND GUIDANCE

- (1) Policy Directive 3/06 – Post Incident Procedure Deployment of Post Incident Managers – Discharge of Firearms;
- (2) Policy Directive 12/08 – Police Use of Firearms;
- (3) Service Procedure 10/12 – Critical Incident Management and Community Impact Assessments;
- (3) Service Procedure 13/12 – Collision Investigation And Investigation Of Incidents Involving Police Vehicles;
- (5) Policy Directive 02/10 – Management of Police Pursuits;
- (6) Service Procedure 4/13 – Handling Public Complaints and the Role of the Ombudsman

Other Guidance

- (7) [College of Policing – Investigating Road Deaths](#)
- (8) [College of Policing – Driver Training](#);
- (9) [At a Glance Guide to the Current Medical Standard of Fitness to Drive](#);
- (10) [College of Policing - Police Pursuits](#);
- (11) Road Death Investigation Manual (RDIM);
- (12) [College of Policing – APP Road Policing](#)

6. REVIEW

- (1) This Policy will be reviewed every 3 years or sooner to reflect changes if necessary.
- (2) Should anyone wish to express dissatisfaction with any part of the operation of the process outlined in this guidance, in the first instance, this should be raised with Superintendent Road Policing.