



Response Date: 21/04/2026

2026/299 - HGV tractor unit travelling at motorway speeds

In response to your recent request for information regarding;

1. Any policies, operational guidance, briefing documents or internal instructions relating to the deployment of HGV tractor units for traffic enforcement purposes.

Concerns have been raised in relation to providing the operational order and SLA held. Therefore, a public Interest Test has been carried out to weigh up the reasons for and against disclosure; to ensure the release is in the interest of the public as a whole and not just the applicant.

Section s31(1)(a)(b) Law Enforcement

Section 31 (1)(a)(b) is a prejudice based qualified exemption, therefore there is a requirement to articulate the harm that would be caused in confirming or not that the information is held as well as carrying out a public interest test.

The Harm Test process requires North Wales Police to consider any possible harm that might arise as a result of placing the requested information into the public domain. This process considers the potential harm to:

- Individuals
- The community as a whole
- North Wales Police and the wider policing service
- Other bodies

S31(1) - Evidence of Harm

A Freedom of Information Act request is not a private transaction. Both the request itself and any information disclosed, are considered suitable for open publication. This is because under the Act, any information disclosed is released into the wider public domain, effectively to the world, not just to an individual.

Whilst not questioning the motives of the applicant, providing the Operational Order and/or the SLA would make tactics etc contained within less useful.

There is always a duty of care to the general public and the Police Service has a clear responsibility to ensure the prevention or detection of crime, and the apprehension or prosecution of offenders is always delivered. There are a number of tactics available to the Police Service to ensure the effective delivery of operational law enforcement.

Pencadlys yr Heddlu,
Glan-y-Don, Bae Colwyn LL29 8AW
www.heddlugogleddcymru.police.uk

Police Headquarters,
Glan-y-Don, Colwyn Bay LL29 8AW
www.northwales.police.uk

As such, the disclosure of any further information which would hinder the forces law enforcement functions cannot be in the public interest.

Public Interest Test

Factors favouring disclosure for S31 - Where public funds are being spent, there is a public interest in accountability and justifying the use of public money. Disclosure of the requested information would enable the public to assess whether the force has appropriately taken steps to help reduce crime by such means as the use of technological assistance. Release would enhance public debate as to whether or not the force is appropriately and effectively engaging with the threat posed by the criminal fraternity.

Factors against disclosure for S31 - The use of police resources and tactics is a matter that the force should hold up to public scrutiny as the police are accountable for public funds and public safety; therefore there is a public interest in justification of the spending of these funds and how the public are kept safe.

Any disclosure of information which would compromise law enforcement tactics and thus lead to more crime being committed by reducing the opportunity for the prevention and detection of crime, would therefore increase the risk to public safety, which is not in the public interest.

Balancing Test

Law enforcement is of paramount importance and the Police service will not disclose information if to do so, it would undermine its purpose and place the safety of individual(s) at risk. Whilst there is a public interest in the transparency of using public money in policing appropriately and effectively engaging with the threat posed by criminals, there is a very strong public interest in safeguarding the integrity of police investigations and operations in this area.

As much as there is public interest in knowing that policing activity is appropriate and balanced in matters of law enforcement, this will only be overridden in exceptional circumstances. Any disclosure which hinders our capability and assists criminals cannot be in the public interest.

It is for these reasons that I have determined that the balance test favours non-disclosure of the requested information.

Therefore, in accordance with the Freedom of Information Act 2000, this letter acts as a Refusal Notice under section 17 (1) of the legislation.

2. Any legal advice, policy documents, or internal analysis identifying the statutory power or legal basis relied upon to operate such a vehicle for enforcement activities on public roads.

Vehicles operated by police in the UK are legally exempt from speed limits under certain conditions, primarily when speed limitation would hinder the vehicle from fulfilling its operational or emergency duties, as set out in section 87 Road Traffic Regulation Act 1984

3. Any documentation explaining the legal basis that permits the HGV tractor unit used for enforcement to operate without the standard 56 mph speed limiter typically required for HGVs.

Vehicles operated by police in the UK are legally exempt from speed limits under certain conditions, primarily when speed limitation would hinder the vehicle from fulfilling its operational or emergency duties, as set out in section 87 Road Traffic Regulation Act 1984

4. Any risk assessments, safety assessments, or proportionality assessments carried out in relation to the use of an HGV tractor unit travelling at motorway speeds for enforcement activities.

Please find attached the police use of vehicles policy.

We can confirm there is no specific risk assessment, safety assessments, or proportionality assessments carried out or otherwise in relation to this activity.

The rationale for this is that the drivers have all completed a DVSA course to allow them to drive a HGV on the road.

There exemptions and police powers are covered under our standard generic risk assessment for the use of police vehicles on fast roads.

All of the drivers are advance drivers and trained to be able to conduct their own risk and proportionality assessments.

5. Any agreements, memoranda of understanding, or partnership documents between North Wales Police and National Highways relating to the use, provision, or operation of HGV vehicles for enforcement purposes.

Please see the answer to Q1.

6. Any evaluation, review, or internal reports assessing the effectiveness, safety, or risks associated with this enforcement method.

Safety and risks would be as per the above responses to the policies / risk assessments. No formal review has taken place in force regarding the effectiveness.

7. The make, model and ownership arrangement of the HGV tractor unit used (for example whether the vehicle is owned by National Highways, North Wales Police, or another organisation).

DAF CF. The vehicle is leased by national Highways and loaned to Police Forces across the country free of charge.

THIS INFORMATION HAS BEEN PROVIDED IN RESPONSE TO A REQUEST
UNDER THE FREEDOM OF INFORMATION ACT 2000, AND IS CORRECT AS AT 20/04/2026



**HEDDLU
GOGLEDD CYMRU
NORTH WALES
POLICE**

Police Use of Vehicles & the Management of Road Risk

Governance:	SLT		
Document Type:	Policy		
Policy Owner:	Head of Facilities and Fleet		
Department:	Facilities and Fleet		
Policy Writer:	Fleet Manager		
Policy Number:	120	Version:	3.2
Effective Date:	12/04/2022		
Recommended Review Date:	12/04/2024		

POLICY

CHANGE HISTORY				
Version No	Date	Author	Changes	Ratification
3.0	09/02/22	Huw Jones	Transferred to new corporate template and brought in line with policy principles as per the policy threshold test recommendations	N/A
3.1	25/04/23	Huw Jones	Update policy to reflect speed restriction changes for Armed Alliance dog handlers that have received specific training (5.9.3)	OSS Supt and Driving Standards Group.
3.2	23/01/24	Peter Coole	Bullet point 2 added to 5.9.2	N/A

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1. WHY IS THIS POLICY REQUIRED?

North Wales Police (NWP) is committed to providing a safe working environment for its employees and to minimise risks to officers, staff, volunteers, partners and members of the public whilst driving.

The purpose of this policy is

- 1.1 To outline processes, procedures and standards that are required to comply with health and safety legislation.
- 1.2 To clearly outline the roles and responsibilities for all drivers, as well as individuals that manage staff that are required to drive.
- 1.3 To provide practical information and guidance around managing the hazards and risks associated with driving at work.

2. WHO SHOULD USE THIS POLICY?

- 2.1 This policy should be used by all NWP employees, partners or volunteers that use a vehicle for a work-related purpose. The policy should also be used by managers, supervisors and decision makers that are responsible for individuals or teams that use a vehicle for work related purpose.

3. WHAT SHOULD I CONSIDER WHEN USING THIS POLICY?

- [Key Police Driver principles as per the Roads Policing module of APP.](#)
- [Road Traffic Act 1988](#)
- [The Traffic Signs Regulations and General Directions 2016](#)
- [The Road Traffic Regulation Act 1984](#)
- [Driving at work – managing work-related road safety](#)
- <http://www.roadcraft.co.uk/>
- Driver Training Strategy
- Fleet Management Strategy

4. ROLES AND RESPONSIBILITIES

4.1 Head of Facilities and Fleet	• Policy owner. • Ensures this policy is updated in line with national and local recommendations.
4.2 Fleet Manager	• Maintains Fleet Management procedures and strategy. • Provides data and information that supports the implementation and management of this policy. • Coordinates changes to this policy.
4.3 Vehicle User Group	• Oversees changes to this policy. • Provides a forum to review and develop strategies where required.

4.4 Driving Standards Group	• Has tactical oversight and ensures adherence to this policy • Provides a forum to review and develop strategies where required.
4.5 Driver Training Manager	• Maintains the driver training strategy which delivers the operational requirement in support of this policy. • Ensures this policy complies with and is kept up to date with APP in relation to driver training.
4.6 Supervisors & Managers	• Ensure they are kept up to date with this policy and its content. • Ensure local procedures and processes are in line with the content of this policy. • Ensure that staff they are responsible for are complying with this policy. • Provide feedback and suggestions to relevant groups or individuals where the Policy may pose operational challenges, or when changes may be required.
4.7 All Drivers	• Keep up to date with this policy, and comply with all aspects of its content • Provide feedback and suggestions to relevant groups or individuals where the Policy may pose operational challenges, or when changes may be required.

5. THE PROCESS

NWP have a legal responsibility and are committed to ensuring the public and our employees are safe and that we operate fit for purpose vehicles that are maintained to the highest standard.

5.1 Vehicle Fleet Management

The Fleet Manager is responsible for providing processes that ensure NWP vehicles are legal and safe to use on the road and are fit for purpose for their role.

The fleet management strategy outlines the main objectives and strategic aims of the Fleet department.

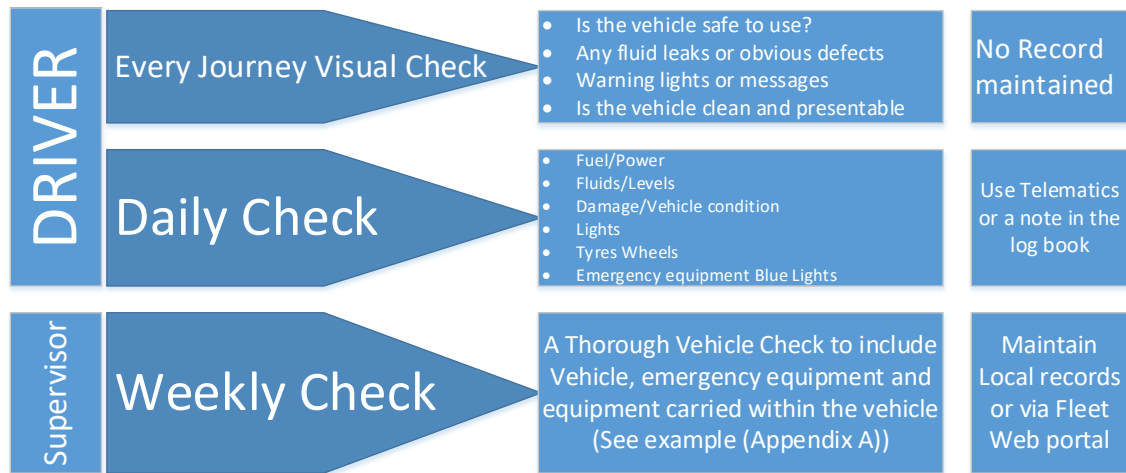
The fleet management procedures provide specific details around

- Vehicle purchase and disposal
- Vehicle Taxation and MOT
- Vehicle maintenance and repair processes
- Vehicle conversions and design processes
- Vehicle design and risk management

5.2 Vehicle Condition – Driver Responsibilities

The driver is always ultimately reasonable for the condition and legal state of a vehicle.

To provide confidence that our vehicles are safe and reliable to use, NWP have adopted a three-tier vehicle check policy for all drivers as per the below. Vehicle checks are demonstrated during visits to the Driving School.



- The **EVERY JOURNEY** check should be completed before every journey, and is a visual check to ensure there are no obvious defects, and that there's no damage or faults present.
- The **DAILY CHECK** requires the driver to walk around the vehicle and open the bonnet. Physically checking the tyres, fluids, lights, fuel/power, emergency equipment, and that all the boot equipment is present. This must be recorded via the telematics vehicle check button, or by endorsing the vehicle logbook.
- The **WEEKLY CHECK** should be undertaken by a supervisor or nominated point of contact. This is a thorough check which should include a detailed inspection of vehicle equipment, first aid boxes, fire extinguisher, and all other equipment carried within the vehicle. A copy of the approved Weekly check sheet can be seen in appendix A

Sergeants/Supervisors and Managers should ensure vehicle check records are maintained for a minimum of 12 months.

Post Journey - All drivers should ensure that vehicles are left with at least half a tank of fuel, or a minimum $\frac{3}{4}$ battery charge for EV's, and that vehicles are left in a safe and usable condition. If a fault or defect is present on a vehicle the driver must report this to the fleet department at the earliest opportunity, and ensure the vehicle is not used or available for others to use.

5.3 Tyre Replacement – Tread Depth

Tyre condition and tread depth is a significant element of a vehicle's condition and legal state and should be checked thoroughly and robustly. **NWP has adopted a tyre tread replacement policy of 3mm for cars and 2mm for motorcycles.**

5.4 Driving

NWP is committed to reducing risks associated with driving at work. This means ensuring vehicles are used appropriately according to task and driving authority and standards are adhered to.

NWP require all drivers to adhere to the below processes and standards

Role	Action Required
5.4.1 Driving	All drivers have a responsibility to ensure they drive within the confines of the law, and that they adhere to the rules outlined within the Highway Code at all times.

5.4.2 Driving Licences	• All drivers have a personal responsibility to ensure they have a valid and current driving licence with the correct licence classification for the vehicle being driven • Managers and Supervisors should not authorise drivers to undertake any driving activity unless they have the correct licence category and NWP driving authority. • Driving licences will be checked during visits to the Driving School.
5.4.3 Journey Logging	• The driver is responsible for ensuring that each journey in an NWP owned or hired vehicle is logged. • The Fleet Department will facilitate this for vehicles fitted with telematics via a fob system. • SMT's and Managers are responsible for ensuring that driver and journey records are maintained for vehicles not fitted with telematics by using logbooks. • Driver and journey log details should be kept for a minimum of 12 months.
5.4.4 Vehicle Defects	• Vehicles must not be used where a defect has been identified and action must be taken by drivers and supervisors to ensure vehicles cannot be accessed if a defect is present. • Defects should be reported at the earliest opportunity via the Fleet department web portal - North Wales Police Web Portal
5.4.5 Breakdown or Collisions	• Breakdowns or collisions where the vehicle is on the public highway or causing an obstruction must be reported immediately to the Force control room as well as to Line Managers or Supervisors.
5.4.6 Fuel Purchasing	• Fuel will be obtained using the fuel card issued to each vehicle. It is important only the designated vehicle card is used. Any loss of a fuel card must be reported immediately to the Fleet Department via email to FleetDept@nthwales.pnn.police.uk • Drivers should ensure the correct mileage is provided with every fuel transaction. • Premium fuel should not be purchased for any vehicle unless agreed by the Fleet Manager. • Officers and staff are not allowed to accept tokens, loyalty points or any other form of personal incentive or reward with the purchase of fuel. Personal loyalty cards such as Nectar and Tesco Club card, which gain points, must not be used in conjunction with the purchase of fuel. • Drivers are encouraged to purchase fuel at the optimum price where possible and achievable to do so.
5.4.7 Seat Belts	• Staff and passengers must wear seat belts in vehicles. (This also applies to passengers being transported in PSU vehicles). • Drivers should be aware of their responsibilities for children under the age of 14 years. • Officers and staff should refer to the College of Policing Authorised Professional Practice (APP) module on moving and transporting detainees for further advice and guidance.

5.4.8 Use of Phones or Hand Held Devices	- It's illegal to hold a phone or sat-nav while driving or riding a motorcycle - Using a phone or a sat nav when driving - GOV.UK (www.gov.uk) - NWP stipulate that Mobile Phones should be kept out of the drivers view at all times and must not be used by a driver whilst in control of a vehicle. The Fleet Department encourage all drivers to keep their phones in the glovebox and are fitting chargers within the glovebox of all vehicles. - Drivers may use hands-free equipment that has either been installed by the Fleet Department or is factory fitted for receiving calls only.
5.4.9 Use of Radio Equipment (Tetra/ESN etc)	The emergency radio equipment in vehicles should only be used by the driver where hands free equipment (PTT and Mic) is fitted. Drivers should not use handheld radios whilst in control of a vehicle.
5.4.10 Smoking/Vaping	Smoking or Vaping is not permitted in vehicles at any time.
5.4.11 Driving Whilst Under the Influence of Drugs or Alcohol.	- Driving under the influence of drugs or alcohol is not permitted and will be dealt with robustly. - The use of drugs in medical treatment or consumption of alcohol can reduce an individual's alertness and performance. The Standards of Professional Behavior provided under the Police (Conduct) Regulations 2012 and Code of Ethics 2014 address the importance of officers' fitness for duty and issues associated with consumption of alcohol, illegal drugs and prescription drugs. - All drivers have a personal responsibility to inform their supervisor or management team of any circumstances where they believe that they may be unfit to carry out their role.
5.4.12 Equipment Carrying	- The number of passengers, and equipment carried in all vehicles is tested and agreed at the point a vehicle goes in to service and is documented within the vehicle risk assessment. Drivers should not add equipment or weight to a vehicle unless agreed with the Fleet Department. The agreed equipment for vehicles is listed on the Fleet web page or with local management teams for specialist vehicles. - Additional equipment requests must be agreed by the Vehicle User Group
5.4.13 Use of vehicle Electronic Safety Systems and Setting. (EG Traction Control or Autonomous Driving Aids)	- It's the drivers' responsibility to familiarise themselves with all vehicle electronic safety systems and how they work. - Electronic safety equipment such as Traction Control (TCS), Electronic Stability Control (ESC/ESP), Emergency Brake Assist (EBA), Emergency Brake Distribution (EBD), Roll Stability Control (RSC), Adaptive Cruise Control and Autonomous Emergency Braking are now becoming common features fitted to modern vehicles, generally these systems should be left switched on or activated as per the default settings. - There may be instances where it may be necessary to switch some systems off temporarily for tactical reasons (vehicles

	engaged in VIP / Convoy Protection or TPAC for example). It will always be the drivers' responsibility to ensure that these systems are used properly and in accordance with manufacturer's instructions and training guidelines.
5.4.14 Vehicle Driving / Performance Modes.	Modern vehicles occasionally offer various driving modes (e.g. comfort, economy, sports plus, luxurious etc.) that alter the performance and handling and fuel economy of the vehicle. The driving mode of a vehicle should remain as per the default setting unless specific guidance or advice has been provided by the NWP Driver Training Department.
5.4.15 Satellite Navigation Devices	Where Satellite Navigation devices are issued for communal use, drivers should ensure they are fitted in such a way that the driver's view is not unduly obstructed and therefore should not be placed within the swept area of the windscreen. The position must also not impede the deployment of any airbags. Please contact the Fleet Workshop staff for further advice.

5.5 Vehicle Collisions / Damage and POLVAC Process

All Collisions should be reported immediately to the Force Control Room and to the drivers' line Manager or Supervisor.

All incidents or damage to a vehicle used by an NWP employee, volunteer or staff that isn't a vehicle fault or defect should be reported at the earliest opportunity by a supervisor via the POLVAC (police vehicle collision) form accessed via the Fleet Web Portal - [North Wales Police Web Portal](#).

The supervisor submitting the POLVAC should validate the accuracy of the information submitted and provide reassurance that all information around the driver and vehicle are accurate.

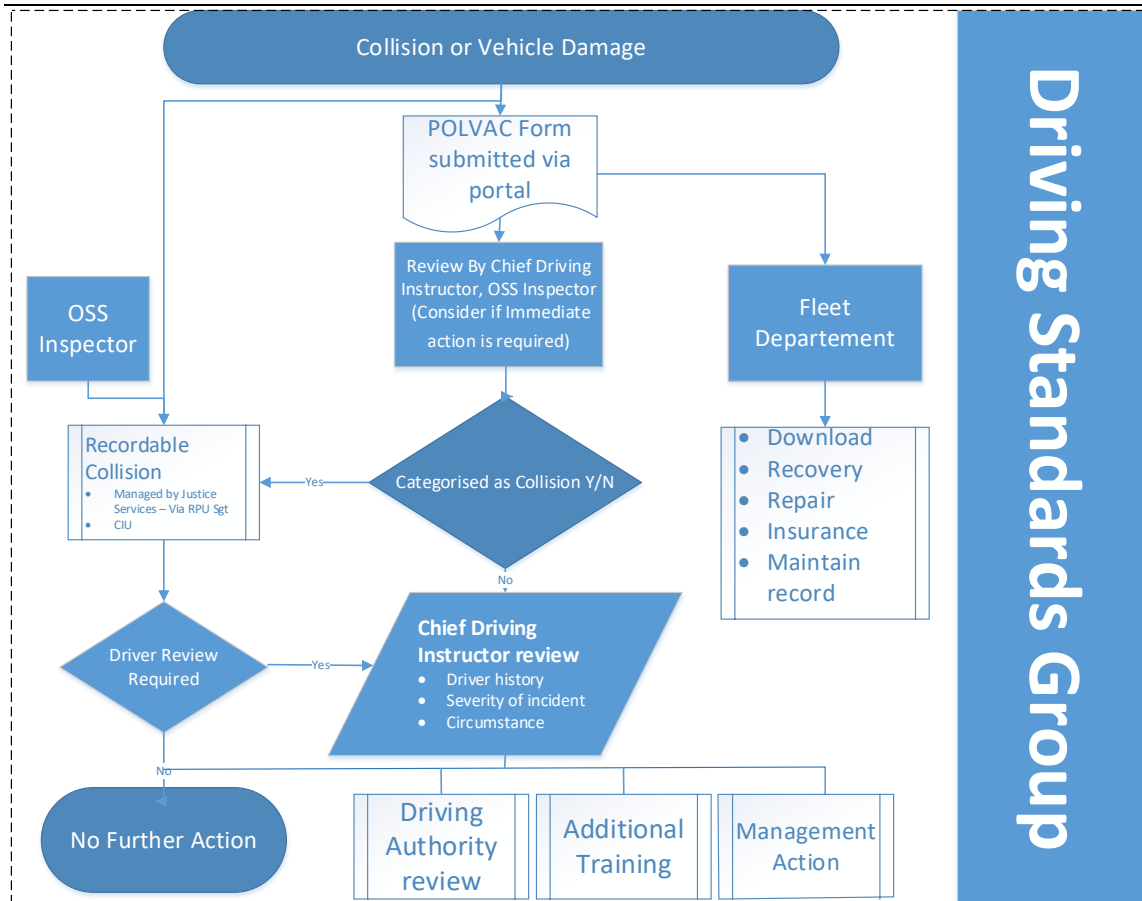
POLVAC's are reviewed by the Police Driver Training Manager, and formally categorised as a collision or damage. Collisions should follow a reportable collision process, which is managed and overseen by the Justice Services department via a Roads Policing Supervisor.

All vehicle damage, collisions, and driving related risk is overseen by the Driving Standards Group.

An individual's driving permission can be withdrawn at any point by the Police Driver Training Manager or OSS Superintendent, or by the driver's supervisor/manager in consultation with the above.

The reinstatement of a driving permission should be coordinated via the Police Driver Training Manager.

The process map below outlines the high level POLVAC management process.



Role	Action Required
5.5.1 Personal Insurance	Collisions in police vehicles should be reported to your personal motor vehicle insurers at the earliest opportunity.
5.5.2 Records	The Fleet Department will maintain records of all collisions for a minimum of 5 years. The data will be used and shared with insurance companies and contracted loss adjusters, and internally within NWP to highlight patterns or trends in collisions or drivers, with the ultimate aim of reducing collisions and proactively managing driving risks.
5.5.3 Data Recorders – Telematics	- Journey and Incident Data Recorders (Telematics) record detailed information on the use of vehicles to assist with strategic, operational and tactical decision making. - The devices are capable of providing data around the speed, acceleration, braking, and the use of blue lights, siren, vehicle idling and accurate mileage/location information. The information can be invaluable to the organisation and its employees for a number of reasons including: - Vehicle utilisation data - Proactive initiatives to improve driving standards and behaviours, with the aim of providing a safe working environment for NWP drivers. - Provide additional information to assist the organisation and/or officers when dealing with complaints.

	• Provide information to assist in the investigation of incidents involving police vehicles where a road traffic collision has occurred. • The Vehicle User Group will define which vehicles are fitted with recorders.
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5.6 Driving Fines, Penalty Charges or Speeding Fines

Role	Action Required
5.6.1 Parking/Driving fines, or penalty charge notices	• Parking fines, driving fines or penalty charge notices for congestion charge areas / tolls and bridges are the responsibility of the driver. The Fleet Department will refer all fines to the driver and the departmental manager at the earliest opportunity via email. • If a driver believes they have a case to appeal any fines, they should consult and seek the support of their line manager and department head/Superintendent.
5.6.2 Speeding Fines	• All speeding fines will be referred to departmental managers/Inspectors or a nominated point of contact within a department. • Drivers are responsible for payments of all speed related fines where speed exemptions don't apply.
5.6.3 Driving penalties or summons	• Where Individuals authorised to drive by NWP are issued with a summons, a fixed penalty notice or requested to attend a speed awareness course for work related driving or personal driving, they must notify the Professional Standards Department via their supervisor or Departmental Head within 14 days of the receipt of the notice or summons.

5.7 Personal Use of NWP Vehicles

Role	Action Required
5.7.1 Private use of NWP vehicles	• A NWP vehicle should not be used for a non-business or non - work related journey unless it's a personal issue vehicle allocated to a specific user in accordance with the Personal Issue Vehicle Policy.
5.7.2 Taking a Police vehicle home or 'non NWP' site	• Police vehicles can be taken and parked at a home address whilst used for 'on-call' cover. Specific guidance around on call cover should be issued by the business area, which should include the current tax considerations outlined Section 248A of the Income Tax (Earning and Pensions) Act 2003, see EIM23600 and EIM23605.
5.7.3 Carrying Passengers	• Conveyance of non-police personnel should be for a policing purpose or specific NWP business related journey. Drivers should be mindful of the responsibility of ensuring a person's safety as far as possible whilst in police vehicles. Before conveying such

	personnel, drivers must carry out a dynamic operational risk assessment. Use common sense and be able to justify your decision to transport a person if required to do so.
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5.8 Casual and Essential Users Allowance

Individuals that are required to use their personal vehicles for business use should always refer to the [Expenses and Allowances Policy](#), and for Essential Users, the [Personal Issue Vehicle Policy](#).

There is no requirement for staff able to claim these allowances to be tested by the organisation for their driving skills or undertake medical assessments.

Before being able to use this permission, employees must:

- Ensure their private vehicle is roadworthy, legal and suitable to use.
- Ensure their private vehicle has a current, valid MOT certificate where appropriate.
- Ensure the appropriate level of business insurance cover is arranged with their motor vehicle insurance company reflecting role, responsibilities and annual mileage claimed.
- Ensure any specialist equipment being carried whilst driving for police purposes has been authorised by a supervisor and is disclosed to their motor vehicle insurance.
- Have read and understood this policy.
- Have read and understood the [Expenses and Allowances Policy](#).

5.9 Driving Authorities and Use of Exemptions

NWP officers, staff, partners and volunteers must be granted permission to drive by the Police Driver Training Manager which will be based on the type of vehicle they are required to drive, and the role they are expected to undertake.

The Police Driver Training Manager is responsible for outlining the processes and procedures around driver training which is in line with the [Roads Policing Module on the College of Policing \(CoP\) Authorised Professional Practice \(APP\)](#).

In addition to APP, NWP have outlined the below policy for drivers making use of speeding exemptions

Role	Action Required
5.9.1 Speed Restrictions - Advanced	• There are no upper speed restrictions placed on advanced drivers when making use of legal exemptions, however, the increase in risk to the driver and members of the public is significant and must be a constant consideration for Drivers and Supervisors. Telematics data, where available, should be used regularly by Supervisors and local Management teams to proactively manage high speed driving activities.
5.9.2 Speed Restrictions – Standard Drivers	• There is an upper speed restriction on Standard grade drivers of 20 mph above the speed limit applicable to that particular road, with an upper limit of 90 mph on dual-carriageways and motorways. • Standard Drivers – Enhanced Speed Limits - NWP Standard Response drivers attached to the Drone Unit and the Alliance Dog Section are permitted, when assessed and authorised to do so, to run up to 110mph on multi-lane roads and motorways, already subject of a 70mph or National speed limit.

5.9.3 Armed Alliance Dog handler speed restriction (Standard driver)	• Dog Handlers who have completed the bespoke Fast Roads Course have an extended upper limit of 110mph on dual-carriageways (where the speed limit is 70mph) and motorways. This bespoke authority for Alliance Dog Handlers is necessary as their unique role requires them to travel to a deployment anywhere in the force area expeditiously. Their role is also unique in that their Alliance responsibilities requires them to respond to emergencies across the border to deployments in the Cheshire force area. The policy adjustment provides increased operational efficiency and improved response times whilst remaining within the constraints of the RTA and APP.
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5.10 Driver and Supervisors Considerations

Role	Action Required
5.10.1 Driving when Tired/	• Driving when tired reduces concentration and increases the risk of collisions. The driver is best placed to know their own condition and have a personal responsibility for fatigue awareness, particularly so for the hours of extended duty. Drivers should highlight any concerns to supervisors and should take action to ensure they don't drive unless they are fit to do so. • Supervisors need to be aware of the risks that tiredness can introduce for drivers and should take positive action if they believe a driver is not fit to drive. Useful information can be found on the HSE Website - Driving at work – managing work-related road safety • Drivers are encouraged to fill in the night time workers questionnaire and share with the OHU department when participating in night time driving.
5.10.2 Fitness to Drive	• Officer, staff and volunteers who drive police vehicles must ensure any change in their medical circumstances which might adversely affect their driving capability, is brought to the attention of their line manager. Issues resulting in the need for a line manager to change a person's duty to non-driving duties for more than a week (e.g. a course of medication that can affect driving ability and that lasts more than a week) should be referred directly to the Occupational Health Unit (OHU).
5.10.3 Adverse Weather	• The Operational Planning Department has published a severe weather plan outlining responsibilities and actions to be taken during adverse weather events. This includes the distribution of suitable vehicles, and a process to engage partner agencies where required. • Supervisors and managers should consider the need to travel where adverse weather may pose a risk to our drivers. • Drivers should always drive to the road conditions, and if unsure, seek advice.
5.10.4 Driving a 4x4 and off road driving	• Drivers may be required to attend events that occur in adverse weather conditions. Line managers must carry out a dynamic risk assessment before authorising use of a vehicle in adverse/severe

	weather conditions. Only when it is absolutely necessary should travel be undertaken in adverse weather conditions.
5.10.5 Scheduling / Journey Planning	- It is the responsibility of line managers to ensure staff and volunteers use the safest and most efficient, economical means of travel. Line managers should always allow drivers sufficient time to make journeys without the incentive to drive in a manner that increases the risk to their safety or anyone else. - For long journeys drivers should take regular rest breaks to ensure their level of concentration is not affected by fatigue. In circumstances where long distance travel or early morning appointments are unavoidable, line managers should consider rail travel and/or overnight accommodation. - This principle should be extended to circumstances where drivers are required, on successive days, to undertake long journeys to and from remote sites before and after undertaking a day's work. Provision of local accommodation will help control risks associated with driver fatigue and supervisors/managers have a duty of care to specifically assess the risks associated with driving at work.

6. DECLARATION & LEGALITIES

- 6.1 In line with all Force policies, the overarching purpose of this document is to directly support the PCC police and crime plan objectives. Overall the intention of this policy is to make North Wales the safest place in the UK.
- 6.2 In the writing of this policy cognisance has been taken of the college of policing code of ethics (2014).
- 6.3 North Wales Police policies will be written in accordance with the approved corporate format and published on the Force Intranet, allowing access to staff and public, where appropriate, on the pages of the public facing Internet site under the Force publication scheme and Freedom of Information Act 2000.
- 6.4 The following main legal requirements have been identified within this policy:
- Equality Act 2010
 - Human Rights Act 1998
 - The Welsh Language (Wales) Measure 2011 and the Welsh Language Standards for the Chief Constable
 - Data Protection Act 2018
 - Freedom of Information Act 2000
 - Health and Safety Act 1974
 - Road traffic act
 - The Highway code
- 6.5 This policy has been written giving due regard to the above legislation and has considered the risk of unfair and/or disproportionate impacts on individuals or groups (actual or perceived) and has done so via an equality impact assessment (EIA).
- 6.6 New legislative requirements or changes in Force structure may necessitate a review of this policy document.

7. APPENDICIES

7.1 Appendix A – Weekly Vehicle Check (Example)



Weekly vehicle
supervisors check 20:

7.2 Appendix B – Vehicle Equipment List

[Fleet SharePoint Site – Vehicle Equipment List](#)