

Consultation Options Assessment

Title: **Consultation on Police & Law Enforcement Access to DVLA Driver Data**

Type of measure: Secondary legislation

Department or agency: Home Office

OA number: HO OA 1020

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Date: 10/02/2026

1. Summary of proposal

Legislative Proposal: Improving Police and Law Enforcement Access to Driver and Vehicle Licensing Agency Driver Data

1. This proposal, included in the Crime and Policing Bill, creates a clear, resilient, and future-proof legal framework for sharing Driver and Vehicle Licensing Agency (DVLA) driver data. It addresses long-standing operational needs and legal ambiguities to support public safety, crime prevention, and efficient justice across the UK, Crown Dependencies, and Gibraltar. Improved access to timely DVLA data improves investigations, safeguarding, and neighbourhood response times, all delivering key Safer Streets outcomes.
2. Police and law enforcement officers in the UK, Gibraltar, Jersey, Guernsey and Isle of Man have emphasised the importance automated access to this data could make to their broader public protection and law enforcement duties.
3. In England and Wales the Safer Streets Mission¹ is a long-term plan to reduce serious harm and rebuild public confidence in policing and the wider criminal justice system, with a headline ambition to halve knife crime and halve violence against women and girls (VAWG) within a decade. The Police Reform White Paper highlighted how the government is determined to strip away the barriers that are preventing the police from focusing on their core mission.²

¹ The Home Office Safer Streets Missions - broader policy www.gov.uk/missions/safer-streets and latest Home Office update www.gov.uk/government/publications/safer-streets-fund-round-five

² The Police Reform White Paper (England and Wales) <https://www.gov.uk/government/publications/from-local-to-national-a-new-model-for-policing> The Police Reform White Paper January 2026 (England and Wales) <https://www.gov.uk/government/publications/from-local-to-national-a-new-model-for-policing>

4. In Scotland a co-ordinated set of strategies and plans collectively cover serious violence (including knife crime), VAWG, confidence-building community policing, and prevention focused on underlying drivers of harm. The Violence Prevention Framework for Scotland (2023)³ and Scotland's lead national response to VAWG sits with Equally Safe.⁴
5. In Northern Ireland the Department of Justice Community Safety Framework⁵ covers crime prevention, anti-Social Behaviour and partnership problem-solving, the Executive Office holds the End Violence against Women and Girls Strategic Framework and Delivery Plan (VAWG),⁶ and the Policing Board for the Police Service of Northern Ireland holds the Policing Plan 2025 to 2030 to deliver confidence, visible and community policing and victim focus, supported by ongoing knife/offensive weapons legislative and enforcement measures.

Current Position

6. Automated access is currently specifically provided for by section 71 of the Criminal Justice and Court Services Act 2000⁷ and the Motor Vehicles (Access to Driver Licensing Records) Regulations 2001.⁸ Other purposes for accessing DVLA data require the police and law enforcement agencies to request the information manually from the DVLA. This data is disclosed under data protection legislation rather than explicit legislative provisions. This requires the police and law enforcement agencies to provide to the DVLA a law enforcement case about why DVLA should provide the data. The new framework is designed to clarify eligibility and align with modern systems, enabling real-time, automated access through the Law Enforcement Data Service (LEDS) while retaining manual routes for complex cases.

This consultation is seeking views on the purposes for using Data

7. At present, access is largely restricted to road traffic offences. This limits operational flexibility and can cause delays in urgent cases.⁹ One of the key reasons for this change is to give police and law enforcement immediate access to DVLA data when needed for investigations and safeguarding. The new primary legislative framework will allow authorised persons to use DVLA data for a range of policing and law enforcement purposes. The available options depend on what the regulations allow. This consultation seeks views on how broad the regulations should be in support of investigating crime, safeguarding vulnerable people, and national security. Policing is devolved in Scotland and in Northern Ireland and it will be for those administrations to determine how Police Scotland and the Police Service of Northern Ireland use the data for their policing purposes.

³ Scottish Government Violence Prevention Framework - <https://www.gov.scot/publications/violence-prevention-framework-scotland/>

⁴ Scottish Government Violence against women and girls (VAWG) Strategy - <https://www.gov.scot/policies/violence-against-women-and-girls/equally-safe-strategy/>

⁵ Northern Ireland Community Safety Framework - <https://www.justice-ni.gov.uk/articles/community-safety-framework-finance>

⁶ Northern Ireland Ending Violence Against Women and Girls Strategic Framework - <https://www.executiveoffice-ni.gov.uk/topics/ending-violence-against-women-and-girls>

⁷ Section 71 of the Criminal Justice and Court Services Act (2000) - www.legislation.gov.uk/ukpga/2000/43/section/71/2013-04-01

⁸ The Motor Vehicles (Access to Driver Licensing Records) Regulations 2001 - <https://www.legislation.gov.uk/uksi/2001/3343/made>

⁹ Home Office note on the current police and law enforcement use of DVLA driver data published alongside this consultation

Governance and Safeguards

8. Strong oversight will remain central. The Secretary of State for the Home Department (Home Secretary), in partnership with devolved governments, will set minimum standards for audit, training, vetting, and inspection of record keeping and performance. In addition to regulations, all designated bodies must adopt a statutory Code of Practice developed with devolved administrations and Crown Dependencies, ensuring consistency, accountability, and compliance with data protection and human rights law. The Home Office will maintain a public list of authorised organisations and permitted purposes. Annual reporting and clear audit requirements have been included in the legislative framework with the aim of enhancing public trust. The framework will comply with Article 8 of the Human Rights Act 1998,¹⁰ ensuring all access is lawful, necessary, and proportionate. The data sharing this framework will be in compliance with Articles 6, 9 and 10 of the UK GDPR.¹¹ Engagement with the Information Commissioner's Office (ICO), civil society, and equality bodies will continue throughout development.
9. Whilst covered by the same legislation framework, the use made of DVLA driver data by police forces in Scotland and Northern Ireland will be a matter for the respective governments in consultation with those police forces.
10. The proposal seeks to increase immediate access to data in support of policing and law enforcement. Under this model, trained authorised persons may access DVLA driver data for immediate operational decisions (for example, roadside identity checks, urgent safeguarding, planning operational interventions) without prior external approval, provided they record justification and comply with audit requirements.
11. The consultation includes proposals for dealing with non-immediate requests for DVLA data. Under the proposal DVLA staff would continue to provide additional scrutiny as now. This approach balances operational agility with bolstered governance, ensuring that urgent policing needs are met while maintaining strong safeguards for less time-sensitive or higher-risk data access.

Consultation Scope

12. All proposal options share the same basic governance and scrutiny arrangements, differing mainly in how much access each option allows. Each of these options would introduce a statutory Code of Practice, developed in collaboration with devolved administrations and Crown Dependencies, to ensure consistency and accountability across jurisdictions. Authorised users would be required to undergo mandatory training and vetting, reinforcing high standards of professionalism and data stewardship.
13. Access to DVLA data would remain subject to immutable audit logs, capturing both the purpose and justification for each use, thereby supporting resilient oversight and traceability. Annual reporting to Parliament would be mandated, alongside the publication of a public list of authorised organisations and the purposes for which access is permitted. These measures would be complemented by independent audits and oversight from relevant bodies, ensuring that compliance with statutory requirements is maintained.

¹⁰ Article 8 of the European Convention of Human Rights www.legislation.gov.uk/ukpga/1998/42/schedule/1

¹¹ Data sharing with law-enforcement authorities is permitted where a lawful basis (Article 6) exists, and the conditions for special-category data (Article 9) or criminal-offence data (Article 10) are met. Article 6 of the UK GDPR <https://www.legislation.gov.uk/eur/2016/679/introduction/adopted>.

14. This consultation is aimed at stakeholders who play a role in the use, governance, or oversight of DVLA driver data for policing and law enforcement purposes, including:
- **Police and law enforcement practitioners:** Operational officers, investigators, and staff who currently access DVLA data or will be affected by changes to access arrangements.
 - **Regulators and oversight bodies:** Organisations responsible for data protection, policing standards, and accountability, such as the ICO and relevant regulators and inspection bodies.
 - **Civil society and government stakeholders:** Groups and organisations with an interest in privacy, human rights, and public trust, as well as devolved administrations and Crown Dependencies.
 - **Training and professional standards organisations:** Bodies responsible for developing and delivering training, guidance, and professional practice standards for police and law enforcement.
15. The Home Office is seeking views on how far access should extend:
- **Option 0:** 'Do nothing'. Legislation remains limited to road traffic acts enforcement.
 - **Option 1:** Expand legislation to cover to serious crime¹² and national security.¹³ This will include definitions of serious crime and national security for police and law enforcement use of DVLA data.
 - **Option 2:** Expand legislation to cover all crime under law enforcement purposes.¹⁴ This will include definitions of all crime and national security for police and law enforcement use of DVLA data.
 - **Option 3:** Expand legislation to include the full range of law enforcement and policing purposes.¹⁵ Including the definitions of policing purposes, crime, and national security for police and law enforcement use of DVLA data. The broader application will bring in an increased need for more proportionality tests and standardised training.
16. Feedback from the consultation would be used to help shape a legal framework that balances operational needs with privacy and accountability.

2. Strategic case for proposed regulation

17. Measures in the Crime and Policing Bill will replace section 71 of the Criminal Justice and Court Services Act 2000¹⁶ and create a foundational legal basis for police and law enforcement. to access DVLA driver licensing data for road traffic and, subject to consultation, wider purposes. The regulations would build on this foundation. The strategic case for change is set out below.

¹² As defined in Serious Crime Act 2007 www.legislation.gov.uk/ukpga/2007/27/contents

¹³ As defined in the National Security Act 2023 www.legislation.gov.uk/ukpga/2023/32/contents

¹⁴ As defined in Section 31 of the Data Protection Act 2018 <https://www.legislation.gov.uk/ukpga/2018/12/section/31>

¹⁵ As highlighted in section 1.6 of the Police Information and Records Management Code Policing, the policing purposes include law enforcement purposes, but are considered to be broader including safeguarding of vulnerable people etc <https://assets.college.police.uk/s3fs-public/2023-07/Code-of-Practice-on-police-information-and-records-management-2023-web.pdf>

¹⁶ Section 71 of the Criminal Justice and Court Services Act (2000) - www.legislation.gov.uk/ukpga/2000/43/section/71/2013-04-01

18. At present, automatic access is limited to road traffic enforcement and certain driving-related bans. There is no provision for urgent safeguarding or broader policing needs. Updating the regulations would enable real-time access for a wider range of urgent investigations and safeguarding, reducing delays from manual requests and allowing authorised personnel to make timely operational decisions. Consultation feedback will inform how far the purposes should extend and how proportionality tests and safeguards should be applied.
19. New regulations will update the legislative framework, providing an opportunity to move beyond narrow, road traffic only automatic access to a system that can lawfully permit broader use where necessary and proportionate. Instead of relying on exemptions under data protection law, the framework would expressly provide for police and law enforcement access and introduce enhanced statutory oversight, including more detailed annual reporting to Parliament.
20. Subject to the outcome of this consultation a transition from ad hoc, case-by-case DVLA approvals to automated access for authorised users would improve efficiency, speed, and consistency. It would reduce friction for frontline officers, support faster and more reliable decisions, and strengthen investigative and safeguarding outcomes. A statutory Code of Practice and updated training would help users apply the rules correctly and ensure the framework remains responsive to legitimate operational needs while maintaining appropriate controls.
21. The Police have stated that faster and broader use of DVLA data at the roadside will reduce the likelihood of risky encounters, enabling officers to make informed decisions without unnecessary escalation. Further, that immediate access to DVLA driver in time critical safeguarding scenarios will strengthen the police response to VAWG and support rapid protection of children and other vulnerable people. At the same time, neighbourhood policing will be enhanced by the ability of forces to prevent and respond to serious violence and antisocial behaviour, directly reinforcing the aims of the Safer Streets Mission.
22. The framework could also simplify and clarify lawful use in urgent non-criminal scenarios, such as identifying an unconscious driver or accounting for missing persons. It might also be helpful in extreme but rare scenarios, such as accounting for individuals during fires, floods, or other emergencies. We will consult on whether the framework will provide a clear basis for proportionate data use in public protection contexts alongside traditional crime related activity.
23. The current access to driver data for wider law enforcement purposes remains grounded in the UK GDPR requirements. Article 6 of the UK GDPR provides examples for the lawful basis for processing, such as when it is in the vital interests of the data subject.¹⁷ Article 9 of the UK GDPR adds a basis for processing more sensitive data. For example, processing of data for vital interests of the data subject can only take place for sensitive data when the data subject is physically or legally incapable of giving consent.¹⁸ ¹⁹ Article 10 provides conditions for the processing of personal data related to processing of personal data related to criminal convictions and offenses.²⁰ The use of Article 6,

¹⁷ Article 6 of the UK GDPR <https://www.legislation.gov.uk/eur/2016/679/article/6>

¹⁸ Article 9 of the UK GDPR <https://www.legislation.gov.uk/eur/2016/679/article/9>

¹⁹ See Information Commissioner's Office guidance on Article 6 and 9 <https://ico.org.uk/for-organisations/uk-gdpr-guidance-and-resources/lawful-basis/a-guide-to-lawful-basis/>

²⁰ Article 10 of the UK GDPR <https://www.legislation.gov.uk/eur/2016/679/article/10>

Article 9 and Article 10 is supported by Paragraph 2 of Schedule 2 of Data Protection Act 2018²¹ which absolves controllers from complying with data subject rights if doing so would prejudice crime prevention/detection or the apprehension and prosecution of offenders. Whereas each determination to seek access to DVLA data will be considered individually, the consultation will provide feedback on whether the regulations and a statutory Code of Practice will provide a sufficient basis for human rights considerations, and whether they offer clear guidance for users and auditors.

24. The broad legislative framework will apply across the UK and associated territories but will respect devolved policing arrangements. This will mean police forces outside of England and Wales could have different arrangements and be able to use DVLA driver data for different purposes. The consultation will seek feedback on how this could be best achieved to ensure the similarities can be supported and the differences respected.
25. The Requirements and Assumptions that will apply across options taken forwards are as follows:
 - The lawful basis and privacy safeguards are structured through a statutory Code of Practice and guidance, with compliance to Article 8 of the European Convention on Human Rights (ECHR),²² the United Kingdom General Data Protection Regulation (UK GDPR),²³ the Data Protection Act 2018 (DPA 2018), and the Windsor Framework²⁴ is operationalised via case-level tests of necessity and proportionality.
 - Technology neutrality is maintained by ensuring that the transition from the Police National Computer (PNC) to the LEDS proceeds on time and that the legal framework remains system-agnostic so the rules endure across future platforms.
 - Governance and accountability are delivered through a full governance framework that includes mandatory training, immutable audit logs with purpose and justification fields, supervisory and independent audits, and an annual public report to Parliament.
 - Compliance with Windsor Framework Article 2 is maintained,²⁵ with no diminution of protections under the Law Enforcement Directive²⁶ or United Kingdom General Data Protection Regulation (UKGDPR).²⁷
 - Driving licence images are accessed and used, under necessity rules, with very short retention.
 - Equality and public confidence are actively managed because the expansion of purposes will bring both benefits and risks, and the required mitigations of training, audit, transparent reporting, and community engagement are put in place to avoid disproportionate impact or misuse.

²¹ Schedule 2(2) of the Data Protection Act 2018 <https://www.legislation.gov.uk/ukpga/2018/12/schedule/2>

²² <https://www.legislation.gov.uk/ukpga/1998/42/schedule/1>

²³ UKGDPR www.legislation.gov.uk/eur/2016/679/contents/adopted

²⁴ Windsor Framework www.gov.uk/government/publications/the-windsor-framework

²⁵ No diminution of rights, safeguards and equality of opportunity” in Northern Ireland is defined in Article 2 of the Windsor Protocol www.gov.uk/government/publications/protocol-on-irelandandnorthern-ireland-article-2

²⁶ Law Enforcement Directive (Directive (EU) 2016/680) <https://www.legislation.gov.uk/eudr/2016/680/introduction>

²⁷ UKGDPR www.legislation.gov.uk/eur/2016/679/contents/adopted

- Operational demand continues at approximately six million road-traffic checks per year, and broader purposes may generate up to five hundred thousand additional uses per year.

3. SMART objectives for intervention

Objective 1 – Provide accessible, transparent, and proportionately scrutinised access for police and the public

26. Upon commencement of the regulations, the Home Office would publish and maintain on GOV.UK and reference in the annual report, the statutory Code of Practice, the central Data Protection Impact Assessment (DPIA), the Equality Impact Assessment, and a public list of authorised organisations and the purposes for which they are permitted to use DVLA data. An annual report to Parliament would be laid within six months of the end of each reporting year, evidencing volumes of use by purpose, the safeguards applied, and the findings of audits.
27. The scope of reporting would reflect the option selected. Under Option 0 (Do nothing), only a minimal transparency increase would be achievable. Under Option 1 (Serious Crime and National Security), the report would cover those purposes and explain the governance model distinguishing immediate access from additional scrutiny for non-immediate requests. Under Option 2 (All Crime), the same approach would apply across all crime, including a summary of the proportionality tests used for non-immediate requests. Under Option 3 (Full Policing Purposes), the report would extend to non-crime safeguarding and wider public protection uses.
28. To support public understanding and assurance, the Home Office would also publish a clear governance map setting out the roles and responsibilities of the Home Secretary, the Home Office, DVLA, police forces and other law enforcement bodies, and auditors. Any material changes would be reflected in updates to the statutory Code of Practice, the set of permitted purposes, or the audit model would also be published.

Objective 2 – Enable faster, lawful access for frontline decisions with auditable justifications.

29. Within 24 months of commencement, the aim would be to reduce manual referrals to DVLA against a baseline captured in the first three months post-commencement. The reduction target would be proportionate to scope. At least an **85 per cent reduction under Option 3**, while **Option 0** would not be expected to yield a material reduction.
30. To strengthen accountability, from **six months after commencement** at least **90 per cent of system queries** would be expected to include auditors to review the justification in immutable audit logs, recording both purpose and a brief explanation of necessity and proportionality. For non-immediate, higher risk requests, including an operation to identify multiple individuals in a single address would rely upon the framework for operational guidance. The framework would implement additional scrutiny, and the statutory Code of Practice would set out the criteria that would trigger this additional scrutiny.

Objective 3 – Strengthen safeguarding and public protection outcomes.

31. Upon commencement, the system would set an expectation that, where use of DVLA data is appropriate, it is used in a high proportion of operational decision making within scope. Under Option 0, access would remain constrained to existing pathways.
32. To evidence impact, annual reporting would include case-type anecdotal updates detailing changes in time-to-identify and time-to-safeguard compared with the pre-commencement baseline.

Objective 4 – Keep pace with technology (future-proof and system-agnostic).

33. The framework would maintain uninterrupted lawful access through the transition from the Police National Computer to the Law Enforcement Data Service, and any successor platforms. The legislation and statutory Code of Practice would be drafted to be system agnostic so that rules and safeguards remain effective if technology changes. Under **Option 0**, the risk of fragmentation and interruption would remain higher. -agnostic so that rules and safeguards remain effective if technology changes. Under

Objective 5 – Standardise controls and compliance across authorised organisations.

34. Before any access to DVLA data through automated systems is granted, every authorising organisation would be required to adopt the Home Secretary–approved training and the statutory Code of Practice, and all users would complete initial training pre-authorisation as well as refresher training at the cadence set out in the statutory Code of Practice.
35. Audit coverage would increase over time in line with scope and risk. To reinforce accountability, the annual report would publish thematic audit findings alongside time-bound corrective actions and confirmation of their completion. Under Option 0, it would not be possible to mandate a unified national standard beyond current practice

Objective 6 – Apply consistently with respect for devolution, dependant and overseas territories.

36. Prior to commencement, the Home Office would seek all necessary consents or agreements with the Devolved Administrations, the Crown Dependencies, Gibraltar and the relevant policing bodies. Access would then be operationalised in a way that fully respects local policing and governance arrangements while maintaining, where possible, consistent safeguards nationally. Where appropriate, a memorandum of understanding, or equivalent instruments, would be published. Under **Option 0**, uneven access and legacy inconsistencies would persist.

Objective 7 – Uphold data protection and human rights; monitor equalities.

37. Complete the DPIA and the Statutory Equalities Duty assessment before commencement. Publish annual transparency metrics (including any complaints of disproportionality by protected characteristics where appropriate and safe), and target zero substantiated high-harm misuse incidents in the first year and annually thereafter. Including corrective actions for any breaches.

4. Description of proposed intervention options and explanation of the logical change process whereby this achieves SMART objectives

38. The four policy options for governing access to DVLA driving licence data are set out in this section. Each successive option adds to the scope of permitted purposes, leading to an increased amount of automation with a commensurate impact on audit and governance requirements. The Home Office has assessed how each option performs against the seven objectives covering transparency, efficiency (automation and audit), safeguarding/public protection, legal/technical resilience, workforce standards and assurance, UK-wide operationalisation, and governance to minimise misuse.
39. There are four options in this consultation as follows:
- **Option 0:** ‘Do nothing’. Maintain the current purposes for access to DVLA data. The current purposes will remain as those set out in the Motor Vehicles (Access to Driver Licensing Records) Regulations (2001).²⁸
 - **Option 1:** ‘Serious Crime’. Increase the purposes to include serious crime and national security purposes. The current purposes will be augmented to cover purposes supporting the definitions of Serious Crime²⁹ and National Security.³⁰
 - **Option 2:** ‘All Crime’. Increase the purposes to include all crime and national security purposes. The purposes in Option 1 will be augmented to support detection, investigation and prosecution of all crime as defined under law enforcement purposes.³¹
 - **Option 3:** ‘All Policing purposes’ – Increase the purposes in Option 2 to include all policing purposes. The purposes in Option 2 will be augmented to support the

²⁸ Motor Vehicles (Access to Driver Licensing Records) Regulations <https://www.legislation.gov.uk/uksi/2001/3343/made>

²⁹ As defined in Serious Crime Act 2007 www.legislation.gov.uk/ukpga/2007/27/contents

³⁰ As defined in the National Security Act 2023 www.legislation.gov.uk/ukpga/2023/32/contents

³¹ As defined in Section 31 of the Data Protection Act 2018 <https://www.legislation.gov.uk/ukpga/2018/12/section/31>

Option 0: ‘Do nothing’ (No change to Purposes)

40. Under this option, the current framework remains unchanged. Automatic access to DVLA driver data would continue to be limited to Road Traffic Acts purposes such as enforcing driving offences, verifying identity at the roadside, and investigating collisions, with any non-road-traffic access available only by specific agreement with the DVLA. While this maintains the status quo, it does not resolve ambiguity about who can access data or improve clarity for law enforcement and the public. Safeguards would remain fragmented across DVLA and policing bodies, oversight would continue to be complex, and the contribution to the Safer Streets Mission would be minimal because access stays restricted to traffic enforcement. The option also fails to address the transition to LEDS or provide future-proofing for technological change.
41. Assessed against the objectives, Option 0 retains fragmented legal gateways and significant manual access reliant on DPA 2018 exemptions, providing no statutory clarity for broader purposes, which would remain dependent on slower manual routes. Governance uplift would be limited, meaning transparency is not improved, efficiency and audit targets are not met, non-crime safeguarding is not enabled, legal and technical resilience is not secured, training and assurance are not standardised, UK-wide operationalisation remains uneven, and governance to minimise misuse is not strengthened. Overall, Option 0 does not meet the objectives.

Option 1: Increase the access to include Serious Crime and National Security as well as Option 0 purposes and increment the governance measures.

42. This option expands access beyond traffic enforcement to include serious crime and national security investigations. It introduces statutory definitions and governance for these high-risk contexts, improving clarity and operational capability for cases such as murder, terrorism, and kidnap. By enabling real-time access through LEDS, it supports urgent investigations and strengthens the response to high-harm offences. Oversight becomes clearer for serious crime purposes, but the scope remains limited compared with broader policing needs, and it does not extend to all crime or non-crime safeguarding duties.
43. Assessed against the objectives, this option improves transparency and accountability for in-scope uses through a public list, a statutory Code of Practice, a DPIA, and equality measures, and it enhances efficiency and auditability by enabling automated, logged access for serious crime and national security (Objectives 1 and 2). It strengthens safeguarding in serious harm contexts (Objective 3) and provides a system-agnostic legal basis via LEDS (Objective 4). However, training, assurance, and audit are standardised only for in-scope purposes (Objective 5), UK-wide operationalisation is targeted rather than comprehensive (Objective 6), and governance to minimise misuse remains partial because everyday policing and non-crime safeguarding are out of scope (Objective 7). Overall, it delivers meaningful improvements where serious harm is present but leaves significant gaps for everyday crime and non-crime protection and thus leaves gaps against the Safer Streets Mission.

³² As defined in Paragraph 1.6 <https://www.college.police.uk/guidance/policing-information-and-records-management-code-practice>

Option 2: Increase the access to include All Crime as well as purposes in Option 0 and 1 and increment the governance measures.

44. Option 2 provides a broader statutory basis for access, covering all crime under “law enforcement purposes” as defined in the Data Protection Act 2018. It strengthens governance through case-level tests of necessity and proportionality, embedded audit requirements, and clear operational standards for criminal investigations. Real-time automated access via LEDS and future-proof, system-agnostic drafting enable faster responses across a wider range of offences, improving public safety and supporting the Safer Streets Mission. Oversight is consolidated under a single framework, ensuring consistent standards across authorised organisations and positioning policing to keep pace with technological change.
45. Assessed against the objectives, Option 2 improves transparency and accountability for crime use cases through a public list, a statutory Code of Practice, a DPIA, and an equality framework, and it enhances efficiency and auditability by enabling automated, logged access supporting the targeted reductions in manual referrals and justification capture (Objectives 1 and 2). It strengthens safeguarding in criminal contexts and provides a durable, system-agnostic legal footing (Objective 3). Training, refresher cadence, and audits are standardised for crime cohorts and UK-wide operationalisation is supported, subject to consents (Objective 4). However, non-crime policing purposes, such as seeking missing persons without a linked offence, remain out of scope, so governance to minimise misuse and the broader safeguarding objective are only partially met overall (Objective 5). UK-wide operationalisation is broad (subject to consents) but still has gaps in non-crime objectives (Objective 6), and governance to minimise misuse remains partial because everyday policing and non-crime safeguarding are out of scope (Objective 7).

Option 3: Increase the access to include all Policing Purposes as well as purposes in Option 0, 1 and 2 and increment the governance measures.

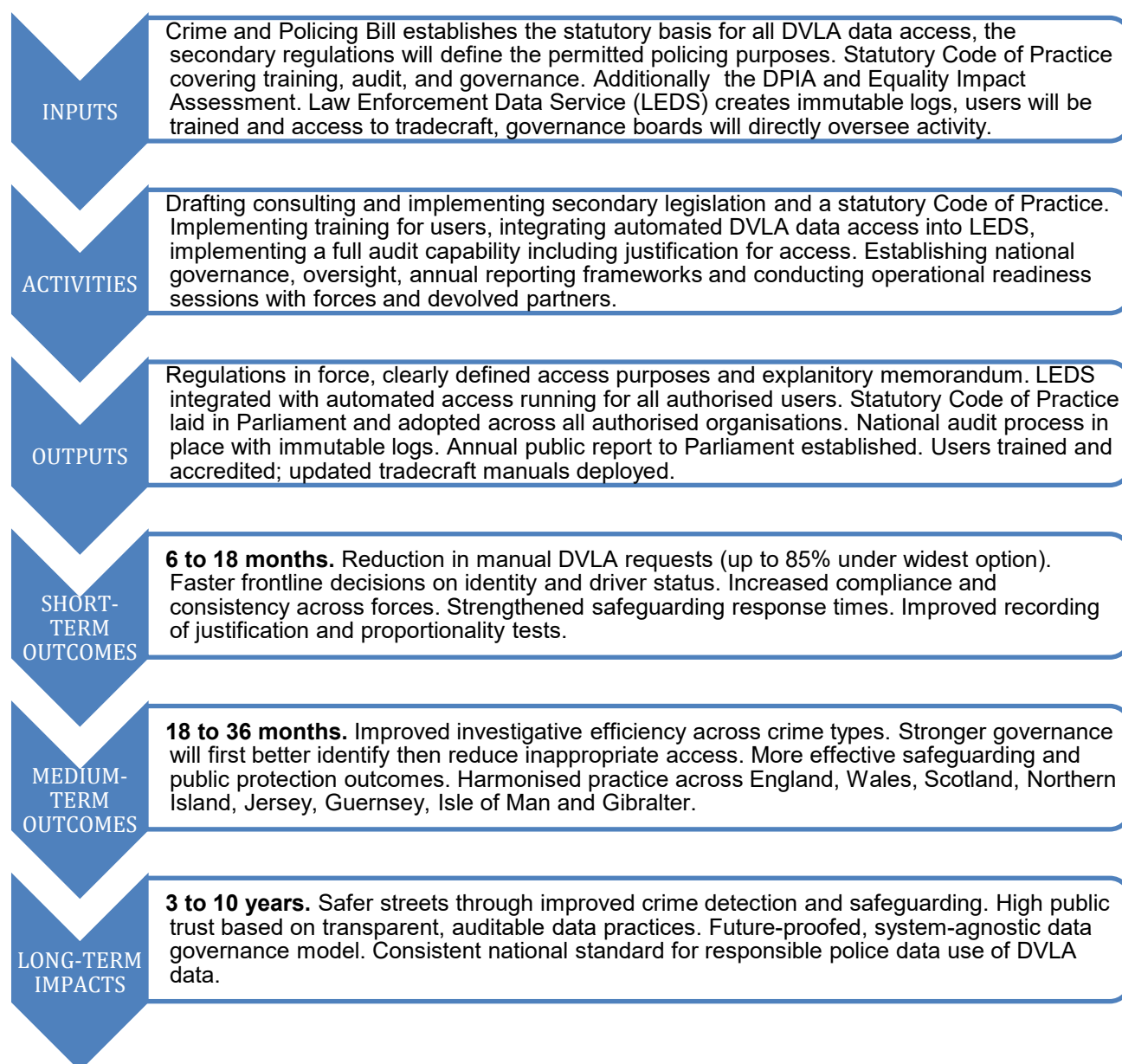
46. This option is the most comprehensive. It permits access for Road Traffic Act purposes, all crime, and the full range of policing purposes set out in the Police Information and Records Management (PIRM) Code),³³ including protecting life and property, preserving order, preventing offences, and fulfilling statutory and common law duties. It establishes a single, system-agnostic legal basis that consolidates access across crime and non-crime public protection, underpinned by a statutory Code of Practice, mandatory training, and annual reporting to Parliament. The unified framework maximises operational capability for crime prevention, safeguarding, and public protection, including non-crime contexts such as missing persons, while remaining future-proof and adaptable as technology and policing needs evolve, with consistent standards and transparent reporting across authorised organisations.
47. Assessed against the objectives, this option delivers complete transparency and accountability through a public list, a statutory Code of Practice, a single DPIA and equality framework, and annual parliamentary reporting (Objective 1). It enables a national shift from manual to automated, audited access with better recorded justifications, making the targeted reduction in manual referrals and capture of per-use justifications achievable with implementation and training (Objective 2). It explicitly

³³ Policing Information and Record Management Code <https://www.college.police.uk/guidance/police-information-and-records-management-code-practice>

includes non-crime safeguarding and incident response, improving timely and proportionate use for public protection (Objective 3). Its system-agnostic legal footing ensures durability across LEDS and future platforms (Objective 4). It mandates consistent national training and assurance, including 100 per cent pre-authorisation training and a published audit approach building to at least five per cent user coverage (Objective 5). It supports UK-wide operationalisation, subject to consents, with common safeguards and local governance respected (Objective 6). Finally, by applying a single assessment and equality framework with annual transparency metrics, it strengthens governance to minimise misuse and enables resilient monitoring and corrective action (Objective 7).

48. The options represent a graduated expansion of scope and governance: Option 0 fails to meet objectives; Option 1 improves serious-harm contexts; Option 2 extends benefits across all crime; Option 3 is the only option that holistically meets objectives across transparency, efficiency, safeguarding, legal/technical resilience, training/assurance, UK-wide operationalisation, and governance to minimise misuse. Option 3 provides the most comprehensive mitigations aligned to the Safer Streets Mission.
49. The evidence from this consultation will support the future advice and guidance within the statutory Code of Practice on the access and use of DVLA data.
50. Below is a logic model of intervention for DVLA data access aligned to the seven objectives in the consultation.

Figure 1: DVLA Driver Data Access Reform – Logic Model³⁴



5. Monitoring and evaluation

51. **Monitoring and evaluation will begin with a clear governance framework that applies consistently across all three change options.** Each option, whether narrowly focused on serious crime (Option 1), broadly scoped for law enforcement purposes (Option 2), or maximally aligned with safeguarding and neighbourhood policing (Option 3), requires a structured approach to oversight. The aim is to include anecdotal contributions to Safer Streets outcomes, such as reductions in serious harm, improvements in VAWG response, and enhanced neighbourhood problem-solving. This will be included in the annual report to ensure transparency and accountability.

³⁴ Notes on option coverage: Option 0 (Do nothing): Does not deliver the interventions above, Option 1 (Serious Crime / SOC / National Security): Delivers these interventions only for serious-harm contexts; everyday crime and non-crime safeguarding remain out of scope, so Objectives 1 to 7 are only partially met. Option 2 (All Crime): Extends interventions across all crime, but non-crime safeguarding remains out of scope, so Objectives 1 to 7 remain partially met overall. Option 3 (Full Policing Purposes): Delivers the interventions across crime and non-crime, meeting all objectives when fully implemented.

52. **Audit mechanisms will be central to demonstrating compliance and maintaining public trust.** For all options, access to DVLA data should be logged automatically, capturing user identity, search purpose, and justification. Supervisory approval for sensitive queries and periodic sampling of access logs will help detect misuse or function creep. Independent audits, conducted annually by internal assurance teams and subject to external scrutiny by oversight bodies, should assess adherence to DPA Part 3 principles, PIRM standards, and any statutory conditions. Findings should feed into continuous improvement plans and be summarised in annual governance reports.
53. **Annual reporting will provide a critical transparency lever.** Forces should publish aggregated data on DVLA access volumes, purpose categories, and compliance outcomes, alongside narrative case studies demonstrating public protection benefits. These reports should align with the ethos of the PIRM Code and ICO guidance, balancing operational sensitivity with the public's right to understand how personal data is used. For Options 2 and 3, which carry broader scope and higher confidence risks, annual reports should also include independent audit conclusions and remedial actions taken.
54. **Evaluation should go beyond compliance to measure operational and societal impact.** Key performance indicators might include use in serious harm investigations, improved detection rates for knife crime, and earlier safeguarding interventions in VAWG cases. These outcomes should be reported annually and benchmarked against pre-implementation baselines to evidence value for money and mission alignment.
55. **Training and capability assessments form another layer of monitoring.** All users should complete mandatory training on lawful access, proportionality, and PIRM standards before gaining system permissions. Evaluation of training effectiveness, through knowledge checks and audit findings, should be reported annually. Persistent non-compliance or knowledge gaps should trigger targeted interventions, reinforcing a culture of accountability and lawful practice.
56. **Governance boards should oversee the entire monitoring and evaluation cycle.** A national steering group should review quarterly performance data, audit outcomes, and risk registers. This body should ensure that lessons from audits and annual reports inform policy refinements and technical controls.

6. Minimising administrative and compliance costs

57. All three change options would involve minor compliance adjustments but minimal administrative costs. The primary requirements are updating the regulations and implementing a Code of Practice which are well-established processes. There is some technical work to ensure the workflow systems can record the purpose for accessing the data.
58. All four options are designed to leverage existing infrastructure and processes, ensuring minimal administrative overhead. The DVLA data access framework already operates within established systems, so expanding its scope does not require new office space, technology platforms, or procurement. Police recovery operators and internal teams are familiar with similar regulatory adjustments, meaning implementation would primarily involve minor configuration changes rather than wholesale system redesign.
59. Compliance costs will remain proportionate because updates focus on aligning access controls and audit mechanisms with existing governance standards under the DPA

2018, statutory Code of Practice for PNC and LEDS and Police Information and Records Management Code. For Options 1 to 3, changes such as adding necessity checks, and search logging will be integrated into current workflows and systems. Training requirements will be limited to short modules on lawful access and proportionality, avoiding extensive retraining or operational downtime. Operational investigation manuals will be updated at the end of their expected current refresh cycles.

60. To further reduce administrative burden, policy changes can be synchronised with other scheduled updates to technology, so that system modifications and staff familiarisation occur in a single implementation window. This consolidation approach ensures that even the most expansive option (Option 3) remains cost-efficient, with compliance activity absorbed into existing and routine governance activities and annual audit plans rather than creating entirely new oversight.

Declaration

Department: Home Office

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Minister responsible: Sarah Jones MP Minister of State for Policing and Crime

I have read the Consultation Options Assessment and I am satisfied that, given the available evidence, it represents a reasonable view of the likely costs, benefits and impact of the leading options.

Signed:



Date

29/06/26

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Summary: Analysis and evidence

Price base year: 2025/2026

PV base year: 2025/2026

This table may be reformatted provided the side-by-side comparison of options is retained	Option 0: 'Do nothing'	Option 1: Increase the access to include Serious Crime and National Security as well as Option 0 purposes and increment the governance measures.	Option 2: Increase the access to include All Crime as well as purposes in Option 0 and 1 and increment the governance measures.	Option 3: Increase the access to include all Policing Purposes as well as purposes in Option 0, 1 and 2 and increment the governance measures.
Net present social value (with brief description, including ranges, of individual costs and benefits)	£0	Central estimate: –£7.8 million (range –£11.8 million to –£4.4 million). Costs include familiarisation, training, and systems changes; benefits include DVLA time savings for serious-crime related requests.	Central estimate: –£7.4 million (range –£11.4 million to –£3.8 million). Same as Option 1 except: DVLA manual request reduction applies to all crime, giving higher benefits .	Same as Option 2 except: Further additional (non-crime) time-saving benefits not monetised due to data gaps. Monetised NPSV equal to Option 2.
Public sector financial costs (with brief description, including ranges)	£0	Same across Options 1–3: Familiarisation (£1.4 million), training (£6.9 million), system updates (£0.1 million).	Same as Option 1.	Same as Option 1.

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Significant un-quantified benefits and costs (description, with scale where possible)	N/A	Non-monetised costs include costs to policing of implementing the legal framework, costs of oversight and costs to the Criminal Justice System. Non-monetised benefits include increased police productivity and improved public confidence.	Same as Option 1 but scale of impacts greater as access expands from serious crime to all crime.	Same as Option 2 but with largest benefits (safeguarding, non-crime public protection) and largest operational / oversight implications .
Key risks (and risk costs, and optimism bias, where relevant)	N/A	The scope and size of the legal framework, proportional uses, and the circumstances under which access to DVLA data may be justified will not be defined until after the consultation, so certain estimates are uncertain.	Same as Option 1, but risk increases with scope.	Same as Option 1, but risk increases with scope.
Results of sensitivity analysis	N/A	...	...	...

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Annex

A. Evidence Base

General Assumptions and Data

1. The general assumptions used in this COA which is in line with the guidance set out in HM Treasury (2022) Green Book:
 - The appraisal period used is 10 years from 2026/27 to 2035/36
 - The Price Base year used is FY 2026/27
 - The Present Value base year 2026/27
 - A social discount rate of 3.5 per cent is used to obtain present values
 - All figures have been rounded to two decimal places
 - The average hourly labour cost of police officers is estimated as £39.76, based on average hourly wages of £26.75, average hourly pension contributions of £9.44 and average hourly National Insurance contributions of £3.57 per hour
 - The average hourly labour cost of police staff is estimated as £28.24, based on average hourly wages of £22.21, average hourly pension contributions of £3.11 and average hourly National Insurance contributions of £2.92 per hour
2. Data and assumptions have been drawn from several sources including:
 - Internal Home Office pay data
 - Published DVLA pay data
 - Reading Speed Data

Monetised impacts

3. The legal framework has not been drafted at the time of this appraisal. The government is consulting the public on the scope of application of the legal framework, defining what would be considered proportional uses, and the circumstances under which access to DVLA data may be justified.
4. It is likely that the framework will improve the speed at which police can access DVLA data and may also increase its use. At this stage it's not known how the framework will change the use of DVLA data in policing and what the impacts will be. It is not currently possible to quantify or monetise the costs of implementing the legal framework or to assess the potential impacts on the criminal justice system. These are discussed in the non-monetised impacts section.
5. The monetised impacts include familiarisation costs, training costs, and systems costs which are likely to be similar for each option. This is because the content of guidance, training and systems inputs are likely change with each option, but not the volume or scale.

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Transition costs

Familiarisation costs

6. Familiarisation costs are assumed to remain the same across options 1 to 3. The guidance content may differ between these options, however the length of the guidance and the number of officers and staff involved are expected to stay within the specified ranges outlined below.
7. Familiarisation costs refer to the reading and comprehension of any guidance documents needed for the legal framework to be implemented. The exact guidance needed will depend on the legal framework itself, but it is expected that the guidance will be shorter than the length of the overall Law Enforcement Data Service (LEDS) guidance. The use of DVLA data by police will be one of five products supported by LEDS, so the specific DVLA guidance length is proxied as a portion of the LEDS guidance length.
8. The guidance will be approximately 13 to 22 pages long, for all options, however it is likely that its length will vary slightly depending on the option chosen and the potential range of access. It is also expected that this guidance will be read by 62,000-87,000 police officers and 8,000 to 25,000 police staff. This estimate assumes that a proportion of frontline officers (50 per cent to 70 per cent) and police staff (10 per cent to 30 per cent) in the UK will access DVLA data and need to read the guidance.
9. To estimate familiarisation costs, the estimated reading time of the information documents are multiplied by the labour costs of those required to read them. Using reading time estimates provided by ReadingSoft³⁵, there are a range of reading time estimates of between 10 minutes and 36 minutes, with a central estimate of 24 minutes.
10. This estimated reading time was multiplied by the average hourly labour costs outlined in the General Assumptions and Data section to estimate the total familiarisation cost per person. This was then multiplied by the total number of police officers and police staff respectively expected to read the guidance.
11. Table 1 shows the estimated reading times in hours of the guidance, and the expected familiarisation costs of reading the guidance.

³⁵ ReadingSoft reading speed calculator – <https://readingsoft.com/>

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Table 1: Estimated breakdown of police familiarisation costs (2026/27 prices)

Estimate	Number of people	Hourly rate (£)	Reading speed (wpm)	Time spent reading (hours)	Cost (£ million)
Officers					
Low	61,800	39.76	700	0.17	0.4
Central	74,200	39.76	300	0.40	1.2
High	86,600	39.76	200	0.60	2.1
Staff					
Low	8,200	28.24	700	0.17	<0.1
Central	16,400	28.24	300	0.40	0.2
High	24,600	28.24	200	0.60	0.4

Source: Home Office Internal Analysis and Readingsoft.com

12. The total familiarisation costs can be seen in Table 2 below.

Table 2: Total estimated police familiarisation costs (2026/27 prices, £ million)

Scenario	Total cost
Low	0.5
Central	1.4
High	2.5

Source: Home Office Internal Analysis

13. The total estimated familiarisation costs range between £0.5 million and £2.5 million, **with a central estimate of £1.4 million**. Familiarisation costs are incurred in year one only.

Training costs

14. Training costs are assumed to remain the same across options 1-3, where the content of training is likely to change between options, but the length and number of officers and staff are unlikely to vary outside of the ranges provided below.
15. Training costs refer to costs generated by any additional learning or courses that officers and staff need to undertake to understand new legislation or the changes that the legislation has made. In this case, training will have to be completed by police officers and staff on how to access and use DVLA data through LEDS.

Police time costs

16. As discussed in paragraph 6, the exact training needed will depend on the legal framework itself, but it is expected that the training will be shorter than the length of the overall LEDS training. However, the compulsory modules for the DVLA data code are likely to be a similar length to the compulsory LEDS training modules, which take approximately 2 hours.
17. The training is likely to take between 1.75 and 2.25 hours per officer or staff member, however it is likely that its length will vary depending on the option chosen and the level of access to data enabled. It is also expected that the same officers and staff who need to read the guidance will also need to complete the training. This means that 62,000 to

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87,000 police officers and 8,000 to 25,000 police staff will need to complete it, based on the number of frontline officers in the UK and an estimate of those who are likely to access DVLA data.

18. To estimate the costs to police time of completing training, estimated completion time was multiplied by the average hourly labour costs set out in the assumptions. This was then multiplied by the total number of police officers and police staff expected to complete the training.
19. Table 3 shows the estimated training times in hours, and the expected costs to time of completing the training.

Table 3: Estimated breakdown of costs to police time (2026/27 prices, £ million)

Estimate	Number of people	Hourly rate (£)	Time spent training (hours)	Cost
Officers				
Low	61,800	39.76	1.75	4.3
Central	74,200	39.76	2.00	5.9
High	86,600	39.76	2.25	7.7
Staff				
Low	8,200	28.24	1.75	0.4
Central	16,400	28.24	2.00	0.9
High	24,600	28.24	2.25	1.6

Source: Home Office Internal Analysis

20. The total costs to time can be seen in Table 4 below.

Table 4: Total estimated costs to police time (2026/27 prices, £ million)

Scenario	Total cost
Low	4.7
Central	6.8
High	9.3

Source: Home Office Internal Analysis

21. The total estimated costs to time from completing training range between £4.7 million and £9.3 million, **with a central estimate of £6.8 million**. Costs to time from training are incurred in year one only.

Training development and design costs

22. The cost in 2022/23 to develop the overall LEDS training package was £144,200. This is made up of costs charged to the Home Office by Design 102, a creative studio for the public sector who designed the learning package and animations, and costs charged to the Home Office by the College of Policing to support technical coding for the package. Up-rating these total costs to current prices (2026/27), the estimated total cost of the training package is £166,300.
23. As discussed in paragraph 6, the exact training needed will depend on the legal framework itself, but it is expected that the full DVLA training will be shorter than the

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length of the overall LEDS training. The use of DVLA data by police will be one of five products supported by LEDS, so the specific DVLA training design cost is proxied as a portion of the LEDS training design costs.

24. The actual cost of designing training will depend on the option chosen as well as the legal framework itself. It is assumed that training design costs are unlikely to fall proportionately with the size of the training, so it is assumed that the costs will be 20 per cent (low), 35 per cent (central) and 50 per cent (high) of the LEDS training design costs.
25. Operational training is delivered via Knowledge Hub, so there is no cost to access the training for police staff. The Knowledge Hub is a digital collaboration platform developed and managed by the Police Digital Service (PDS). It acts as a centralised space for knowledge-sharing and operational coordination of police.
26. The total cost of designing the DVLA-specific training can be seen below in Table 5.

Table 5: Total estimated training design costs (2026/27 prices, £)

Scenario	Total cost
Low	33,300
Central	58,200
High	83,200

Source: Home Office Internal Analysis

27. The total estimated costs of designing training range between £0.03 million and £0.08 million, **with a central estimate of £0.06 million**. Costs of designing training are incurred in year one only.

Total training costs

28. The total cost of training officers and staff in using DVLA data can be seen below in Table 6.

Table 6: Total estimated training costs (2026/27 prices, £ million)

Scenario	Total cost
Low	4.7
Central	6.9
High	9.4

Source: Home Office Internal Analysis

29. The total estimated training costs range between £4.7 million and £9.4 million, **with a central estimate of £6.9 million**. Training costs are incurred in year one only.

Investment in systems

30. As the legal framework will grant police access to DVLA data, the LEDS system will have increased costs of incorporating functionality. There are existing drop-down lists that need to be selected when accessing the DVLA driver data. There will need to be work to define what those drop downs categories should be, and end-to-end work to ensure that changes made to LEDS will work with the connecting systems.

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31. Systems costs are assumed to remain the same across options 1 to 3, where the LEDS and DVLA systems will need to be connected regardless of the access granted to officers and staff by the framework.
32. System changes will be designed to integrate into existing processes and manuals (for example, murder, kidnap, and recruit training manuals), minimising additional administrative burden.
33. The LEDS system update will be completed by a consultancy team, with an estimated day rate of £705 to £794, based on internal Home Office pay data and the makeup of the required team. The effort required for this update is likely to be 30 to 60 days of work, so it is estimated to cost between £0.02 million and £0.05 million, **with a central estimate of £0.03 million.**
34. There are approximately seven other systems interacting with LEDS, which also need to be updated. This will also be completed by the consultancy team, and the effort required for each system update is likely to be 8 to 10 days of work. Each update is estimated to cost between £5,600 and £7,900, **with a central estimate of £6,700.** This means that for all seven systems, this is estimated to cost between £0.04 million and £0.06 million, **with a central estimate of £0.05 million.**
35. There will be no ongoing costs to systems as LEDS is already connected to DVLA to access the data that is required. The changes sit inside an existing module that is already supported and there is an agreement for that support, and this will not affect the level or complexity of the support needed.
36. The total system update costs are approximately between £0.06 million and £0.10 million, **with a central estimate of £0.08 million.** System update costs are incurred in year one only.

Total costs

37. The total costs of all three options are incurred in year one and can be seen below in Table 7.

Table 7: Total estimated costs (2026/27 prices, £ million)

Cost	Low	Central	High
Familiarisation costs	0.5	1.4	2.5
Training costs	4.7	6.9	9.4
Systems costs	0.1	0.1	0.1
Total costs	5.3	8.3	12.0

Source: Home Office Internal Analysis

38. The total monetised costs for each option are all transition costs incurred in year one, so no discounting is applied, and costs after year one are zero. The total costs for options 1, 2 and 3 are approximately between £5.3 million and £12.0 million, **with a central estimate of £8.3 million.**
39. There will also be additional ongoing costs over the appraisal period, such as implementation costs, oversight costs and costs to the criminal justice system. These could not be monetised because the scope of the framework and the effectiveness of DVLA data in aiding crime outcomes are currently unknown.

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Ongoing benefits

Cost saving to police officers and DVLA staff

40. Faster and broader access to DVLA data is expected to reduce administrative burdens and improve police productivity. Immediate availability of licence status, identity verification, and address information will support identification and location in live incidents and planned operations, reducing delays associated with manual requests and enabling quicker, more confident decision-making.
41. DVLA's records indicate that between December 2023 and December 2024 there were approximately 12,000 manual DVLA data requests from police that require processing and return times; these typically take between 5 and 15 minutes to process.³⁶ It is also estimated that it would typically take between 5 and 15 minutes for police officers to make a manual request.³⁷ Enabling instant access to this data would save time.
42. As per SMART objective 2 (paragraph 18), the new framework aims to reduce the number of manual requests by at least 85 per cent. Currently, DVLA data requests made by police relate to surveillance of drivers and serious crimes such as county lines and child sexual abuse. This means that all options will at least partially cover current data uses. It is assumed that between 75 per cent and 85 per cent of requests are no longer made.
43. As Option 1 allows police access to DVLA data for serious crime purposes, the number of manual requests saved is calculated using total crime offence data as a proxy for the crime types related to previous DVLA data requests.
44. The benefit from this time saving in terms of DVLA staff and police time has been estimated in the table below.

Table 8: Option 1 - Total estimated cost saving benefit (2026/27 prices)

Estimate	Number of requests saved	Hourly rate (£)	Time spent processing (hours)	Benefit (£)	Total ten-year discounted benefit (£)
DVLA staff					
Low	4,100	23.84	0.08	8,100	69,600
Central	4,300	23.84	0.17	17,300	148,600
High	4,600	23.84	0.25	27,500	236,800
Officers					
Low	4,100	39.76	0.08	13,500	116,200
Central	4,300	39.76	0.17	28,800	396,400
High	4,600	39.76	0.25	45,900	631,700

Source: Home Office Internal Analysis, DVLA Management Information and DVLA Annual Report & Accounts 2024/25³⁸

³⁶ DVLA Management Information

³⁷ NPCC assumption

³⁸ Driver & Vehicle Licensing Agency Annual Report & Accounts 2024/25 - https://assets.publishing.service.gov.uk/media/687e00805f0f5104b9806beb/DVLA_annual_report_and_accounts_2024_to_2025.pdf

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45. The discounted total time saving benefits over the ten-year appraisal period under Option 1 are estimated between £0.19 million and £0.87 million, **with a central estimate of £0.54 million.**
46. As Options 2 and 3 allow police access to DVLA data for all crime purposes, the number of manual requests saved is calculated under the full 75 per cent to 85 per cent assumption.

Table 10: Options 2 & 3 - Total estimated cost saving benefit (2026/27 prices)

Estimate	Number of requests saved	Hourly rate (£)	Time spent processing (hours)	Benefit (£)	Total ten-year discounted benefit (£)
DVLA staff					
Low	9,200	23.84	0.08	18,300	157,600
Central	9,800	23.84	0.17	39,000	336,000
High	10,400	23.84	0.25	62,200	535,500
Officers					
Low	9,200	39.76	0.08	30,500	401,900
Central	9,800	39.76	0.17	65,100	560,500
High	10,400	39.76	0.25	103,800	893,200

Source: Home Office Internal Analysis, DVLA Management Information and DVLA Annual Report & Accounts 2024/25³⁹

47. The discounted total time saving benefits over the ten-year appraisal period under Options 2 and 3 are estimated between £0.56 million and £1.43 million, **with a central estimate of £0.90 million.**
48. As discussed in paragraph 61, there will be additional time-saving benefits to DVLA staff under Option 3, where any requests relating to non-crime will also be done automatically. These cannot be monetised as data around the number of non-crime manual data requests made previously to DVLA is unknown.
49. As discussed in paragraph 6, non-immediate requests for data would be subject to additional review. This is likely to be done by DVLA staff, so the reduced burden of processing manual requests will be partially offset by the continued need to scrutinise non-immediate requests. The impact of these improvements will depend on the final framework and will be defined and monetised based on consultation responses.

Non-monetised impacts

50. There are several non-monetised impacts of the introduction of a new legal framework.
51. As each option (1 to 3) further extends the level of access granted by the legal framework, it is likely that each of these non-monetised impacts will be greatest for Option 3 and least under Option 1.

³⁹ Driver & Vehicle Licensing Agency Annual Report & Accounts 2024/25 - https://assets.publishing.service.gov.uk/media/687e00805f0f5104b9806beb/DVLA_annual_report_and_accounts_2024_to_2025.pdf

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Non-monetised costs

Costs to policing of implementation of the Legal Framework:

52. The costs of implementation for the legal framework will include the costs to policing resulting from new processes or changes in operations as a result of the new legal framework. Currently, given the legal framework has not been set out it is not possible to assess what these costs will be, so these costs are not monetised.
53. It is expected that the broader the scope and scale of the framework and the use cases permitted, the greater these costs will be. The Home Office will further refine these costs and attempt to monetise them following the consultation.

Costs of oversight

54. Increased DVLA data access will be incorporated into existing local and national police audit processes, not requiring a new oversight body. This workload will be absorbed by existing auditors, who must meet a minimum number of audits across all processes. This will potentially reduce time spent on other audits but should not increase the workload of auditors.

Costs to the Criminal Justice system

55. Engagement with policing stakeholders indicates that enabling real-time access through LEDS to DVLA data will reduce reliance on manual requests and increase usage overall. Police anticipate expanded use of licence status, endorsements, disqualification records, and address information to support both proactive and reactive investigations.
56. Police regularly conduct intelligence-led stops and operations that require fast risk assessment and identity verification. In the year ending 31 March 2024, there were 17,589 firearms operations,⁴⁰ all of which require timely intelligence to identify victims, witnesses, and suspects. Access to DVLA disqualification and identity records may enable police to verify identities pre-stop, potentially increasing the number of stops and leading to faster operational decisions. The expectation is that increased use of the framework will contribute to more crime outcomes.
57. It is likely that there will be costs to the Criminal Justice System, including cost of court cases, legal aid and any resulting additional sentences. This cannot be assessed without understanding the scope of the legal framework and gathering further evidence on the effectiveness of this information in aiding crime outcomes. Following the consultation, this will be considered further.
58. As with the costs of implementation it is expected that the broader the scope and scale of the legal framework, as well as the crime types that are targeted using DVLA information, will impact the costs to the Criminal Justice System.

Non-monetised benefits

59. As each option (1 to 3) further extends the level of access granted by the legal framework, it is likely that each of these non-monetised impacts will be greatest for Option 3 and least under Option 1, unless the impacts under a certain option are specified.

⁴⁰ Police use of firearms statistics - <https://www.gov.uk/government/statistics/police-use-of-firearms-statistics-april-2023-to-march-2024/police-use-of-firearms-statistics-england-and-wales-april-2023-to-march-2024>

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Additional time-saving benefits

60. Automatic access to DVLA data for non-crime purposes under Option 3 will mean that more manual data requests to DVLA are done automatically instead. Without data on the number of manual data requests for non-crime purposes, the number of requests that are made automatic is unknown, but it is likely that Option 3 would lead to greater time-saving benefits to DVLA staff than is currently monetised.

Increased police productivity

61. Increased and faster use of DVLA data is expected to accelerate identification of subjects linked to intelligence, improve pre-stop risk assessments, and enable swifter action. Arrest numbers may not increase, but access to information will allow police to act more quickly and effectively, improving arrest and processing times across a range of investigations (for example, serious violence, organised crime, vehicle-enabled crime, and priority safeguarding cases).
62. While increased access to DVLA data is expected to improve operational speed and potentially positive outcomes, the relationship between data access and crime outcomes is complex and not directly quantifiable at this stage.
63. Quicker DVLA data access is likely to speed up investigations and free police time, leading to faster outcomes. There is also potential for new positive outcomes that would not have occurred otherwise, and a possible reduction in negative outcomes (for example, safer stops and deterrence).
64. These safer stops may also enhance officer safety by enabling better risk assessments before stops and interventions.
65. It is not currently possible to monetise the benefit of increased positive outcomes, as the framework's detail is not yet known. The scale and scope of permitted use, and the crime types targeted, will determine the size of benefits.

Improved public safety and confidence

66. The legal framework is likely to improve public safety by enabling risk-informed stops and better operational decisions, particularly where licence status, disqualifications, and identity verification are relevant to pursuit or stop-tactic authorisation. Faster access could also reduce unnecessary intrusion (for example, avoiding visits to outdated addresses), which may improve public trust and confidence in the fair and proportionate use of personal information. These benefits have not been monetised as the specific privacy safeguards, level of oversight, and framework's scope, are yet to be defined.

Overall impacts

Value for Money

67. The total monetised costs and benefits for Option 1 can be seen in Table 12 below.

Table 12: Option 1 - Total estimated costs and benefits (discounted, 2026/27 prices, £ million)

Cost/Benefits	Low	Central	High
Familiarisation costs	-2.48	-1.37	-0.46
Training costs	-9.39	-6.89	-4.74

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Systems costs	-0.10	-0.08	-0.06
Cost saving benefits	0.19	0.54	0.87
NPSV	-11.79	-7.79	-4.39

Source: Home Office Internal Analysis, ReadingSoft reading speed calculator, DVLA Management Information and DVLA Annual Report & Accounts 2024/25⁴¹

68. The NPSV, discounted over the ten-year appraisal period, is estimated to be between -£11.8 million and -£4.4 million **with a central estimate of -£7.8 million** for Option 1.
69. The total monetised costs and benefits for Options 2 and 3 can be seen in Table 13 below.

Table 13: Options 2 & 3 - Total estimated costs and benefits (discounted, 2026/27 prices, £ million)

Cost/Benefits	Low	Central	High
Familiarisation costs	-2.48	-1.37	-0.46
Training costs	-9.39	-6.89	-4.74
Systems costs	-0.10	-0.08	-0.06
Cost saving benefits	0.56	0.90	1.43
NPSV	-11.42	-7.43	-3.83

Source: Home Office Internal Analysis, ReadingSoft reading speed calculator, DVLA Management Information and DVLA Annual Report & Accounts 2024/25⁴²

70. The NPSV, discounted over the ten-year appraisal period, is estimated to be between -£11.4 million and -£3.8 million **with a central estimate of -£7.4 million** for Options 2 and 3.
71. The negative NPSVs are due to not all benefits being monetised at this stage and the monetised costs being familiarisation, training and systems. There is no business impact, meaning no BNPV or EANDCB.
72. All costs are highly uncertain as they will depend on the legal framework's scale and scope which will be designed based on consultation responses.
73. Overall, increased use of DVLA data is expected to deliver productivity improvements and more timely positive crime outcomes, with public safety benefits from better-informed operational decisions. There will be implementation and oversight costs (including systems investment and running of the National Audit Office), but these are not currently possible to monetise and will depend on the legal framework's design and scope. As with all non-monetised impacts, effects are expected to be greatest under Option 3 and least under Option 1.

Distributional Impacts

74. This legal framework is expected to ensure consistency across police forces. There are not considered to be any significant distributional impacts from the proposed legislation.

⁴¹ Driver & Vehicle Licensing Agency Annual Report & Accounts 2024/25 - https://assets.publishing.service.gov.uk/media/687e00805f0f5104b9806beb/DVLA_annual_report_and_accounts_2024_to_2025.pdf

⁴² Driver & Vehicle Licensing Agency Annual Report & Accounts 2024/25 - https://assets.publishing.service.gov.uk/media/687e00805f0f5104b9806beb/DVLA_annual_report_and_accounts_2024_to_2025.pdf

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Impacts on wider government priorities

Business Environment

75. There are not considered to be any significant wider business environment considerations from the proposed legislation.

International Considerations

76. There are not considered to be any international considerations from the proposed legislation.

Natural capital and Decarbonisation

77. The proposed legislation will not impact the UK's natural carbon or decarbonisation.

B. Statutory Equalities Duty

Mandatory specific impact test - Statutory Equalities Duties	Complete
Expanding the purposes for which DVLA driver data can be automatically accessed presents the main equality risks and opportunities in this legislative package. Potential positive impacts include faster safeguarding for victims especially children and disabled people and more effective investigations. Potential negative impacts include exacerbating existing disparities, particularly for age (younger people are engaged more in street-based policing) and race (documented differences in arrest and criminal-justice outcomes), alongside heightened concerns for sex where misuse of data could undermine trust among women. Mitigations proposed include discovery exercises to test and define expanded purposes, the required proportionality tests, resilient training, audit and compliance regimes, engagement with communities, and publication of an annual report to detect and correct disproportionate effects over time. Areas with evidence gaps (for example, religion or belief, sexual orientation) will be addressed through further analysis and safeguards embedded in Regulations and the statutory Code of Practice. The assessment recognises racial disproportionality and youth exposure to stop and search, and the perceived and actual risk posed by a very small number of unscrupulous male officers pose to women and girls as contextual policing and law enforcement risks that expanded access must actively counterbalance through governance and transparency. The SRO has agreed these summary findings.	Yes