

National Police Driving Schools Conference

Police Driving 2009

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Enquiries: ACPO Lead on Police Driver Training.

Foreword

The ACPO/ACPOS Police Driver Training Programme 2009 has been developed to meet the needs of the Police service throughout the United Kingdom and Northern Ireland. Changes in Health and Safety legislation, National Occupational Standards, corporate manslaughter provisions and the implementation of the Road Safety Act 2006 have created new demands which the police service are required to meet.

The requirements of the Road Safety Act with regard to training outcomes will be met by the adoption of this programme. Chief Officers may wish to consider the further implications of the Road Safety Act as they refer to structures, process and quality assurance.

The 3 recognised standards of Police driving, Basic, Standard and Advanced have been reviewed and refined to ensure they meet the needs of modern policing. The Driving Standards Agency and Department for Transport have endorsed those standards as best practice. Over and above that endorsement, the professional and personal development of individual officers, as they progress in the service, has been catered for.

As Chair of the National Police Driving Schools Conference, I would wish to acknowledge the work of the Standards group and the wider contribution of partner agencies for the development of this programme.

I commend the adoption of the programme to colleagues.

Ian Shannon
Assistant Chief Constable
National Police Driving Schools Conference

Part 1

Guide to the Programme

ACPO Police Driving 2009

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Introduction

'The ACPO Police Driving manual' has been designed to help forces develop effective driving courses for police driving based upon the National Occupational Standards and ACPO/ACPOS policies.

Part 1: Guide to the Programme

Part 1 is a general guide to the programme, an introduction to competencies and competency assessment, classroom guidance and health and safety.

Part 2: Driver Training Programme

This section contains the framework of the Driver's Development Portfolio (DDP) including the units, elements, performance criteria, range statements, underpinning knowledge and training notes/guidance which provide the national standards for police driving.

Guide to the Programme

Staff

The personnel involved in delivering training will be appropriately-qualified Trainers for both the classroom-based parts of the course and for the practical in-car instruction.

Staff must have, the appropriate Police Driver Trainer's/Assessors qualification. Trainers and assessors will not assess to a level above that at which they are qualified.

Trainers who deliver specialist driver training will need to be trained in relevant aspects of that specialism. The safety implications are such that failure to have properly trained staff delivering such training could have serious liability consequences.

Students

Individual police forces have different methods and criteria for selecting students for driver training. The only essential requirements are that students hold a current full DVLA licence for the category of vehicle being driven. Students undertaking a police 'advanced' driving course will have completed a police 'standard' driving course.

Student Numbers

The student/trainer ratio will vary according to the type of training, force policy, risk assessment and individual needs.

Materials and Facilities

Students will have access to a copy of the 'Highway Code', 'Roadcraft - The Police Driver's Handbook' and a Driver's Development Portfolio (DDP). They should also have access to a copy of 'Human Aspects of Police Driving'.

- ◆ Trainers will have access to copies of the 'Highway Code', 'Roadcraft - The Police Driver's Handbook', a Driver's Development Profile and a full set of Training Notes. They should also have access to a copy of 'Human Aspects of Police Driving'. Access to all relevant ACPO/ACPOS guidance documents would be appropriate and useful. Training facilities will be normally equipped police classrooms.

Vehicles of the standard required should be available. For advanced driving the vehicles should be medium and high performance cars as defined in the national Police procurement framework.

Joining Instructions

Students should ideally receive joining instructions at least four weeks before the beginning of the course, together with Roadcraft, the Highway Code, an appropriate Driver/Rider's Development Profile and a copy of the course timetable. Students should be expected to read Roadcraft and the Highway Code before the course and study the relevant subjects before each day's activities.

Classroom Based Elements

The programme is designed to be varied and interesting. It follows a building process. Much of the classroom work will be further explanation and development of prior learning. As students gain more knowledge they will build on their prior learning to reach higher levels of knowledge. The course should begin with a knowledge check to assess student's knowledge based on 'Roadcraft' and the 'Highway Code'.

Trainers will then be able to tailor their input to meet the needs of their group. Knowledge checks should continue throughout the course. An additional knowledge test should form part of the pursuit and response elements and is based on ACPO/ACPOS and local pursuit policies, parts of Practise Advice on the Policing of Roads Manual and 'Human Aspects of Police Driving'. Lessons should cover all the subjects listed in the specification and the teaching methods used vary.

Examinations

As part of each course there is a theory exam. There will be at least 20 questions from each of the 'Highway Code' and 'Roadcraft'. The pass mark for both papers will be not less than 65% for Standard drivers and 75% for Advanced drivers. The questions to be used will be drawn from the 'National Police Driving Schools Conference Question Bank'.

Health and Safety

Throughout the training the emphasis must be on safety. The delivery of all elements of police driving must have safety at the very top of the agenda. Forces will need to carefully plan their training with public safety in mind.

Attitude

During standard and advanced courses it is suggested that the subject be dealt with in the classroom (one session) and reinforced throughout all practical on-road sessions. Trainers will reinforce positive attitudes openly and by role model behaviour; they will address negative and inappropriate attitudes demonstrated by students whilst driving at a suitable time and the student will be assessed in written form accordingly.

Assessment Procedures

Each unit has its own set of performance statements. Under each heading there is a list of performance statements together with range statements and a list of the underpinning knowledge required.

The performance criteria statements are detailed and cover all aspects of police driving.

Student progress will be recorded in the Driver's Development Portfolio (DDP) which contains action plans to assist development where necessary. Copies of all assessment sheets will be kept in the DDP and be available to students. Students will either reach the required performance level or not, as determined by ongoing assessment and independent testing. Trainer guidance notes cover the explanation of the assessment process.

Monitoring/Supervision

There is a requirement for Trainers to endorse the progress reports in the DDPs. It is suggested that, following a settling-in period, the training programme should be assessed against the performance of the drivers who have received the training.

Evaluation and Inspection

The question of evaluation is one for each individual force's officer responsible for training, usually at Command level. It would form part of the work done to assess Best Value in training and to monitor overall standards of investment in and development of staff.

Good practice would be to evaluate the training programme outcomes against the operational performance of the officers who have received the training.

The quality of training delivery and adherence to these national standards will in future fall within the requirements of the Road Safety Act 2006.

Introduction to Competencies

Overview

The National Police Driving Standards were developed in order to ensure that police drivers are trained to a common minimum level. The standards are expressed as statements of competence. Standards of competence have been determined for each level of driving requirement. All student drivers are assessed against the standards and are required to consistently demonstrate the appropriate skills, behaviour, knowledge and understanding to the satisfaction of the assessor in order to be deemed competent.

Competency Statements and Assessment

The record of a student's progress is referred to as the "Driver's Development Portfolio". It is vital that this is kept up to date. Throughout the driving course the trainer will be making assessments of each student's driving skills. They will have access to the reports for the students to reflect on. The reports will help to bring into focus those areas of ability that require more 'fine tuning'. All drivers need to make themselves familiar with the desired performance levels. Open and frank discussion is to be encouraged between trainer and student to avoid misunderstanding and confusion.

Making it Work

The system is designed to be fair. This is a vital part of the process. Assessments must be objectively assessed on the basis of the observations made. The police service is committed to being an equal opportunity employer and will develop students as individuals. No one will receive less favourable treatment on the grounds of gender, colour, race, nationality, ethnic or national origin, sexual orientation, disability, marital status, religious belief, age or any other irrelevant criteria that cannot be objectively justified.

An explanation of terms

The competency statements cover all aspects of police driving. They are divided into:

- ◆ Title
- ◆ Units
- ◆ Elements
- ◆ Performance criteria
- ◆ Range statements
- ◆ Underpinning knowledge

For any trainer unfamiliar with these terms, it is rather like a family tree. The title is the function being carried out, ie Standard Driving. Each unit is subdivided into a number of elements. Each element contains a set of performance criteria, which relate to that element. These performance criteria are the all important statements of the level of performance the student must achieve.

Range statements indicate that for that particular item there is a range of different contexts, which may affect the performance required.

Some students might not encounter some of the conditions described by range statements, eg visibility good or poor. In these cases assessors must satisfy themselves that the student knows how to cope with such conditions or circumstances. Questions and simulation should only be used for evidence gathering where practical training cannot reasonably be conducted.

Underpinning knowledge is simply the list of information that underpins the unit. In this case, it would be contained in the 'Highway Code', 'Roadcraft' and the 'Human Aspects of Police Driving'. Forces may add various documents of their own to this list, as well as ACPO/ACPOS guidelines.

Underpinning Knowledge

There will undoubtedly be gaps in the student's assessment forms where they have not been able to demonstrate a particular competence over one or two aspects of a range statement. For instance, 'all weather conditions' is a difficult range to demonstrate on a course in summer when the sun shines each day; therefore the range statement has been simplified to good or poor. Questions can be asked in order to elicit answers to prove competence. Assessment can be based on the answers students give to the trainer in reply to specific questions. These questions and answers will be recorded as evidence of their competence.

Whilst apparently complicated, once students get used to the criteria and the forms, they will find that the system is very good for highlighting weakness and providing the evidence to substantiate the assessment. This evidence will enable them to fully understand their own strengths and weaknesses. From those assessments and from post session debriefs, the student should have a clear idea of what they need to do to prove themselves consistently competent. Action plans may be used if necessary.

Speed

It should be noted that due to geographical differences the issue of speed would have fluctuating relevance across the country. For this reason, the use of speed will fall into local policies.

Introduction to Competency Assessment

This course is designed around competencies. The trainer's job is to teach students to drive to such a standard that they become competent in all areas.

The competency statements are similar to those found in National Vocational Qualifications (NVQs). The process is reliant on the trainer being able to fully develop the competence of each student. However for the student to reach competence it is crucial for them to be able to reflect upon and assess their own development.

Students will not be awarded marks for 'additional' driving expertise; they will either achieve the required level of competence or not. If they do not achieve the level they will not have been successful and will not gain a pass.

This guide introduces the NVQ method of assessment and gives guidance and explanation to deliver this course effectively.

Debriefing students is a vital part of this course. Understanding individual needs and adopting the right approach, especially with in-car debriefs is very important. A section dealing with debriefing and giving feedback is also included.

Classroom sessions are designed to deliver the knowledge aspect of the course. Some forces may choose to issue additional pre-course reading and reduce the classroom time on each course.

The Role of the Assessor

The assessor's role is to assess a student's competence, using evidence drawn from a range of sources. Those sources will include judgements made by the course trainer and in some cases other, independent assessors. It is therefore important for assessors to have a similar understanding of the basic concepts, principles and procedures.

Assessment

What actually is assessment and what is its purpose?

Assessment is a method of making judgements based on evidence. The purpose of the assessment is to reach a decision as to whether or not the evidence supports the view that a particular competence has been achieved. The sole aim of competence assessment is to find the evidence that illustrates meeting the criteria of the standard under review.

The assessor will make their observations of performance, record that performance objectively and judge whether the individual has demonstrated competence or not. With the driving courses, competence will need to be consistent. It will not be sufficient for an individual to reach the required performance on just one assessed drive. Students will need to be consistently competent.

Competence-based assessment is about an individual's performance judged against specific, defined standards. It is not competitive. The performance of other people on the course is immaterial. Each student must meet all the requirements of the criteria. It is an ongoing process. In the early stages of the course students are unlikely to be competent in all areas. As an instructor/trainer you will be able to use the competence-based assessment system to tailor your training to best meet the requirements of individual students.

Standardisation and Verification

Assessment to national standards can be a tricky process, as no one will judge things in exactly the same way. In theory, a student should be able to begin a course in Gloucestershire and complete it in West Yorkshire without noticing any difference in the standard or method of assessment. However, in practice this is difficult. The key thing is to ensure the correct focus upon the outcomes of the training, rather than the input or delivery methodology.

Standardisation of outcome assessment is therefore vital - not only to maintain standards within any particular unit, but to keep standards at a consistent level nationally. All trainers involved in assessment need to understand and engage with this process. In driving courses it is established practice for trainers to carry out independent assessments as a way of maintaining standards. The standard documentation using the performance criteria will greatly assist this process. The degree of agreement between two assessors marking the same drive will be a measure of the 'standardisation' of assessment; this will be done locally, within the driving school, regionally and nationally.

Students will also have access to copies of what is expected of them in their guide. It is important that both instructor/trainer and student know what is expected and the process of assessment. Both need to be clear on what is being assessed and satisfied that the evidence recorded provides clear proof of the required standards.

National standards will be maintained through the quality assurance process outlined in the regulations made under the Road Safety Act 2006.

Part 2:

Driver Training Programme

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The Driving Units

Introduction

The following guides provide the necessary information to plan for force courses. Guidance is provided in the 'overview' for consideration, but no lesson plans or support material has been provided so that forces are able to design their own inputs to implement current best practice and provide the latest versions of relevant documents. The units are designed to offer some degree of flexibility, whilst maintaining a common minimum standard that meets the requirements of the Road Safety Act 2006. It is expected that some forces may well decide to widen the scope of their training to meet local requirements and some optional units are included in this programme for that purpose.

Remember that standards-based training is oriented to achieving specific outcomes; the purpose of providing wide flexibility regarding input is to allow for forces to develop training to meet local policies and deliver with available resources to force standards. The use of National Standards also means that forces should be able to train officers from other areas or send officers to other driving schools and be sure that appropriate competence will be achieved.

No timetables for delivery are included. It is recognised that with the principle of a ratio of 3 students to 1 trainer the majority of students will take 3 weeks to attain competence in all the elements of the 'standard' course and 4 weeks to attain competence in all the elements of the 'advanced' course.

1. Basic Police Driving

Unit Summary

Basic driving is the first level of police driving. The aim is to ensure the student possesses the skills required to drive vehicles used by the police safely and competently. In some circumstances, a successful student will be allowed to drive appropriate police vehicles, for enquiries or other such routine purposes.

Overview

Those undertaking this assessment will hold a full DVLA licence for the class of vehicle to be driven. The process will take approximately one hour. Driving will cover a variety of road and traffic conditions. The student will be debriefed and given constructive feedback. Depending on local arrangements it may be necessary to cover such points and performance of pre-driving checks, completion of relevant documentation, carriage and seating of passengers, safe carriage of loads and local policy/procedure relating to appropriate driving matters.

As 'basic' drivers are not trained to take advantage of statutory legal exemptions, assessment at this level will be conducted within speed restrictions and traffic laws.

Basic Police Driving

Unit 1: Basic Police Driving

Element 1: Essential Attitudes

No	Performance Criteria
1	Demonstrate the appropriate approach to basic police driving in line with the relevant performance criteria contained within the 'Standard' and 'Advanced' driving headed 'Essential attitudes/Stress management'

Element 2: Basic Driving Skills

No	Performance Criteria
1	Complete basic vehicle safety checks, recognise, report and document obvious defects
2	Know the importance of familiarisation with a vehicle's controls including active and passive safety systems before driving
3	Demonstrate effective observations, anticipation and planning to ensure that hazards are recognised and safe driving is maintained
4	Steer the vehicle accurately in order to maintain it on a safe and appropriate course
5	Safely and accurately control the vehicle through appropriate use of the accelerator, brakes, gears and clutch
6	Drive according to the conditions and circumstances in a manner which minimises the risk of loss of control
7	Approach and negotiate corners safely
8	Position the vehicle safely, relative to the attendant circumstances
9	Make appropriate use of signals and respond correctly to those given by others

10	Make sound judgements in relation to selection of locations for performance of parking and manoeuvring the vehicle and understand the benefits of acquiring assistance before completing difficult manoeuvres
11	Reverse, manoeuvre and park the vehicle safely in all circumstances
12	Have a working knowledge of the 'Highway Code'

Underpinning Knowledge

Force Policies/Procedures
 Manufacturers' Instructions
 Road traffic Legislation
 Health and Safety Legislation
 'Highway Code'
 Local Policies/Procedures

Assessment Criteria

The assessor, having briefed the student in relation to health and safety issues, conducts an assessment over a predetermined test route and makes judgements, having regard to the performance criteria. The student's knowledge of the 'Highway Code', including the interpretation of traffic signs, will be assessed during this process.

The student will be fully debriefed, constructive feedback given and a written assessment completed.

Police Basic Driving Qualification

Basic Driving Assessment Record (Cat 'B' vehicles)

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings		
				C	NC
1	1	1	Attitude/Stress Management		
1	2	1.2	Vehicle preparation		
1	2	3	Observation		
1	2	3	Mirror use		
1	2	3	Anticipation		
1	2	3	Planning		
1	2	4	Steering		
1	2	5	Use of accelerator		
1	2	5	Use of brakes		
1	2	5	Use of gears/clutch		
1	2	6	Progress/restraint		
1	2	7	Cornering		
1	2	8	Positioning		
1	2	9	Signals		
1	2	10	Overtaking		
1	2	11	Manoeuvring		
1	2	12	Knowledge		

PC = Performance Criteria

C = Competent

NC = Not Competent

General Comments

Action Plan

Student signature _____

Assessor's signature _____

2. Standard Response Police Driving

Unit Summary

The purpose is to train police drivers who hold a full DVLA licence to a recognised higher standard and to respond safely to those incidents, which require that officer to make use of legal exemptions. The principles of the police drivers' handbook 'Roadcraft' are taught, together with those of the 'Highway Code' and other relevant documents, eg 'Human Aspects of Police Driving'.

Emphasis is placed on safety, achieved by the driver having an increased awareness; the recognition of real and potential hazards and the adoption of a system of driving that leaves nothing to chance. All practical training will be conducted in vehicles that meet health and safety requirements.

The mandatory units contained in this section of the programme satisfy the performance criteria for high speed driving as specified by the Road Safety Act 2006.

Overview

The course contains a classroom session during which attitudes, pre-driving checks and the theoretical aspects of police driving are discussed; the students then receive practical training in applying the principles of 'Roadcraft' and the 'Highway Code'. Also they will receive training in maintaining vehicle stability and vehicle safety systems.

Throughout the practical driving phase continual assessment takes place with the trainer making an informed decision as to the student's ability, verified by an independent assessment at or near the end of the course.

Time will be allocated each day for review/reflection. The amount of time spent training each aspect is indeterminable, as each student develops to varying levels of competence at different times. Driving skills in some are more natural while in others a great deal of effort is required by both the student and the trainer for the required standard to be met. Occasionally, it is beyond the capabilities of the student to reach the required level and they fail the course. In such cases, the trainer should give a recommendation as to what additional work is needed to meet the standard.

Following each drive the students should summarise the session highlighting positive and developmental areas; the trainer gives constructive feedback and an action plan for subsequent drives. Before each session students and trainers might discuss areas for development. Assessment records evidencing the progress of the student must be completed. There must be evidence recorded to prove competence or lack of competence bearing in mind that assessors' and students' records could be the subject of legal scrutiny.

Once completed, assessment records should be discussed with the student and, if appropriate, an action plan formulated.

At the conclusion of the course it is necessary for the student to show competence in ALL assessment areas in order to pass the course. The course result will be decided by continual, evidenced assessment by the course trainer coupled with appropriate independent assessments, one of which will be conducted at or near the end of the course.

Throughout the course the trainer should ask informal assessment questions in order to test the student's knowledge and understanding of all skill areas, with emphasis on 'Roadcraft' and the 'Highway Code'.

Pre-requirements

Hold the appropriate full driving licence.

Have appropriate levels of medical and physical fitness.

Police Standard Response Driving Qualification

Unit 2: Essential Attitudes/Stress Management

Element 1: Essential Attitudes/Stress Management

No	Performance Criteria
1	At all times when driving give priority to public safety
2	Demonstrate a calm, considerate and professional manner at all times
3	Recognise the need to place safety above the desire to apprehend a suspect or attend an incident
4	Control at all times when driving the tendency to personalise
5	Recognise and respond appropriately to the effects of fatigue, adrenaline, stress and other physical or physiological factors that may impair judgement, performance and decision making
6	Concentrate on the driving task in the face of any other distractions

No	Range Statement
1	During all 'driving events' and at all other relevant times

Police Standard Response Driving Qualification

Unit 3: Prepare and Drive Police Vehicles

Element 1: Vehicle Preparation

No	Performance Criteria
1	Demonstrate that you are familiar with, and authorised to use, a vehicle before driving it
2	Demonstrate that the vehicle is fit for purpose, during and after your use, by carrying out appropriate inspections and duties in accordance with policy, and/or 'Roadcraft'
3	Identify, report and document, any defect or damage found prior to, or occurring during, your use of the vehicle, and take appropriate action
4	Ensure that any equipment required to be with the vehicle is present, and in working order
5	Demonstrate the ability to keep accurate and complete documentation relating to your use of the vehicle
6	Know the importance of familiarisation with a vehicle's controls including active and passive safety systems before driving

Element 2: Information/System of Car Control

No	Performance Criteria
1	Demonstrate information gathering at an early stage through the accurate use of observations and other senses including relevant commentary
2	From information gathered correctly anticipate all driving situations
3	Explain and demonstrate ability to use 'observation links' as described in 'Roadcraft'
4	Use the information and anticipation to formulate flexible driving plans
5	Implement driving plans using the 'Roadcraft' driving system to safely negotiate all driving situations

Element 3: Progress and Restraint

No	Performance Criteria
1	Demonstrate the ability to accurately judge the speed of your own vehicle and that of other vehicles, relative to your proposed actions and the prevailing circumstances (speed and distance judgement)
2	Demonstrate the ability to make appropriate progress whilst recognising the need for restraint and safety at all times

Element 4: Vehicle Control

No	Performance Criteria
1	Demonstrate accurate use of the accelerator to safely and smoothly control the vehicle
2	Demonstrate that you correctly apply the requisite amount of braking at the correct time to safely control the vehicle
3	Demonstrate the use of gear/clutch controls smoothly and accurately using the required techniques to ensure the correct gear is selected for the existing circumstances as defined in Roadcraft
4	Safely position the vehicle by accurate steering, demonstrating the appropriate techniques at all times
5	Adapt steering techniques as necessary whilst manoeuvring as defined in Roadcraft

Element 5: Positioning

No	Performance Criteria
1	Explain and demonstrate the principles of positioning in relation to the following and overtaking of other vehicles
2	Explain and demonstrate the principles of positioning in relation to the negotiation of a corner, or series of corners
3	Explain and demonstrate the principles of positioning to obtain the best view
4	Demonstrate that you adopt the best road position in relation to the existing road and traffic conditions

Element 6: Cornering

No	Performance Criteria
1	Accurately and correctly assess corners and bends
2	Negotiate corners and bends having taken account of all relevant factors applying the principles for safe cornering as described in Roadcraft

Element 7: Driver's Signals

No	Performance Criteria
1	Demonstrate the appropriate use of signals and correctly interpret signals given by others

No	Additional Range Statement	
1	Range of Signals	<ul style="list-style-type: none"> A Indicators B Lights C Audible D Arm Signals

Element 8: Overtaking

No	Performance Criteria
1	Demonstrate safe use of the stages of overtaking as described in 'Roadcraft'
2	Demonstrate that you correctly identify, plan and execute all overtaking manoeuvres in a safe manner
3	Demonstrate that you apply the correct degree of restraint at all times

No	Additional Range Statement
1	Stationary and moving objects

Element 9: Manoeuvring

No	Performance Criteria
1	Reverse and manoeuvre the vehicle accurately and safely, having identified suitable locations for the task
2	Make appropriate use of all available assistance to reverse safely

No	Additional Range Statements
1	In open and confined spaces
2	On and off road

Unit 4: Motorway/Multi-Lane Carriageways

Element 1: Motorway/Multi-Lane Carriageways

No	Performance Criteria
1	Demonstrate the correct procedure for joining a motorway or multi-carriageway road
2	Adopt the correct lane for existing road and traffic conditions
3	Demonstrate the correct procedure for exiting a motorway or multi-carriageway road and changes to road layout
4	Adjust speed appropriately for the type of road and re-adjust as required subject to road and traffic conditions

Unit 5: Driving In Darkness

Element 1: Driving in Darkness

No	Performance Criteria
1	Describe and or demonstrate safe progress, being able to stop within the distance you can see to be clear
2	Describe and or demonstrate the appropriate use of the vehicle's lights
3	Demonstrate knowledge of the visual clues available in the dark as per 'Roadcraft'
4	Describe and or demonstrate the appropriate action to avoid being dazzled by another vehicle's lights

Where not practical to do so, evidence of competence in this unit may be gathered by questioning, testimony or product.

Police Standard Response Driving Qualification

Standard Driving Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
2	1	1.2.3.4.5.6	Attitude/Stress Management				
3	1	1.2.3.4.5.6	Vehicle preparation				
3	2	1.3	Observation				
3	2	3	Commentary				
3	2	1	Mirror use				
3	2	2	Anticipation				
3	2	4	Planning				
3	2	5	Driving system				
3	3	1	Speed and distance judgement				
3	3	2	Progress/restraint				
3	4	1	Use of accelerator				
3	4	2	Use of brakes				
3	4	3	Use of gears/clutch				
3	4	4.5	Steering				
3	5	1.2.3.4	Positioning				
3	6	1.2	Cornering				
3	7	1	Signals				
3	8	1.2.3	Overtaking				
3	9	1.2	Manoeuvring				
4	1	1.2.3.4.	Motorway/multi carriageway				
5	1	1.2.3.4.	Driving in the dark				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Standard Response Driving Qualification

Emergency Response Training Notes

Competence/Evidence

The trainer should be satisfied, from previous recent evidence, that the student is safe and competent to undertake this unit.

By the end of the assessment period the student must have demonstrated a consistent competence to the assessor. Evidence can be gained through observation, commentary, product and direct questioning.

Whilst evidence of competence will be gained by the course trainer there will also be an independent assessment to verify the student's ability to respond using legal exemptions and emergency equipment, whilst maintaining a safe, smooth and systematic approach.

It is accepted that such an assessment will create a degree of pressure. Successful handling of the situation will indicate the ability to handle similar pressure in the operational environment.

Theory

Students should have pre-read the relevant chapters of 'Roadcraft' and the handout 'The Law and You'.

A classroom input containing relevant traffic law, best practice and attitude ('Human Aspects of Police Driving') should be undertaken at the start of this Unit.

Practical Training

It will be necessary to use legal exemptions and emergency warning equipment to successfully provide tuition in this Unit.

Speed and Safety

It is emphasised that speed will never take precedence over safety

During training, drivers will learn how to drive to an emergency safely using their legal exemptions including those relating to speed restrictions.

Drivers must demonstrate that they make reasoned and justifiable decisions to exceed a speed limit and that the speed they use is safe and proportionate to all the existing circumstances. Whatever the emergency, drivers must be able to stop their vehicle safely at all times.

Attitude/Stress Management

The trainer will carefully monitor the attitudinal aspects of student performance during response training. These are situations during which 'RED MIST' (irrational and/or excessive response) is more likely to develop, interrupting proper concentration.

Miscellaneous

Whilst undertaking this element, all other performance criteria within units 2, 3, 4 and 5 must also be assessed.

Motorways

Many forces do not allow standard drivers to conduct emergency response driving on motorways. In such cases there is no need to assess emergency response driving on those roads; however a note of that fact should be made on their assessment report.

Unit 6: Undertake Emergency Responses Safely and Correctly**Element 1: Undertake Emergency Responses Safely and Correctly**

No	Performance Criteria
1	Constantly assess whether an 'emergency response' is justifiable, and should be maintained
2	Constantly assess whether there is justification to take advantage of legal exemptions
3	Use the vehicle's emergency warning equipment appropriately
4	Correctly anticipate and respond to the actions of other road users when emergency warning equipment is used
5	Demonstrate safe vehicle positioning when using emergency warning equipment is used
6	Make safe and appropriate progress when using warning equipment
7	Demonstrate duty of care while using legal exemptions
8	Adhere to all legal requirements and appropriate policies relating to emergency response driving

Handout**The Law and You**

You are about to attend a driving course that on successful completion will allow you to drive police vehicles in response to emergency situations. While undertaking such a role or while engaged in a course for the purpose of training you for such a role, the law will exempt you from various aspects of road traffic legislation **BUT** with certain specified conditions attached. You must familiarise yourself with the exemptions and conditions listed below before coming on the Police Driving course. This subject will be covered further during your course.

Speed Limits (*Road Traffic Regulation Act 1984, Section 87 as amended by the Road Safety Act 2006*)

No statutory provision imposing a speed limit on motor vehicles shall apply to any vehicle on an occasion when it is being used for Fire and Rescue Authority, Ambulance or Police purposes and training if the observance of that provision will be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion.

While exemption from adhering to speed limits when engaged in response exists, there still remains a statutory requirement to maintain safety margins - legal exemptions for police do not include driving at a speed or in a manner which would amount to driving without due care and attention.

Traffic Lights (The Traffic Signs Regulations and General Directions 2002 Reg 36(1)(b))

When a vehicle is being used for:

fire brigade,

ambulance,

bomb or explosive disposal,

national blood service or

police purposes

and the observance of the prohibition conveyed by the red signal in accordance with sub-paragraph (a) would be likely to hinder the use of that vehicle for the purpose for which it is being used, then sub-paragraph (a) shall not apply to the vehicle, and the red signal shall convey the prohibition that that vehicle shall not proceed beyond the stop line in a manner or at a time likely to endanger any person or to cause the driver of any vehicle proceeding in accordance with the indications of light signals operating in association with the signals displaying the red signal to change its speed or course in order to avoid an accident;

Keep Left (Right) Signs (*Section 15 (2), The Traffic Signs Regulations and General Directions 2002*)

On an occasion when a vehicle is being used for Police, Fire Brigade or Ambulance purposes, if the observance of the sign would be likely to hinder the use of that vehicle, then the driver may pass on the wrong side - providing that:

- (i) no danger is likely to be caused to the driver of any other vehicle proceeding on or from another road or on or from another part of the same road; or
- (ii) no danger is likely to be caused to non-vehicular traffic proceeding on or from another road or on or from another part of the same road.

General

On occasions, often due to circumstances outside their control, police drivers will find themselves considering contravention of other signs and regulations where no statutory exemption exists, such actions could result in criminal proceedings. No circumstances can justify the contravention of any legal requirement, whether exempted or not, which would endanger other road users or the Officer(s).

Highway Code (*Road Traffic Act 1988, Section 38*)

The Highway Code is issued with the authority of Parliament under the Road Traffic Act. While failure on the part of a person to observe a provision of the Highway Code does not in itself render that person liable to criminal proceedings, any failure to adhere to the Code's principles by an individual can be used to establish or negate any liability in civil or criminal proceedings.

Police Standard Response Driving Qualification

Standard Response Driving Assessment Record

Response Driving

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings (Mark relevant headings only)	Scale			
				1	2	3	4
2	1	1.2.3.4.5.6	Attitude/Stress Management				
3	All elements	All PC's	Maintains driving standards				
6	1	1	Response driving	Assess response need			
6	1	2.7		Use of exemptions			
6	1	3		Use of equipment			
6	1	6		Progress/restraint			
6	1	4		Anticipation			
6	1	5		Positioning			
6	1	8		Knowledge			

(1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

NB: Some forces do not allow standard drivers to respond on motorways. If so, this should be noted within the comments section.

Police Standard Response Driving Qualification

Unit 7: Stopping Vehicles

Element 1: Stopping Vehicles

No	Performance Criteria
1	Gather and consider intelligence that suggests a subject vehicle is likely to be none compliant with instructions to stop
2	Identify and evaluate the risk of a vehicle failing to stop
3	If necessary request support and prepare contingency plans prior to a request to stop a subject vehicle
4	If necessary ensure preventative options are appropriate for local conditions and proportionate to the intelligence available
5	Constantly monitoring safety throughout all aspects of the stopping procedure
6	Select a suitable and safe location in which to stop a vehicle
7	Stop a vehicle from the front and/or the rear, having considered all the relevant safety factors
8	Use the vehicle's warning and ancillary equipment appropriately during the incident
9	Park the police vehicle with appropriate lighting equipment displayed and in such a manner as to afford the greatest protection to all road users
10	Wear appropriate conspicuous clothing whilst completing the task
11	Approach the stationary vehicle correctly and safely
12	Provide necessary assistance to enable the driver to rejoin the carriageway safely

Police Standard Response Driving Qualification

Stopping Vehicles Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
2	1	All PCs	Attitude/Stress Management				
3	All elements	All PCs	Maintain driving standards				
7	1	1.2.3.4	Consider intelligence and use of preventative options				
7	1	8.9	Use of warning/ancillary equipment				
7	1	7	Stop from the rear				
7	1	7	Stop from the front				
7	1	6.9.10	Safety				
7	1	5.6	Site selection/parking				
7	1	11	Approach to vehicle				
7	1	12	Provide assistance to rejoin the carriageway				

(1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Standard Response Driving Qualification

Unit 8: Maintain Vehicle Stability

Element 1: Maintain Vehicle Stability

No	Performance Criteria
1	Identify the different types of skid and the reasons for them occurring
2	Understand vehicle stability systems
3	Show your understanding of what to do when a skid develops

No	Range Statements	
1	Type of vehicle	A Front wheel drive B Rear wheel drive C Four wheel Drive
2	Electronic Safety Controls	A Fitted B Not fitted

Training Notes

During this unit, vehicle safety systems such as ABS, traction and stability control systems should be discussed with students.

The below notes are supplementary to advice contained within the 'Roadcraft' Police Drivers Handbook.

Modern vehicles are supplied with a range of Passive and Active safety features.

Passive systems include airbags, seat belt pre-tensioners etc, all to limit injury after a collision.

Active systems such as Anti lock braking systems (ABS), Traction control systems (TCS), Electronic stability control (ESC), etc will intervene to try and prevent a loss of control.

ESC is stability control braking. A microcomputer monitors the signals from sensors and compares, 25 times a second, whether the driver's wishes (steering input), correspond to the actual direction in which the vehicle is moving. If the vehicle moves in a different direction to the one steered by the driver, ESC can recognise the developing situation faster than the driver could.

The system applies measured brake pressure to individual wheels; it stabilises the vehicle and thus guides it in the desired direction.

If the vehicle you are driving has ESC fitted, it will automatically possess two other active safety systems, ABS and TCS. The ABS prevents the wheels from locking during braking. The TCS avoids wheel slip when driving off. While ABS and TCS influence the vehicles longitudinal dynamics, ESC additionally improves the lateral dynamics.

Instinctively a driver may attempt to avoid a collision by braking sharply and wrenching the steering wheel. This sort of manoeuvre can easily put the driver in the path of oncoming traffic. This combination of rapid steering and counter-steering movements drastically increase the danger of losing control of a vehicle. ESC will act in a controlled and precise way in an attempt to stabilise the vehicle.

ESC includes a computer on the chassis linked to the vehicles braking system that may be in communication with the engine management system to cut engine power momentarily. Different vehicle manufacturers will programme their ESC systems to intervene at different points dependent on their perceived customer requirement. All systems however are there to prevent a vehicle from skidding.

- **ESC has been developed to assist a normal driver, driving at normal road speeds.**
- **The overriding factor with vehicle control is the law of physics.**
- **If available tyre grip is exceeded the vehicle will lose control.**
- **If you have entered a situation too fast, you cannot rely on ESC to save you.**
- **In a loss of control situation the driver must reduce the vehicle's momentum by fully applying the brakes, ABS will allow the driver to slow down and steer for a safe exit.**
- **You must steer in the direction you wish to go. ESC will be trying to assist steering by braking individual wheels.**

DO NOT TURN ESC OFF.

It is an active safety feature designed to help you.

Standard Response Driving Assessment Record

Maintain Vehicle Stability

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
2	1	All PCs	Attitude/Stress Management				
8	1	1.2.3	Knowledge				
8	1	1	Identify types of skid				
8	1	2	Understand vehicle stability systems				
8	1	3	Understand appropriate correction				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Standard Response Driving Qualification

Unit 9: Environmental Awareness

Element 1: Eco Driving

No	Performance Criteria
1	Demonstrate an awareness of the main factors which can assist in the reduction of fuel consumption

Training Notes

This unit has been developed to address the environmental impact caused by the day to day use of police vehicles. It is not intended for use under emergency situations, but as a way of driving on general patrol duties. It is recognised that the skills developed in the police standard driving course such as advanced observation, anticipation and planning are fundamental to Eco friendly driving techniques. Nothing suggested within this unit overrides the general principles of driving in accordance with Roadcraft.

Range Statements

Generic range statements relating to Units 3 to 7 and 9 are listed below, however certain elements have specific additional range statements these are contained under those performance criteria within each specific element.

No	Range Statements	
1	Road Type	A Motorways and/or multi carriageways B Major roads C Minor roads D Urban settings E Rural settings
2	Time of day	A Daylight and/or darkness
3	Traffic volume	A Low B High
4	Road surface	A Good B Poor
5	Visibility	A Good B Poor
6	Weather conditions	A Good B Poor

Underpinning Knowledge

This is a list of information that underpins the programme. Various elements require student access to a number of information sources. Each element will require different points of reference. The list shown below is not exhaustive and various forces may wish to create additional materials.

Roadcraft Manual

Highway Code

Know Your Traffic Signs

Human Aspects of Police Driving

ACPO/ACPOS Pursuit Guidance

ACPO/ACPOS Tactics Directory

Road Traffic Legislation (inc Road Safety Act)

Health & Safety Legislation (Dynamic Risk Assessments)

Vehicle/Equipment Manufacturers' Operating Instructions

Force Policy/Procedures

Practice Advice on the Policing of Roads Manual

Handouts from ACPO Police Driving Manual 2009

DSA Handouts Eco Safe Driving and the Environment

Assessment Criteria

By the end of the course successful students must have demonstrated a consistent level of competency in all units. Evidence can be gathered through observation, commentary, product, testimony and direct questioning. Evidence is information that supports judgements about achievements. The assessor must be satisfied that the student can repeat the performance unaided in the future.

Evidence Requirements

When simulations are used to provide performance evidence, these should properly reflect the requirements of real working situations.

3. Advanced Police Driving

3. Advanced Police Driving

Unit Summary

This unit is designed for those officers who will be required to drive high performance vehicles operationally.

Overview

It is a requirement that students for the advanced course will have completed a police 'standard' driving course. In some cases, a student may have completed such a course some time in the past and skills may need to be refreshed.

Students should be expected to know the fundamentals of 'Roadcraft' and the 'Highway Code'. A copy of 'Human Aspects of Police Driving' should be available to students.

Once basic skills have been confirmed students will enhance their performance under the direction of the instructor/trainer.

Assessment for this qualification will include continual assessment and an assessed drive observed by an independent assessor.

Knowledge is also assessed via a written examination, the pass mark of which is 75%.

The focus for the advanced course is to develop existing competencies and skills to a higher level than that expected on the 'standard' course.

The course contains classroom sessions designed to refresh the skills and knowledge of students in the areas of the system of car control, driver attitudes etc.

Some time will be allocated each day for review/reflection. The amount of time spent training each aspect is indeterminable, as each student develops to varying levels of competence at different times; driving skills in some are more natural while in others a great deal of effort is required by both the student and the trainer for the required standard to be met. Occasionally, it is beyond the capabilities of the student to reach the required level and they fail the course. In such cases, the trainer should give a recommendation as to what additional work is needed to meet the standard.

Following each drive the students should summarise the session highlighting positive and developmental areas; the trainer gives constructive feedback and an action plan for subsequent drives. Before each session students and trainers should discuss areas for development. Assessment records evidencing the progress of the student must be completed. There must be evidence recorded to prove competence or failure to reach competence bearing in mind that assessors' and students' records could be the subject of legal scrutiny.

Once completed, assessment records should be discussed with the student and if appropriate, an action plan formulated for the next driving session/s.

At the conclusion of the course it is necessary for the student to show competence in ALL assessment areas in order to pass the course. The course result will be decided by continual, evidenced assessment by the course trainer, coupled with appropriate independent assessments that should be conducted at or near the end of the course. Throughout the course the trainer should ask informal assessment questions in order to test the student's knowledge and understanding of all skill areas, 'Roadcraft' and the 'Highway Code'.

Training Notes Unit 3 - All Elements

Once a high level of competence has been achieved the trainer continues to develop the student by allowing the gradual increase in speed above the national speed limit with instruction continuing to maintain the competency level. Verbal instructions from the trainer should gradually be reduced to enable the student to develop.

Commentary should be encouraged from the beginning as a tool to assist development and assessment.

The speed to be attained, above the national speed limit, will be dependent on the following:

The ability of the student, safety factors, ie what can be seen, what cannot be seen, the circumstances which may reasonably be expected to develop, vehicle capabilities and performance and local force instructions.

Students will need to have an input regarding the contents of 'Roadcraft', the 'Highway Code' and 'Human Aspects of Police Driving'.

Pre-requirements

Hold an appropriate DVLA driving licence

Have appropriate levels of medical and physical fitness

Demonstrates the skills and abilities of a 'standard police driver', having completed an appropriate driving course

Police Advanced Driving Qualification

Unit 10: Essential Attitudes/Stress Management

Element 1: Essential Attitudes/Stress Management

No	Performance Criteria
1	At all times when driving give priority to public safety
2	Demonstrate a calm, considerate and professional manner at all times
3	Recognise the need to place safety above the desire to apprehend a suspect or attend an incident
4	Control at all times when driving the tendency to personalise
5	Recognise and respond appropriately to the effects of fatigue, adrenaline, stress and other physical or physiological factors that may impair judgement, performance and decision making
6	Concentrate on the driving task in the face of any other distractions

No	Range Statement
1	During all 'driving events' and at all other relevant times

Police Advanced Driving Qualification

Unit 11: Prepare and Drive Police Vehicles

Element 1: Vehicle Preparation

No	Performance Criteria
1	Demonstrate that you are familiar with, and authorised to use, a vehicle before driving it
2	Demonstrate that the vehicle is fit for purpose, during and after your use, by carrying out appropriate inspections and duties in accordance with policy, and/or 'Roadcraft'
3	Identify, report and document, any defect or damage found prior to, or occurring during, your use of the vehicle, and take appropriate action
4	Ensure that any equipment required to be with the vehicle is present, and in working order
5	Demonstrate the ability to keep accurate and complete documentation relating to your use of the vehicle
6	Know the importance of familiarisation with a vehicle's controls including active and passive safety systems before driving

Element 2: Information/System of Car Control

No	Performance Criteria
1	Demonstrate information gathering at an early stage through the accurate use of observations and other senses including relevant commentary
2	From information gathered correctly anticipate all driving situations
3	Explain and demonstrate ability to use 'observation links' as described in 'Roadcraft'
4	Use the information and anticipation to formulate flexible driving plans
5	Implement driving plans using the 'Roadcraft' driving system to safely negotiate all driving situations

Element 3: Progress and Restraint

No	Performance Criteria
1	Demonstrate the ability to accurately judge the speed of your own vehicle and that of other vehicles, relative to your proposed actions and the prevailing circumstances (speed and distance judgement)
2	Demonstrate the ability to make appropriate progress whilst recognising the need for restraint and safety at all times

Element 4: Vehicle Control

No	Performance Criteria
1	Demonstrate accurate use of the accelerator to safely and smoothly control the vehicle
2	Demonstrate that you correctly apply the requisite amount of braking at the correct time to safely control the vehicle
3	Demonstrate the use of gear/clutch controls smoothly and accurately using the required techniques to ensure the correct gear is selected for the existing circumstances as defined in Roadcraft
4	Safely position the vehicle by accurate steering, demonstrating the appropriate techniques at all times
5	Adapt steering techniques as necessary whilst manoeuvring as defined in Roadcraft

Element 5: Positioning

No	Performance Criteria
1	Explain and demonstrate the principles of positioning in relation to the following and overtaking of other vehicles
2	Explain and demonstrate the principles of positioning in relation to the negotiation of a corner, or series of corners
3	Explain and demonstrate the principles of positioning to obtain the best view
4	Demonstrate that you adopt the best road position in relation to the existing road and traffic conditions

Element 6: Cornering

No	Performance Criteria
1	Accurately and correctly assess corners and bends
2	Negotiate corners and bends having taken account of all relevant factors applying the principles for safe cornering as described in Roadcraft

Element 7: Driver's Signals

No	Performance Criteria
1	Demonstrate the appropriate use of signals and correctly interpret signals given by others

No	Additional Range Statements	
1	Range of Signals	A Indicators B Lights C Audible D Arm Signals

Element 8: Overtaking

No	Performance Criteria
1	Demonstrate safe use of the stages of overtaking as described in 'Roadcraft'
2	Demonstrate that you correctly identify, plan and execute all overtaking manoeuvres in a safe manner
3	Demonstrate that you apply the correct degree of restraint at all times

No	Additional Range Statements
1	Stationary and moving objects

Element 9: Manoeuvring

No	Performance Criteria
1	Reverse and manoeuvre the vehicle accurately and safely, having identified suitable locations for the task
2	Make appropriate use of all available assistance to reverse safely

No	Additional Range Statements
1	In open and confined spaces
2	On and off road

Police Advanced Driving Qualification

Unit 12: Motorway/Multi-Lane Carriageways

Element 1: Motorway/Multi-Lane Carriageways

No	Performance Criteria
1	Demonstrate the correct procedure for joining a motorway or multi-carriageway road
2	Adopt the correct lane for existing road and traffic conditions
3	Demonstrate the correct procedure for exiting a motorway or multi-carriageway road and changes to road layout
4	Adjust speed appropriately for the type of road and re-adjust as required subject to road and traffic conditions

Police Advanced Driving Qualification

Unit 13: Driving in Darkness

Element 1: Driving in Darkness

No	Performance Criteria
1	Describe and or demonstrate safe progress, being able to stop within the distance you can see to be clear
2	Describe and or demonstrate the appropriate use of the vehicle's lights
3	Demonstrate knowledge of the visual clues available in the dark as per 'Roadcraft'
4	Describe and or demonstrate the appropriate action to avoid being dazzled by another vehicle's lights

Where not practical to do so, evidence of competence in this unit may be gathered by questioning, testimony or product.

Police Advanced Driving Qualification**Advanced Driving Assessment Record**

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
10	1	1.2.3.4.5.6	Attitude/Stress Management				
11	1	1.2.3.4.5.6	Vehicle preparation				
11	2	13	Observation				
11	2	1	Mirror use				
11	2	2	Anticipation				
11	2	4	Planning				
11	2	5	Driving system				
11	2	3	Commentary				
11	3	1	Speed and distance judgement				
11	3	2	Progress/restraint				
11	4	1	Use of accelerator				
11	4	2	Use of brakes				
11	4	3	Use of gears/clutch				
11	4	4.5	Steering				
11	5	1.2.3.4	Positioning				
11	6	1.2	Cornering				
11	7	1	Signals				
11	8	1.2.3	Overtaking				
11	9	1.2	Manoeuvring				
12	1	1.2.3.4	Motorway/multi carriageway				
13	1	1.2.3.4	Driving in the dark				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

General Comments

Action Plan

Student signature _____

Assessor's signature _____

Police Advanced Driving Qualification

Emergency Response Training Notes

Drivers must demonstrate that they make reasoned and justifiable decisions to exceed a speed limit and that the speed they use is safe and proportionate to all the existing circumstances. Whatever the emergency, drivers must be able to stop their vehicle safely at all times.

Attitude/Stress Management

The trainer will carefully monitor the attitudinal aspects of student performance during response training. These are situations during which RED MIST is more likely to develop, causing lapses in concentration.

Miscellaneous

Generally this unit will be viewed as a refresher for most students, as many have been trained in response driving prior to this course.

Whilst undertaking this element, all other performance criteria within units 10, 11, 12 and 13 must also be assessed.

**Unit 14: Undertake Emergency Responses Safely/Correctly
(Optional Unit)****Element 1: Undertake Emergency Responses Safely and Correctly**

No	Performance Criteria
1	Constantly assess whether an 'emergency response' is justifiable, and should be maintained
2	Constantly assess whether there is justification to take advantage of legal exemptions
3	Use the vehicle's emergency warning equipment appropriately
4	Correctly anticipate and respond to the actions of other road users when emergency warning equipment is used
5	Demonstrate safe vehicle positioning when using emergency warning equipment
6	Make safe and appropriate progress when using warning equipment
7	Demonstrate duty of care while using legal exemptions
8	Adhere to all legal requirements and appropriate policies relating to emergency response driving

Handout**The Law and You**

You are about to undertake an optional unit of the driving course that on successful completion will have developed your driving skills for response to emergency situations at advanced level. While undertaking such a role or while engaged in a course for the purpose of training you for such a role, the law will exempt you from various aspects of road traffic legislation **BUT** with certain specified conditions attached. You should already be familiar with the exemptions and conditions listed below before undertaking this unit of the Advanced Police Driving course.

Speed Limits (*Road Traffic Regulation Act 1984, Section 87 as amended by the Road Safety Act 2006*)

No statutory provision imposing a speed limit on motor vehicles shall apply to any vehicle on an occasion when it is being used for Fire and Rescue Authority, Ambulance or Police purposes and training if the observance of that provision will be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion.

While exemption from adhering to speed limits when engaged in response exists, there still remains a statutory requirement to maintain safety margins - legal exemptions for police do not include driving at a speed or in a manner which would amount to driving without due care and attention.

Traffic Lights (*The Traffic Sign Regulations and General Directions 2002, Regulation 36(1)(b)*)

When a vehicle is being used for:

fire brigade,

ambulance,

bomb or explosive disposal,

national blood service or

police purposes

and the observance of the prohibition conveyed by the red signal in accordance with sub-paragraph (a) would be likely to hinder the use of that vehicle for the purpose for which it is being used, then sub-paragraph (a) shall not apply to the vehicle, and the red signal shall convey the prohibition that that vehicle shall not proceed beyond the stop line in a manner or at a time likely to endanger any person or to cause the driver of any vehicle proceeding in accordance with the indications of light signals operating in association with the signals displaying the red signal to change its speed or course in order to avoid an accident

Keep Left (Right) Signs (*Section 15(2) Traffic Sign Regulations and General Directions 2002*)

On an occasion when a vehicle is being used for Police, Fire Brigade or Ambulance purposes, if the observance of the sign would be likely to hinder the use of that vehicle, then the driver may pass on the wrong side - providing that:

- (i) no danger is likely to be caused to the driver of any other vehicle proceeding on or from another road or on or from another part of the same road; or
- (ii) no danger is likely to be caused to non-vehicular traffic proceeding on or from another road or on or from another part of the same road.

General

On occasions, often due to circumstances outside their control, police drivers will find themselves considering contravention of other signs and regulations where no statutory exemption exist, such actions could result in criminal proceedings. No circumstances can justify the contravention of any legal requirement, whether exempted or not, which would endanger other road users or the Officer(s)

Highway Code (*Road Traffic Act 1988, Section 38*)

The Highway Code is issued with the authority of Parliament under the Road Traffic Act. While failure on the part of a person to observe a provision of the Highway Code does not in itself render that person liable to criminal proceedings, any failure to adhere to the Code's principles by an individual can be used to establish or negate any liability in civil or criminal proceedings.

Police Advanced Driving Qualification

Advanced Driving Assessment Record

Response Driving

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings		Scale			
			(Mark relevant headings only)		1	2	3	4
1	1	All PCs	Attitude/Stress Management					
2	All elements	All PC's	Maintains driving standards					
5	1	1	Response driving	Assess response need				
5	1	2.7		Use of exemptions				
5	1	3		Use of equipment				
5	1	6		Progress/restraint				
5	1	4		Anticipation				
5	1	5		Positioning				
5	1	8		Knowledge				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Advanced Driving Qualification

Unit 15: Stopping Vehicles (Optional Unit)

Element 1: Stopping Vehicles

No	Performance Criteria
1	Gather and consider intelligence that suggests a subject vehicle is likely to be none compliant with instructions to stop
2	Identify and evaluate the risk of a vehicle failing to stop
3	If necessary request support and prepare contingency plans prior to a request to stop a subject vehicle
4	If necessary ensure preventative options are appropriate for local conditions and proportionate to the intelligence available
5	Constantly monitoring safety throughout all aspects of the stopping procedure
6	Select a suitable and safe location in which to stop a vehicle
7	Stop a vehicle from the front and/or the rear, having considered all the relevant safety factors
8	Use the vehicle's warning and ancillary equipment appropriately during the incident
9	Park the police vehicle with appropriate lighting equipment displayed and in such a manner as to afford the greatest protection to all road users
10	Wear appropriate conspicuous clothing whilst completing the task
11	Approach the stationary vehicle correctly and safely
12	Provide necessary assistance to enable the driver to rejoin the carriageway safely

Police Advanced Driving Qualification

Stopping Compliant Drivers/Riders

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
10	1	All PCs	Attitude/Stress Management				
11	All elements	All PCs	Maintain driving standards				
15	1	1.2.3.4	Consider intelligence and use of preventative options				
15	1	8.9	Use of warning/ancillary equipment				
15	1	7	Stop from the rear				
15	1	7	Stop from the front				
15	1	6.9.10	Safety				
15	1	5.6	Site selection/parking				
15	1	11	Approach to vehicle				
15	1	12	Provide assistance to rejoin the carriageway				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Maintain Vehicle Stability Training Notes

During this unit, vehicle safety systems such as ABS, traction and stability control systems should be discussed with students.

The below notes are supplementary to advice contained within the 'Roadcraft' Police Drivers Handbook.

Modern vehicles are supplied with a range of Passive and Active safety features.

Passive systems include airbags, seat belt pre-tensioners etc, all to limit injury after a collision.

Active systems such as Anti lock braking systems (ABS), Traction control systems (TCS), Electronic stability control (ESC), etc will intervene to try and prevent a loss of control.

ESC is stability control braking. A microcomputer monitors the signals from sensors and compares, 25 times a second, whether the driver's wishes (steering input), correspond to the actual direction in which the vehicle is moving. If the vehicle moves in a different direction to the one steered by the driver, ESC can recognise the developing situation faster than the driver could.

The system applies measured brake pressure to individual wheels; it stabilises the vehicle and thus guides it in the desired direction.

If the vehicle you are driving has ESC fitted, it will automatically possess two other active safety systems, ABS and TCS. The ABS prevents the wheels from locking during braking. The TCS avoids wheel slip when driving off. While ABS and TCS influence the vehicles longitudinal dynamics, ESC additionally improves the lateral dynamics.

Instinctively a driver may attempt to avoid a collision by braking sharply and wrenching the steering wheel. This sort of manoeuvre can easily put the driver in the path of oncoming traffic. This combination of rapid steering and counter-steering movements drastically increase the danger of losing control of a vehicle. ESC will act in a controlled and precise way in an attempt to stabilise the vehicle.

ESC includes a computer on the chassis linked to the vehicles braking system that may be in communication with the engine management system to cut engine power momentarily. Different vehicle manufacturers will programme their ESC systems to intervene at different points dependent on their perceived customer requirement. All systems however are there to prevent a vehicle from skidding.

- **ESC has been developed to assist a normal driver, driving at normal road speeds.**
- **The overriding factor with vehicle control is the law of physics.**
- **If available tyre grip is exceeded the vehicle will lose control.**
- **If you have entered a situation too fast, you cannot rely on ESC to save you.**
- **In a loss of control situation the driver must reduce the vehicle's momentum by fully applying the brakes, ABS will allow the driver to slow down and steer for a safe exit.**
- **You must steer in the direction you wish to go. ESC will be trying to assist steering by braking individual wheels.**

DO NOT TURN ESC OFF.

It is an active safety feature designed to help you.

Police Advanced Driving Qualification

Unit 16: Maintain Vehicle Stability

Element 1: Maintain Vehicle Stability

No	Performance Criteria
1	Identify the different types of skid and the reasons for them occurring
2	Understand vehicle stability systems
3	Show your understanding of what to do when a skid develops

No	Range Statements	
1	Type of vehicle	A Front wheel drive B Rear wheel drive C Four wheel Drive
2	Electronic Safety Controls	A Fitted B Not fitted

Advanced Driving Assessment Record

Maintain Vehicle Stability

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
10	1	All PCs	Attitude/Stress Management				
16	1	1.2.3	Knowledge				
16	1	1	Identify types of skid				
16	1	2	Understand vehicle stability systems				
16	1	3	Understand appropriate correction				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Advanced Driving Qualification

Unit 17: Environmental Awareness

Element 1: Eco Driving

No	Performance Criteria
1	Demonstrate an awareness of the main factors which can assist in the reduction of fuel consumption

Training Notes

This unit has been developed to address the environmental impact caused by the day to day use of police vehicles. It is not intended for use under emergency situations, but as a way of driving on general patrol duties. It is recognised that the skills developed in the police advanced driving course such as advanced observation, anticipation and planning are fundamental to Eco friendly driving techniques. Nothing suggested within this unit overrides the general principles of driving in accordance with Roadcraft.

Range Statements

Generic range statements relating to Units 11 to 15 and 17 are listed below, however certain elements have specific additional range statements these are contained under those performance criteria within each specific element.

No	Range Statements	
1	Road Type	A Motorways and/or multi carriageways B Major roads C Minor roads D Urban settings E Rural settings
2	Time of day	A Daylight and/or darkness
3	Traffic volume	A Low B High
4	Road surface	A Good B Poor
5	Visibility	A Good B Poor
6	Weather conditions	A Good B Poor

Underpinning Knowledge

This is a list of information that underpins the programme. Various elements require student access to a number of information sources. Each element will require different points of reference. The list shown below is not exhaustive and various forces may wish to create additional materials.

Roadcraft Manual

Highway Code

Know Your Traffic Signs

Human Aspects of Police Driving

ACPO/ACPOS Pursuit Guidance

ACPO/ACPOS Tactics Directory

Road Traffic Legislation (inc Road Safety Act)

Health & Safety Legislation (Dynamic Risk Assessments)

Vehicle/Equipment Manufacturers' Operating Instructions

Force Policy/Procedures

Practice Advice on the Policing of Roads Manual

Handouts from ACPO Police Driving Manual 2009

DSA Handouts Eco Safe Driving and the Environment

Radio procedures

Assessment Criteria

By the end of the course successful students must have demonstrated a consistent level of competency in all units. Evidence can be gathered through observation, commentary, product, testimony and direct questioning. Evidence is information that supports judgements about achievements. The assessor must be satisfied that the student can repeat the performance unaided in the future.

Evidence Requirements

When simulations are used to provide performance evidence, these should properly reflect the requirements of real working situations.

4: Optional Driving Units

4. Optional Units

Unit Summary

The following 'optional' units supplement those core skills and allow forces to select units to suit their specific needs.

Overview

The basic, standard and advanced qualifications within this programme are the core requirements for specific levels of driving. The optional units have been developed for both role specific policing tasks, eg pursuit management and the use of more specialist vehicles at all levels of Police driving, eg 4 x 4 off road vehicles, automatic vehicles.

Student's/students' competence will be assessed on a continual basis by the trainer/assessor or as part of a one-off assessment.

Pre-requirements for Driving Related Units

Hold an appropriate DVLA driving licence.

Have appropriate levels of medical and physical fitness.

Demonstrate they have the appropriate skill levels for the standards required, eg an authority to drive a 'van' can be gained at either a basic, standard or advanced level. However to gain an authority to conduct emergency responses in a 'van', the student would need to prove they possess the skills of a 'standard response' driver and is aware of the handling limitations of vans when travelling at high speeds.

Police Optional Driving Qualification

Unit 18: Drive Medium Sized Category B Vans Safely

Element 1: Drive Medium Sized Vans Safely

No	Performance Criteria
1	Demonstrate awareness of the vehicle's size, handling and braking characteristics
2	Reverse and manoeuvre this type of vehicle, accurately and safely, having identified suitable locations for the task
3	Make appropriate use of all available assistance to reverse safely
4	Accurately position the vehicle to enable the safe and appropriate access for passengers and loads
5	Distribute and secure loads to maintain vehicle balance and ensure safe carriage
6	Have due regard at all times for passenger comfort and safety

Police Optional Driving Qualification

Unit 19: Drive Personnel Carriers Category D1/C1 Safely**Element 1: Drive Personnel Carriers Safely**

No	Performance Criteria
1	Demonstrate awareness of the vehicle's size, handling and braking characteristics
2	Reverse and manoeuvre this type of vehicle, accurately and safely, having identified suitable locations for the task
3	Make appropriate use of all available assistance to reverse safely
4	Accurately position the vehicle to enable the safe and appropriate access for passengers and loads
5	Distribute and secure loads to maintain vehicle balance and ensure safe carriage
6	Have due regard at all times for passenger comfort and safety

Police Optional Driving Qualification**Driving Assessment Record****Driving Personnel Carriers/Medium Sized Vans**

Name: _____ Rank & No: _____
Date: _____
Weather/Visibility: _____
Assessment type: _____
Assessor: _____ Vehicle: _____
Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
1,2,10*	1	All PCs	Attitude/Stress Management				
1,3,11*	All elements	All PCs	Maintain driving standards				
1,3,11*	1	1	Handling and braking characteristics				
1,3,11*	1	2.3	Manoeuvring				
1,3,11*	1	4	Positioning for access/egress				
1,3,11*	1	5	Safely distribute and secure loads				
1,3,11*	1	6	Passenger comfort and safety				

(1) Significant development required (2) Shows potential (3) Achieves required standard

(4) Exceeds required standard

*PC = Performance Criteria Assessment level mark: Basic/Standard/Advanced

General Comments

Action Plan

Student signature _____

Assessor's signature _____

Police Optional Driving Qualification

Unit 20: Drive Four Wheel Drive Vehicles Safely 'On the Road'

Element 1: Drive Four Wheel Drive Vehicles Safely, 'On the Road'

No	Performance Criteria
1	Drive this type of vehicle safely in two and four wheel drive modes where appropriate
2	Ensure hill descent and/or appropriate transmission systems are set correctly for 'on road' use
3	Drive this type of vehicle safely taking account of the differences in handling and braking characteristics

Unit Summary

The main purpose of this unit is to familiarise students with the difficulties of driving utility/4x4 type vehicles.

Training Notes

As there are a number of differences between manufacturers, it would be advisable to incorporate information from the vehicle's handbook of the particular four-wheel drive vehicle that will be driven.

The trainer instructs the student on public roads in both urban and rural areas. The main purpose is to familiarise drivers with the handling difficulties of this type of vehicle. The use of low ratio gears should **NOT** be practised on public roads. Throughout the period of instruction the trainer continually assesses the student and makes an informed decision at the end as to their suitability to pass the unit. It is recognised that the off road section of this Unit is a specialist skill area and would normally require appropriate training matched to local operational needs.

Police Optional Driving Qualification

Driving Assessment Record

4x4 Vehicles - On Road

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
1,2,10*	1	All PCs	Attitude/Stress Management				
1,3,11*	All elements	All PCs	Maintain driving standards				
1,3,11*	1	1	Use of 2 or 4 wheel drive modes				
1,3,11*	1	2	Use of hill descent/transmission systems				
1,3,11*	1	3	Handling and braking characteristics				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard

*PC = Performance Criteria Assessment level mark: Basic/Standard/Advanced

Police Optional Driving Qualification

Unit 21: Drive Four Wheel Drive Vehicles Safely In 'Off Road' Environments

Element 1: Drive Four Wheel Drive Vehicles on a Road Safely

No	Performance Criteria
1	Drive this type of vehicle safely in two and four wheel drive modes
2	Identify and select safe 'off road' terrain for the vehicle's use
3	Demonstrate competence in the use of the vehicle's 'hill ascent/descent' and transmission systems
4	Drive the vehicle within its 'off road' limitations
5	After 'off road' use, inspect vehicle to ensure it is undamaged and suitable for public road use

No	Additional Range Statement	
1	Location	A suitable off road terrain and locations

Police Optional Driving Qualification

Driving Assessment Record

4x4 Vehicles - Off Road

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
1*	1	1.2.3.4.5.6	Attitude/Stress Management				
1	1	1	Use of 2 or 4 wheel drive modes				
1	1	2	Identify safe locations for 'off road' use				
1	1	3	Use of hill descent/transmission systems				
1	1	4	Drive within vehicle's 'off road' limitations				
1	1	5	Return to road use				

(1) Significant development required (2) Shows potential (3) Achieves required standard

(4) Exceeds required standard PC = Performance Criteria

*Only applicable assessment level is Basic

Police Optional Driving Qualification

Driving Assessment Record

Unit 22: Safely Drive Vehicles Fitted With An Automatic Transmission

No	Performance Criteria
1	Demonstrate safe, smooth and correct use of the foot brake and accelerator pedal
2	Drive the vehicle within the limitations of its gear range or ranges
3	Demonstrate appropriate use of 'kick-down'
4	Demonstrate correct application of the transmission system using 'drive' and 'lower gear hold' appropriately in order to safely control the vehicle
5	Use additional gear modes appropriately, eg tiptronic and sequential modes etc

Training Notes

This unit may be used for basic, standard and advance drivers.

Police Optional Driving Qualification

Unit 22: Safely Drive Vehicles fitted with an Automatic Transmission

Element 1: Safely Drive Vehicles fitted with an Automatic Transmission

Name: _____ Rank & No: _____
Date: _____
Weather/Visibility: _____
Assessment type: _____
Assessor: _____ Vehicle: _____
Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
1,2,10*	1	All PCs	Attitude/Stress Management				
1,3,11*	All Elements	All PCs	Maintain Driving Standards				
22	1	1	Use of foot brake and accelerator				
22	1	2	Limitation of gear ranges				
22	1	3	Use of kick down				
22	1	4	Drive' and 'lower gear hold'				
22	1	5	Use additional gear modes				

(1) Significant development required (2) Shows potential (3) Achieves required standard

(4) Exceeds required standard PC = Performance Criteria

*PC = Performance Criteria Assessment level mark: Basic/Standard/Advanced

Police Optional Driving Qualification

Unit 23: Provide a Vehicle Escort for other Road Users

Element 1: Provide a Vehicle Escort for other Road Users

No	Performance Criteria
1	Ensure you are fully briefed on the objectives of the escort and debriefed at its conclusion
2	Carry out the necessary pre-use inspection on your vehicle to ensure that it is safe and appropriately equipped for the escort in accordance with legislation and policy
3	Ensure that you are dressed and equipped appropriately for the escort
4	Establish your role in the escort and confirm the planned route
5	Take into account the length and timing of the escort and the other personnel involved
6	Recognise physical problems on the route, eg height/width restriction, bridge weight limits etc and the dynamic capabilities of other vehicles within the 'escort'
7	Operate your vehicle effectively driving at an appropriate and safe speed throughout in accordance with the type of the escort being provided
8	Position your vehicle safely and correctly in accordance with type of escort being provided
9	Maintain clear communication with others involved in the escort as required
10	Take appropriate action at junctions, traffic lights and roundabouts to ensure the safe passage of other road users
11	Show due consideration for members of the public and other road users throughout, acknowledging any assistance provided by them where appropriate

12	Liaise and work in co-operation, with other agencies during the escort where appropriate
13	Deal with individuals in an ethical manner, recognising their needs with respect to race, diversity and human rights
14	Inform relevant others promptly if problems or difficulties arise during the escort
15	Keep accurate and complete documentation relating to the escort as required
16	Demonstrate effective use of signals and emergency warning equipment to alert other road users to your intentions and requirements
17	Demonstrate correct assessment and safe execution of overtaking manoeuvres having regard to the prevailing circumstances, including when necessary the needs and capabilities of the 'escort'
18	Demonstrate appropriate judgement regarding the use of legal exemptions while driving

Unit Summary

This unit covers the provision of a vehicle escort for the safe passage of other road users. It is relevant to the escorts provided by motorcycles and other police vehicles. It does not cover the additional specialised competencies required for VIP and CAT 'A' escorts.

Police Optional Driving Qualification**Vehicle Escorting Assessment Record**

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
10	1	All PCs	Attitude/Stress Management				
11	All elements	All PCs	Maintain driving standards				
11	1	1.2	Pre-use inspection/briefing				
11	1	3	Wear appropriate clothing				
11	1	4.5.6	Planning/problem solving				
11	1	7	Drive safely to needs of convoy				
11	1	8	Positioning for convoy needs				
11	1	9	Communication				
11	1	10	Negotiation of hazards				
11	1	11.13	Consideration				
11	1	12.14	Liaison with others				
11	1	15	Record keeping				
11	1	16	Use of signals				
11	1	17	Overtaking - including with convoy				
11	1	18	Use of legal exemptions while driving				
14	1	2					
11	1	16	Use of warning equipment				
14	1	3					
12	1	3	Motorway entry/exit procedure				
12	1	2	Hard shoulder procedures				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Optional Driving Qualification

Unit 24: Pursuits - Initial Phase

Element 1: Pursuits - Initial Phase

No	Performance Criteria
1	Gather and consider intelligence that suggests a subject vehicle is likely to be none compliant with instructions to stop
2	Identify and evaluate the risk of a pursuit developing
3	If necessary, request support and prepare contingency plans prior to a request to stop a subject vehicle
4	If necessary, ensure preventative options are appropriate for local conditions and proportionate to the intelligence available
5	Initiate stopping procedures safely and correctly in accordance with policy, guidelines and legislation
6	Identify when an activity is a vehicular pursuit as outlined within ACPO/ACPOS Codes of Practice
7	At the earliest opportunity, inform the 'control room' of a vehicle's failure to stop and seek authority to continue the pursuit
8	Decide upon the justification of the pursuit, considering all known factors in accordance with policy, Pursuit criteria, guidelines and legislation
9	Drive within your authorisation and personal limitation
10	Assess suitability of your vehicle for the pursuit
11	Objectively assess and review the risks associated with the safe continuance of the pursuit
12	Identify the need for the pursuit, and request resources necessary to resolve the pursuit safely
13	Ensure that audible and visual warning equipment is used to best effect during the pursuit

14	Using the recognised terminology maintain communication with the control room, providing them with a commentary on the pursuit in accordance with guidance and policy
15	Maintain safe following distances, decline any form of challenge from the suspect, remain calm and resist any temptation to overtake
16	Resist the tendency to become focused on the 'subject vehicle' by demonstrating that you continually scan the environment
17	Comply promptly with any appropriate instruction or order given by the Control Room Staff, 'tactical advisor' or other supervisor
18	Ensure that all actions, decisions and rationale are recorded in accordance with policy and legislation
19	Contribute effectively to any debrief about the incident

No	Range Statement	
1	Activity	A Spontaneous B Pre-planned

Underpinning Knowledge

ACPO/ACPOS Codes of Practice
 Force Policy and Directives
 Radio Procedures

Linked Units

This unit links to Unit 7 and 15 - Stopping Vehicles which should be assessed in conjunction with this unit.

Police Optional Driving Qualification

Pursuits - Initial Phase Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
2,10	1	All PCs	Attitude/Stress Management				
3,11	All elements	All PCs	Maintain driving standards				
24	1	1.2.3.4	Consider intelligence and use of preventative options				
24	1	6	Stopping procedures				
24	1	6.7	Identify and report pursuit				
24	1	8	Justification of pursuit				
24	1	9	Drive within authorisation/limitations				
24	1	10	Vehicle suitability				
24	1	11	Risk assessment				
24	1	12	Identify and request resources				
24	1	13	Use of warning equipment				
24	1	14	Communication				
24	1	15.16	Safe vehicle positioning				
24	1	17	Comply with instruction				
24	1	18	Evidence recording				
24	1	19	Debriefing				

(1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Optional Driving Qualification

Unit 25: Pursuits – Tactical Phase

Element 1: Pursuits – Prevent a Vehicle Pursuit

No	Performance Criteria
1	Gather and consider intelligence that suggests a subject vehicle is likely to be none compliant with instructions to stop
2	Identify and evaluate the risk of a pursuit developing
3	If necessary request support and prepare contingency plans prior to a request to stop a subject vehicle
4	Ensure preventative or pre-emptive tactics are appropriate for local conditions and proportionate to the intelligence available

Element 2: Pursuits - Tactical Phase

No	Performance Criteria
1	Identify and explain all the tactical options including pre-emptive tactics which are available to conclude or prevent the pursuit safely in accordance with policy, guidelines and legislation
2	Assess and constantly review the risk associated with each of the identified options taking into account the safety of all road users
3	Identify and, if necessary, request any additional resources and authorities required to bring the pursuit to a safe conclusion
4	Where appropriate identify a suitable location to carry out the tactic safely
5	Undertake the role of 'pursuit commander' for the implementation of the tactic and communicate this to all concerned
6	Ensure the 'control room and all relevant persons are aware of the tactic to be used and the location where it is to be achieved

7	Ensure that audible and visible warning equipment is used to best effect during this phase of the pursuit
8	Ensure that any proposed action is ethical and proportionate, using only reasonable force, in accordance with policy, guidance and legislation
9	Demonstrate your role during any tactical resolution
10	Respond appropriately to developments during the pursuit, changing tactics or discontinuing the pursuit where necessary
11	Drive within your authorisation and personal limitation
12	Position your vehicle effectively when carrying out tactical resolutions
13	Ensure that all actions, decisions and rationale are recorded in accordance with policy and legislation
14	Contribute effectively to any debrief about the incident

No	Range Statement	
1	Activity	A Spontaneous B Pre-planned

Linked Units

This unit links to Unit 15 - Stopping Vehicles and Unit 24 – Initial Phase Pursuit, which should be assessed in conjunction with this unit.

Underpinning Knowledge

ACPO/ACPOS Codes of Practice

Force Policy and Directives

Radio Procedures

Management of Police Pursuits Tactics Directory

Pursuit Driving

Training Notes

The unit is designed to equip the student with the knowledge and skills to safely engage in pursuit management.

It is during a pursuit that the police driver is at the greatest risk of succumbing to Red Mist; therefore the trainer should constantly monitor student performance during simulated pursuits.

Assessment sheets should be completed for each student and used as a debriefing aid.

Following an initial classroom session that covers ACPO/ACPOS codes and local force instructions, the remainder of the course is spent in learning the practicalities of pursuit driving.

Initially, students are assessed as they control staged pursuits on public roads; where appropriate their abilities and skills are developed off-road when various tactics to end a pursuit are practised.

It is vital to stress that safety is of paramount importance and trainers must retain calm control of the practical sessions at all times.

Each trainer must be prepared to stop the exercise or intervene at any time, should they consider there is a possible risk to anyone.

The driver of the 'subject' vehicle MUST be an experienced police driver trainer.

Persons performing any role in pursuit management must be properly trained in order to comply with the Codes of Practice. Drivers must be qualified within the terms of the current ACPO/ACPOS Approved Training Standards.

Police drivers who are required to undertake pursuit driving at any level must have undergone a pursuit-training course commensurate with their level of involvement. Forces must be in a position to produce documentary evidence of individual driver competence levels.

Handout**Prevent Pursuit**

The best way of preventing a pursuit developing is the effective stopping of a vehicle in the first instance.

ACPO/ACPOS supports the view that prevention of pursuit is vastly preferable to pursuit no matter how well it is managed. On occasions opportunities can arise for the use of tactics to prevent progress of a suspect vehicle before a pursuit ensues.

Initial and Continued Authorisation to Pursue

When faced with a vehicle that is failing to stop or fleeing, the driver of the police vehicle must consider the pursuit criteria outlined below before deciding to pursue that vehicle in the first instance.

All officers should relay information such as the identity of their unit, authorisation of the driver, description of vehicle and occupants, direction of travel and any other relevant information to the control room. Additionally, they will be expected to be part of the option forming process to resolve a pursuit in the safest and most appropriate manner according to the circumstances.

Before authorising a pursuit there are a number of specific factors which the control room supervisor must consider before granting the initial and continuing authorisation.

These pursuit criteria are listed below:

1. The current level of risk taking by the pursued driver
2. Whether or not the suspect's identity is known
3. The seriousness of any known offence committed or suspected
4. The weight of intelligence as to whether the suspect's are, or likely to be, armed
5. Whether the driver is, or appears to be, a juvenile or whether it appears other vulnerable person(s) may be carried in the vehicle

6. The type of vehicle pursued, eg car, motorcycle etc
7. The current/anticipated route as regards time of day, road, weather, traffic or specific considerations such as schools, licensed premises or off road terrain etc
8. The availability of tactical options

Handout

Conducting a Pursuit

Whilst pursuing a vehicle, ALL drivers must remember to keep a safe distance from the pursued vehicle to give themselves adequate time to react to any circumstances that may develop. Additionally, they must avoid any activity that would place the driver refusing to stop under any additional pressure. Research has shown that following a vehicle too closely can significantly increase the pressure upon the driver being pursued and increase the likelihood of a collision.

It is imperative that any changes affecting the level of risk created by a pursuit are immediately reported to the Control Room. If the dynamic risk assessment process highlights increased risk, the issue of proportionality must be reconsidered and current authorities reviewed. For pursuits to be successfully and professionally resolved requires a disciplined team approach by police drivers, control room operators, pursuit TA and supervisors. Drivers must display restraint at all stages of pursuits, reacting positively to directions from control room supervisors. Control room supervisors should mobilise, deploy and co-ordinate resources in support of those directly engaged, whilst continually appraising the information being provided below.

Before requesting or granting authorisation for a pursuit, there are a number of criteria which drivers and control room staff must consider in this decision making process known as the 'Pursuit Criteria'. On receipt of that information, the control room supervisor should make an immediate decision whether to authorise the continuation of the pursuit or discontinue it at that stage. This

decision must be relayed to the police driver and recorded.

This risk assessment MUST continue as part of a dynamic risk assessment during the pursuit and decisions made on an ongoing basis by both police drivers and control room staff as to whether the pursuit should continue in the light of emerging circumstances, intelligence and information. This must also take into account the tactical options available, together with the realistic likelihood of them being effectively deployed.

Handout**Terminology and Definitions**

The following is a list of terminology and definitions commonly used throughout a pursuit management.

Pursuit

A police driver is deemed to be in a pursuit when: A driver indicates by their actions or continuance of their manner of driving that they have no intention of stopping for police and the police driver believes that the driver of the subject vehicle is aware of the requirement to stop and decides to continue behind the subject vehicle with a view of either reporting its progress or stopping it. Pursuits may be spontaneous or pre-planned.

Spontaneous Pursuit

A pursuit will be considered to be spontaneous when the actions of the suspect driver in deciding to flee are triggered by the presence of a patrolling police vehicle without prior warning or sufficient time for the development of specific strategy and plans, regardless of whether or not the patrolling officer made an initial requirement for the vehicle to stop.

Pre-planned Pursuit

A pursuit will be considered to have been pre-planned if the risk of pursuit was foreseeable and the police have had time and opportunity to develop strategy, identify tactics and prepare contingency plans in advance of the event.

Foreseeable risk of Pursuit

Foreseeable risk of pursuit shall be considered to be present when officers are dealing with a specific vehicle or driver within a specific time frame in a specific location and intelligence exists to suggest a driver is likely to be non compliant with instructions to stop. It will not be considered to be present when officers are simply patrolling crime hot spots or they have been required to keep general observations for a circulated vehicle or person.

Exceptional Circumstances

Exceptional circumstances are those which have the clear potential for grave consequences. They will be most likely to involve immediate risk to life, significant levels of damage to property/infrastructure, or issues of national security.

Tactics

A pursuit tactic will be any action or combination of actions intended to prevent or bring about the end of a pursuit by means of physical intervention.

Subject Vehicle

A subject vehicle is one the police are in pursuit of or is subject to a pre-planned operation.

Feeder Vehicle

A police vehicle not directly involved in the pursuit which has been strategically placed in order to maintain or direct a subject vehicle in a preferred direction, either to deploy a particular tactic or prevent access to an area whereby the level of risk would be increased.

Pursuit Tactical Advisor

The pursuit tactical advisor has the following responsibilities:

Spontaneous Pursuits

Provide advice to pursuit commanders and/or control room staff during the pursuit

Work with firearms tactical advisors to give advice regarding armed pursuits.

Provide operational support to crews pursuing police vehicles.

Monitor incoming commentary.

Consider the range of tactical options available and make suggestions.

Pre-Planned Operations

Take part in the operational planning process.

Provide input to any documented risk assessment.

Suggest the range of tactical options available.

With time constraints allowing, be present in the control room during the operation to assist staff.

Pursuit Commander

The pursuit commander is an authorised officer within one of the pursuing tactical phase vehicles who is responsible for execution of vehicle tactics and maintaining communication during the management of a pursuit. The role is not 'rank' based but will be undertaken by the person most appropriately placed to make any tactical decisions necessary. The pursuit commander should clearly identify themselves as such to all other officers engaged in the pursuit and to the control room.

Boxing

Boxing is defined as the tactical blocking in of a subject vehicle by surrounding it with a sufficient number of police vehicles to restrict its progress and cause it to come to a gradual, controlled halt.

Tactical Contact

A police vehicle makes deliberate contact with a subject vehicle with a view to terminating its progress. It can have serious consequences and it should only be considered when there is a perceived danger to life if the subject vehicle is allowed to continue, other effective tactics are not available and the option of discontinuing the pursuit is not appropriate.

The principle of proportionality under human rights legislation must be carefully considered before using tactical contact. All officers using this tactic MAY be required to justify their decision.

Static Stop/Solid Road Block

Static stop and solid road block are essentially the same. The difference lies in how vehicles are presented to the subject vehicle. The static stop involves the use of liveried police vehicles to form a barrier, whilst the solid road block presents the subject vehicle with immovable vehicles or objects rather than police vehicles blocking the road ahead. There is significant danger to the occupants of subject's vehicles in cases where either of the tactics are

deployed. Any collision would carry high risk of life changing injury or death. For this reason, implementation of these tactics must be considered as a last resort and only where exceptional circumstances exist.

The authority of a Superintendent or above is required for use of these tactics.

HOSTYDS (Hollow Spike Tyre Deflation Systems)

These consist of a number of hollow metal spikes held in a flexible frame or encased in a plastic cover that can be rapidly placed across the road in the path of a subject vehicle. As the vehicle passes over the system, spikes penetrate the tyres and remain in them causing a controlled deflation. Due to the gradual decrease in air pressure from the tyres, speed will be reduced and steering will become increasingly more difficult.

Initial Phase

A spontaneous pursuit commenced by a standard/response driver/rider with a suitable vehicle, which has been authorised to continue by an appropriate member of control room staff. The driver in this phase conveys information relative to the pursuit criteria and direction of travel, but has no authority to take an active part in tactical resolution.

Tactical Phase

An authorised pursuit commenced, or taken over by an advanced driver who assumes the role of Pursuit Commander.

Handout**Pursuit Commentary****Expression to be used and meaning:****Subject**

Vehicle subject of pursuit.

Not One, Not Two

Indicates that the subject vehicle is negotiating a roundabout and has passed the first, second exit.

Taken First, Taken Second

Indicates that the subject vehicle has taken first, second exit off a roundabout.

Going Round Again

Indicates the subject is starting a second or subsequent circuit of a roundabout; the commentary will then continue as for the first circuit in relation to the exit he/she does or does not take.

No Deviation

Subject is continuing straight ahead - as at a cross-roads.

Left, Left, Left

Indicates subject has made a left turn.

Right, Right, Right

Indicates subject has made a right turn.

U-turn

Indicates subject has done a U-turn and is returning along the same route.

Nearside/Offside

Refers to an identified premise or landmark when there is no deviation from the subject vehicle.

Temporary Loss

Refers to a temporary loss of the 'subject' vehicle.

Total Loss

This refers to a total loss of the 'subject' vehicle.

Handout**HOSTYDS (Hollow Spike Tyre Deflation System)**

Pursuit situations are a high-risk activity and can be extremely dangerous to both the public and police officers. It is clear that the longer the pursuit continues the greater the risk becomes. Various independent agencies have carried out considerable research to devise a system that can successfully slow down and stop a 'subject' vehicle safely.

A tried and tested method of slowing a pursued vehicle is to place a device across the road which will puncture its tyres and cause them to deflate in a controlled manner by the use of sharp hollow spikes. Such systems are used by the majority of police forces in the United Kingdom and are manufactured under different trade names. The principle is the same in that the equipment is deployed on the roadway and the offending vehicle drives over it thus leading to a controlled tyre deflation.

The equipment is only to be used by officers trained in its use and tactical deployment. Information must suggest that a 'subject' vehicle, which requires stopping, will pass upon a known route. The deploying officer will hold the responsibility for ensuring the safe deployment of the equipment and that other motorists do not come into contact with it.

It should be fully recognised by all concerned that the deployment of this equipment should not be deployed against motorcycles or quads, except in exceptional circumstances. The strategic and intelligent use of the equipment will enable police officers to have a viable alternative in dealing with potentially dangerous pursuit situations.

It is permissible to use HOSTYDS on motorways and large dual carriageways,

but before doing so the specific health and safety issues surrounding such a deployment, both operationally and in training, must be fully risk assessed.

Where preventive or pre-emptive actions are clearly proportionate to the intelligence available, the use of HOSTYDS will be preferable to a pursuit.

The deployment of this type of equipment comes under the umbrella of reasonable force within Section 3 of the Criminal Law Act 1967.

Police Optional Driving Qualification

Unit 25: Pursuits - Tactical Phase Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
10	1	All PCs	Attitude/Stress Management				
11	All elements	All PCs	Maintain driving standards				
25	1	1.2.3.4	Consider intelligence and use of preventative options				
25	2	1	Knowledge				
25	2	2	Risk assessment				
25	2	3	Identify and request resources				
25	2	4	Identify resolution location				
25	2	5	Ground commander				
25	2	6	Communication				
25	2	7	Use of warning equipment				
25	2	8	Ensure actions are proportionate/lawful				
25	2	9	Identify roles				
25	2	10	Flexibility				
25	2	11	Drive within authorisation/limitations				
25	2	12	Position during tactical resolutions				
25	2	13	Evidence recording				
25	2	14	Debriefing				

(1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Optional Driving Qualification

Unit 26: Pursuits - Feeder Vehicles

Element 1: Feeder Vehicles

No	Performance Criteria
1	Identify an appropriate and safe location for the deployment of a 'feeder vehicle' relative to the proposed tactics and prevailing circumstances
2	Position the police vehicle safely and effectively when deployed as a 'feeder vehicle'
3	Assess and constantly review the risk associated with each of the identified options taking into account the safety of all road users including self

Training Notes

The role of 'feeder' vehicle should only be performed by drivers who have undertaken this unit. The key points here are not reliant so much on driving skills; moreover they rely on the driver using common sense and considering the safety of all.

The positioning of any feeder vehicle must always be carefully considered in the light of a risk assessment by the driver and assessment of the health and safety of the police officers and other road users, including the occupants of the 'subject' vehicle.

It cannot be stressed enough that a 'feeder' vehicle MUST NOT be placed in a position where it will cause danger to any road user. It should be remembered that a fleeing driver might target a police vehicle and aim to hit it deliberately. If the police vehicle is to be left in a position where it would be vulnerable to such attack, the driver and passengers MUST vacate it and move to a safe place some distance from the vehicle. If this cannot be done with time to spare the tactic MUST NOT be used.

Feeder vehicles MUST NOT block a road. Nor should they be placed on the

same road as the 'subject' vehicle in a position where the 'subject' vehicle will have to swerve to avoid it.

REMEMBER: PUBLIC AND OFFICER SAFETY IS AT RISK - ACT SENSIBLY, WITH SAFETY BEING THE PARAMOUNT CONSIDERATION.

Police Optional Driving Qualification

Pursuits - Feeder Vehicles Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
2,10	1	All PCs	Attitude/Stress Management				
3, 11	All elements	All PCs	Maintain driving standards				
26	1	1	Identify safe location for tactic				
26	1	2	Position vehicle safely for tactic				
26	1	3	Safety margins maintained				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Optional Driving Qualification

Unit 27: Pursuits – Tactical Advisor

Element 1: Pursuits – Tactical Advisor

No	Performance Criteria
1	Demonstrate that you are qualified in the range of tactical options available in your force to resolve a vehicular pursuit
2	Demonstrate geographical knowledge of the force area
3	Establish that the pursuit is being conducted in accordance with policy and the law
4	Identify resources required for safe continuance of the pursuit
5	Analyse and explain the full remit of recognised tactical options available to resolve a vehicular pursuit
6	Identify and explain the tactical options available to resolve pursuits when firearms are suspected of being carried in a 'subject' vehicle
7	Assess and constantly review risks associated with each of the identified options taking account of the safety of the public and all concerned
8	When appropriate terminate a pursuit in line with ACPO/ACPOS force policies
9	When appropriate liaise with other forces identifying any tactical authorities previously given
10	Utilise the correct terminology during a pursuit
11	Ensure information is recorded accurately
12	Contribute effectively to any debrief about the incident

No	Range Statements
1	Pre-planned pursuit
2	Spontaneous pursuit

Training Notes

Handouts relating to emergency response, pursuits and HOSTYDS will be issued to students

Police Optional Driving Qualification

Pursuits - Tactical Advisor Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Vehicle: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
27	1	1	Demonstrate that you are qualified in the range of tactical options available in your force to resolve a vehicular pursuit				
27	1	2	Demonstrate geographical knowledge of the force area				
27	1	3	Establish that the pursuit is being conducted in accordance with policy and the law				
27	1	4	Identify resources required for safe continuance of the pursuit				
27	1	5	Analyse and explain the full remit of recognised tactical options available to resolve a vehicular pursuit				
27	1	6	Identify and explain the tactical options available to resolve pursuits when firearms are suspected of being carried in a 'subject' vehicle				
27	1	7	Assess and constantly review risks associated with each of the identified options, taking account of the safety of the public and all concerned				
27	1	8	When appropriate terminate a pursuit in line with ACPO/ACPOS force policies				

27	1	9	When appropriate liaise with other forces identifying any tactical authorities previously given				
27	1	10	Utilise the correct terminology during a pursuit				
27	1	11	Ensure information is recorded accurately				
27	1	12	Contribute effectively to any debrief about the incident				

(1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Optional Driving Qualification

Unit 28: Controlling Pursuits - Control Room Operators

Element 1: Controlling Pursuits - Control Room Operators

No	Performance Criteria
1	Identify when an activity constitutes a pursuit and actively takes control of the pursuit
2	Informs control room supervisor of the existence of the pursuit at the earliest opportunity. If not available make decisions regarding authorisation pursuit
3	Establishes that the police driver is authorised to undertake a pursuit and take appropriate action in accordance with policy
4	Establish and record the criteria to be considered before authorising continuance of a pursuit
5	Identify, advise, guide, deploy and control the additional resources required for safe continuance of the pursuit
6	Identify the tactical options available to bring a pursuit to a safe conclusion
7	Demonstrate geographical knowledge of the force area, identifying locations of key areas such as towns, villages and force boundaries
8	Utilise the correct terminology during a pursuit
9	Closely monitor and control a pursuit
10	Effectively monitor incoming information and co-ordinate radio communications
11	Record information accurately
12	When appropriate discontinue a pursuit in line with ACPO and Force policies
13	When necessary set up cross border arrangements for radio communications

14	Contribute effectively to any debrief about the incident
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No	Additional Range Statements
1	Pre-planned pursuit
2	Spontaneous pursuit

Police Optional Driving Qualification

Pursuits - Controller's Assessment Record

Name: _____ Rank & No: _____

Date: _____

Assessment type: _____

Assessor: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
28	1	1	Identify when an activity constitutes a pursuit and actively takes control of the pursuit				
28	1	2	Inform control room supervisor of the existence of the pursuit/if necessary make decision to authorise				
28	1	3	Establishes that the police driver is authorised to undertake a pursuit and take appropriate action in accordance with policy				
28	1	4	Establish and record the criteria to be considered before authorising continuance of a pursuit				
28	1	5	Identify, advise, guide, deploy and control the additional resources required for safe continuance of the pursuit				
28	1	6	Identify the tactical options available to bring a pursuit to a safe conclusion				
28	1	7	Geographical knowledge				
28	1	8	Terminology				
28	1	9	Closely monitor and control a pursuit				
28	1	10	Effectively monitor incoming information and co-ordinate radio communications				
28	1	11	Record information accurately				
28	1	12	When appropriate terminate a pursuit in line with ACPO and force policies				
28	1	13	Cross border radio communications				
28	1	14	Debriefs				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Police Optional Driving Qualification

Unit 29: Controlling Pursuits - Control Room Supervisors

Element 1: Controlling Pursuits - Control Room Supervisors

No	Performance Criteria
1	Identify when an activity constitutes a pursuit and actively takes control of the pursuit
2	Establish overall control of the pursuit
3	When appropriate give initial and continued authority to pursue/deployment of HOSTYDS
4	Ensure criteria for authorisation and continuance of the pursuit are established and continually conduct dynamic risk assessments
5	Identify and order the additional resources required for safe continuance of the pursuit
6	Identify and liaise with the tactical advisor/pursuit commander
7	Identify the tactical options available to prevent or bring a pursuit to a safe conclusion
8	Demonstrate geographical knowledge of the force area, identifying locations of key areas such as towns, villages and force boundaries
9	Utilise the correct terminology during a pursuit
10	Monitor and co-ordinate all information
11	Ensure information is recorded accurately
12	When appropriate discontinue a pursuit in line with ACPO and force policies
13	When appropriate, liaise with other forces identifying any tactical authorities previously given
14	Contribute effectively to any debrief about the incident.

No	Additional Range Statements
1	Pre-planned pursuit
2	Spontaneous pursuit

Police Optional Driving Qualification**Pursuits - Control Room Supervisors**

Name: _____		Rank & No: _____					
Date: _____							
Assessment type: _____							
Assessor: _____							
Competent/Not competent: _____							
Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
29	1	1	Identify when an activity constitutes a pursuit and actively takes control of the pursuit				
29	1	2	Establish overall control of the pursuit				
29	1	3	When appropriate, give initial and continued authority to pursue/deployment of HOSTYDS				
29	1	4	Ensure criteria for authorisation and continuance of the pursuit are established and continually conduct dynamic risk assessments				
29	1	5	Identify and order the additional resources required for safe continuance of the pursuit				
29	1	6	Identify and liaise with the tactical adviser/pursuit commander				
29	1	7	Identify the tactical options available to prevent or bring a pursuit to a safe conclusion				
29	1	8	Geographical knowledge				
29	1	9	Terminology				
29	1	10	Monitor and co-ordinate all information				
29	1	11	Ensure information is recorded accurately				

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29	1	12	When appropriate terminate a pursuit in line with ACPO and force policies				
29	1	13	When appropriate, liaise with other forces identifying any tactical authorities previously given				
29	1	14	Debriefs				

(1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Training Notes (Controllers and Control Room Supervisors)

For pursuits to be successfully and professionally resolved a disciplined team approach by police drivers, control room staff and supervisors is essential. Drivers must display restraint at all stages of a pursuit, reacting positively to directions from the control room. The control room staff should mobilise, deploy and co-ordinate resources in support of those directly engaged while constantly appraising incoming information.

A pursuit must be discontinued when the risk factor becomes disproportionate to the reason for undertaking it. There should be no hesitation on the part of either party in abandoning the pursuit. Supervisors must accept their responsibilities to ensure that any pursuit is being conducted in the best way possible.

From the above, it can be seen that control room radio operators and their supervisors have a vast role to play in the management of vehicular pursuits.

Relevant policy documents and handouts relating to pursuits, emergency response and HOSTYDS should be issued to students attending this course.

Police Optional Driving Qualification

Unit 30: Vehicle Stopping Devices

Element 1: Safely Deploy and Operate Vehicle Stopping Devices

No	Performance Criteria
1	Selects the occasions when the use of a tyre deflation device is acceptable
2	Selects a safe location for deployment of the device
3	Considers health and safety implications before handling and deploying the device
4	Demonstrates the use of reasonable force within the legal implication
5	Implements national and local guidelines regarding the use of such devices
6	Deploys and retracts the device safely
7	Record evidence relating to the deployment accurately as appropriate
8	Contribute effectively to any debrief about the incident

Police Optional Driving Qualification

Vehicle Stopping Devices - Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
30	1	1	Correctly assesses occasions when device can be used				
30	1	2	Site selection				
30	1	3	Health and safety				
30	1	4	Use of reasonable force				
30	1	5	Policy/procedure				
30	1	6	Deploys/retracts device safely				
30	1	7	Records evidence				
30	1	8	Debriefing				

- (1) Significant development required (2) Shows potential (3) Achieves required standard
 (4) Exceeds required standard PC = Performance Criteria

Training Notes

In devising a training package to cover the deployment of vehicle stopping devices or HOSTYDS, it was recognised that a number of people may become involved in the decision making process and subsequent deployment of the device. Therefore, this training event is divided into two phases. The first, covering health and safety issues, legislation and ACPO guidelines is for delivery to all personnel: these could be control room staff, line managers or senior officers, as well as those who will deploy the device.

Phase 2, covering health and safety and the practical application of the equipment, relates only to those who will deploy the device.

There is a need to ensure that a suitable and sufficient assessment is made of the risks from the deployment of HOSTYDS to determine its suitability for use on motorways; the minimum precautions required to deploy it safely and the training needs of authorised officers.

The provision of training to authorised officers, which addresses the conclusions of the above assessment and is sufficiently realistic to equip officers with the knowledge and skills to deploy HOSTYDS safely in operational situations.

Forces should implement an effective system of reactive monitoring for the use of HOSTYDS, which provides relevant information and experience in the operational use of HOSTYDS that can be fed back into risk assessments and officer updating/training.

The implementation of effective systems for proactive monitoring of health and safety performance through which managers can satisfy themselves that traffic officers are applying health and safety procedures correctly and consistently throughout the force on a day-to-day basis.

Range Statements

Generic range statements relating to Units 2 to 6 are listed below, however certain elements have specific additional range statements these are contained under those performance criteria within each specific element.

No	Range Statements	
1	Road Type	A Motorways and/or multi carriageways B Major roads C Minor roads D Urban settings E Rural settings
2	Time of day	A Daylight and/or darkness
3	Traffic volume	A Low B High
4	Road surface	A Good B Poor
5	Visibility	A Good B Poor
6	Weather conditions	A Good B Poor

Underpinning Knowledge

This is a list of information that underpins the programme. Various elements require student access to a number of information sources. Each element will require different points of reference. The list shown below is not exhaustive and various forces may wish to create additional materials.

Roadcraft Manual

Highway Code

Know Your Traffic Signs

Human Aspects of Police Driving

ACPO/ACPOS Pursuit Guidance

ACPO/ACPOS Tactics Directory

Road Traffic Legislation (inc Road Safety Act)

Health & Safety Legislation (Dynamic Risk Assessments)

Vehicle/equipment Manufacturers' Operating Instructions

Force Policy/Procedures

Practice Advice on the Policing of Roads Manual

Radio Procedures

Handouts from ACPO Police Driving Manual 2009

Criminal Law Act 1967

Police and Criminal Evidence Act 1984

Assessment Criteria

By the end of the course successful students must have demonstrated a consistent level of competency in all units. Evidence can be gathered through observation, commentary, product, testimony and direct questioning. Evidence is information that supports judgements about achievements. The assessor must be satisfied that the student can repeat the performance unaided in the future.

National Occupational Standards

National Occupational Standards (NOS) specify the standards of performance staff are expected to achieve in their work and the knowledge and understanding they need to perform effectively.

The Unit applicable to the standard driving course is:

CE201 Prepare and drive patrol and response vehicles

Summary

This unit is about preparing and driving vehicles for patrol and for responding to incidents. The unit is appropriate for drivers who are authorised to provide emergency responses to incidents.

Preparation involves pre-use inspections to ensure the vehicle is suitable and safe for use. It also covers checking that the required operational equipment (eg fire extinguisher, first aid box, signs, cones etc) is available, and rectifying or reporting any defects.

Officers must be able to drive patrol and response vehicles safely in accordance with legislation, current policy and their authorisation. In instances where it is necessary to exercise statutory exemptions, officers must be able to justify their actions. They will need to take into account road type and prevailing conditions, and the health and safety of themselves and others.

There are two elements

CE201.1 Prepare patrol and response vehicles for use

CE201.2 Drive patrol and response vehicles safely

Performance Criteria of the National Occupational Standard

CE201.1 Prepare patrol and response vehicles for use	
1	Identify the class of vehicle that you are authorised to use
2	Carry out a pre-use inspection of the vehicle in accordance with manufacturers' guidance, current legislation and policy
3	Identify any problems with the vehicle and take the appropriate action
4	Ensure any operational equipment required to be with the vehicle is present and in working order
5	Keep accurate and complete documentation
CE201.2 Drive patrol and response vehicles safely	
1	Drive vehicles safely within your authorisation and personal limitations at all times
2	Drive vehicles in accordance with legislation, the Highway Code, manufacturer's guidance and policy
3	Justify your actions when it is necessary to exercise statutory exemptions when driving the vehicle
4	Drive within the limitations of the vehicle, whilst taking into account local conditions
5	Take into account the health and safety of self and others during driving
6	Recognise and respond appropriately to fatigue, stress and other factors that might impair your judgement, performance and decision making while driving
7	Undertake emergency responses safely in line with the principle of proportionality
8	Correctly identify and report any vehicle defects or damage that occurs whilst the vehicle is under your control in accordance with policy
9	Keep accurate and complete documentation

Correlation of NOS to ACPO Standard Driving Course Units

The chart below demonstrates the link between the National Occupational Standards and the Units and Elements of the Basic, Standard, and Advanced Police Driving qualifications and the other Optional Units within the ACPO Police Driving Manual 2009

Basic Police Driving		
Driving Unit	Element	NOS
Unit 1	Element 1 Essential Attitudes	CE201.2 – 1/2/5/6/8 AA1.1
Standard Response Police Driving		
Unit 2	Element 1 Essential Attitudes	CE201.2 – 1/2/5/6/8 AA1.1
Unit 3	Element 1 Vehicle Preparation	CE201.1 – 1-5 CE201.2 – 8
	Element 2 Information/System	CE201.2 – 1/2/4
	Element 3 Progress/Restraint	CE201.2 – 1-7
	Element 4 Vehicle Control	CE201.2 – 1/2/4/7
	Element 5 Positioning	CE201.2 – 1/2/4/7
	Element 6 Cornering	CE201.2 – 1/2/4/7
	Element 7 Driver's Signals	CE201.2 – 1/2/7
	Element 8 Overtaking	CE201.2 – 1/2/4/5/7
	Element 9 Manoeuvring	CE201.2 – 1/2/4/5/7
Unit 4	Element 1 Motorways	CE201.2 – 1/2/4/5/7
Unit 5	Element 1 Drive in Darkness	CE201.2 – 1/2/4/5/6/7
Unit 6	Element 1 Response	CE201.2 – 1-7 and 9
Unit 7	Element 1 Stopping Vehicles	CE201.2 – 1/2/3/4/5/9 CE301.1 – 1-6 CE303.1 – 1/2/3/4/5/6 CE303.2 – 1 and 2 CE304.1 – 1/2/3/4/5
Unit 8	Element 1 Vehicle Stability	CE201.2 – 1/2/4/5
Unit 9	Element 1 ECO Driving	CE201.1 – 2 and 3 CE201.2 – 2 and 4
Advanced Police Driving		
Unit 10	Element 1 Essential Attitudes	CE201.2 – 1/2/5/6/8 AA1.1
Unit 11	Element 1 Vehicle Preparation	CE201.1 – 1-5 CE201.2 – 8
	Element 2 Information/System	CE201.2 – 1/2/4
	Element 3 Progress/Restraint	CE201.2 – 1-7
	Element 4 Vehicle Control	CE201.2 – 1/2/4/7
	Element 5 Positioning	CE201.2 – 1/2/4/7
	Element 6 Cornering	CE201.2 – 1/2/4/7
	Element 7 Driver's Signals	CE201.2 – 1/2/7

	Element 8 Overtaking	CE201.2 – 1/2/4/5/7
	Element 9 Manoeuvring	CE201.2 – 1/2/4/5/7
Unit 12	Element 1 Motorways	CE201.2 – 1/2/4/5/7
Unit 13	Element 1 Drive in Darkness	CE201.2 – 1/2/4/5/6/7
Unit 14	Element 1 Response (Optional)	CE201.2 – 1-7 and 9
Unit 15	Element 1 Stopping Vehicles (Optional)	CE201.2 – 1/2/3/4/5/9 CE301.1 – 1-6 CE303.1 – 1/2/3/4/5/6 CE303.2 – 1 and 2 CE304.1 – 1/2/3/4/5
Unit 16	Element 1 Vehicle Stability	CE201.2 – 1/2/4/5
Unit 17	Element 1 ECO Driving	CE201.1 – 2 and 3 CE201.2 – 2 and 4
Optional Units		
Unit 18	Element 1 Personnel Carriers D1/C1	CE201.2 – 1/2/4/5/6/8
Unit 19	Element 1 Medium sized vans Cat B	CE201.2 – 1/2/4/5/6/8
Unit 20	Element 1 4 x 4 on road	CE201.2 – 1/2/4/5/6/8
Unit 21	Element 1 4 x 4 off road	CE201.2 – 1/2/4/5/6/8
Unit 22	Element 1 Automatic	CE201.2 – 1/2/4/5/6/8
Unit 23	Element 1 Vehicle Escort	CE202.1 – 1 to 17
Unit 24	Element 1 Initial Pursuit	CE303.1 – 1-6 CE303.2 – 1 to 11
Unit 25	Element 1 Prevent Pursuit Element 2 Tactical Pursuit	CE303.1 – 1-6 CE303.3 – 1 to 13
Unit 26	Element 1 Feeder Vehicles	CE303.2 – 5/8/10/11 CE303.3 – 5-11 and 13
Unit 27	Element 1 Pursuit TA	CE303.3 – 1/2/3/8/12/13
Unit 28	Element 1 Control Room Operators	
Unit 29	Element 1 Control Room Supervisors	
Unit 30	Element 1 Vehicle Stopping Devices	CE303.3– 1/2/3/5/7/8/9/12/13

Amendments and Suggestions

If you wish to make any comments about these materials or suggestions for amending them, please photocopy and complete this form before returning to your National Driving Schools **Regional Representative**.

We are grateful to you for taking the time to do this, as we are trying to make these materials as relevant, current and helpful as possible.

Subject Matter		
Page Number		
Amendment/Suggestion		
Reason (please attach any supporting documents)		
Name and Address	Telephone No	Date

For Regional Representative Use

Action: Yes/No	Acknowledgement Date:

Amendment Made	Date:
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