

National Police Driving Schools Conference

Police Motorcycling 2009

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Enquiries: ACPO Lead on Police Driver Training.

Foreword

The ACPO/ACPOS Police Motorcycle 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 motorcycling, 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/ACPOS Police Motorcycling 2009

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Introduction

'The ACPO/ACPOS Police Motorcycling Manual' has been designed to help forces develop effective courses for police motorcycling 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: Rider Training Programme

This section contains the framework of the rider'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 motorcycling.

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 instruction.

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

Trainers who deliver specialist rider 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 motorcycle training. The only essential requirements are that students hold a current full DVLA licence for the category of motorcycle being ridden. Students undertaking a police 'advanced' motorcycling course will have completed a police 'standard' riding 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', 'Motorcycle Roadcraft - The Police Rider's Handbook' and a Rider'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', 'Motorcycle Roadcraft - The Police Rider's Handbook', a Rider'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.

Machines of the standard required should be available. For advanced motorcycling the machines should be medium and high performance motorcycles 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 Motorcycle Roadcraft, the Highway Code, an appropriate Driver/Rider's Development Profile and a copy of the course timetable. Students should be expected to read Motorcycle 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 'Motorcycle 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 'Motorcycle Roadcraft'. The pass mark for both papers will be not less than 65% for Standard riders and 75% for Advanced riders. 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 motorcycling 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 motorcycling.

Student progress will be recorded in the Rider's Development Portfolio (DDP) which contains action plans to assist development where necessary. Copies of all assessment sheets will be kept in the RDP 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 RDPs. It is suggested that, following a settling-in period, the training programme should be assessed against the performance of the riders 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 Motorcycling Standards were developed in order to ensure that police riders 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 riding requirement. All student riders 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 "Rider's Development Portfolio". It is vital that this is kept up to date. Throughout the motorcycling course the trainer will be making assessments of each student's riding 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 riders 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 motorcycling. 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 Motorcycling. 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', 'Motorcycle 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 ride 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' riding 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 roadside 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 ride. 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 motorcycling 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 ride 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:

Rider Training Programme

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The Riding 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 2 weeks to attain

competence in all the elements of the 'standard' course and 3 weeks to attain competence in all the elements of the 'advanced' course.

1. Basic Police Motorcycling

Unit Summary

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

Overview

Those undertaking this assessment will hold a full DVLA licence for the class of machine to be ridden. The process will take approximately one hour. Riding 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-riding checks, completion of relevant documentation, safe carriage of loads and local policy/procedure relating to appropriate riding matters.

As 'basic' riders 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 Motorcycling

Unit 1: Basic Police Motorcycling

Element 1: Essential Attitudes

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

Element 2: Basic Riding Skills

No	Performance Criteria
1	Complete basic machine safety checks, recognise, report and document obvious defects
2	Know the importance of familiarisation with a machine's controls
3	Demonstrate effective observations, anticipation and planning to ensure that hazards are recognised and safe riding is maintained
4	Position the machine accurately in order to maintain it on a safe and appropriate course
5	Safely and accurately control the motorcycle through appropriate use of the throttle, brakes, gears and clutch
6	Ride 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 motorcycle 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 motorcycle and understand the benefits of acquiring assistance before completing difficult manoeuvres
11	Manoeuvre and park the machine 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 relating 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 Motorcycling Qualification

Basic Riding Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings		
				C	NC
1	1	1	Attitude/Stress Management		
1	2	1.2	Machine 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 throttle		
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 Motorcycling

Unit Summary

The purpose is to train police riders 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 riders' handbook 'Motorcycle 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 rider having an increased awareness; the recognition of real and potential hazards and the adoption of a system of riding that leaves nothing to chance. All practical training will be conducted on machines that meet health and safety requirements.

Overview

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

Throughout the practical riding 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. Riding 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 ride the students should summarise the session highlighting positive and developmental areas; the trainer gives constructive feedback and an action plan for subsequent rides. 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 'Motorcycle Roadcraft' and the 'Highway Code'.

Pre-requirements

Hold the appropriate full driving licence.

Have appropriate levels of medical and physical fitness.

Police Standard Response Motorcycling Qualification

Unit 2: Essential Attitudes/Stress Management

Element 1: Essential Attitudes/Stress Management

No	Performance Criteria
1	At all times when riding 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 riding 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 riding task in the face of any other distractions

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

Police Standard Response Motorcycling Qualification

Unit 3: Prepare and Ride Police Motorcycles

Element 1: Machine Preparation

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

Element 2: Information/System of Motorcycle 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 riding situations
3	Explain and demonstrate ability to use 'observation links' as described in 'Motorcycle Roadcraft'
4	Use the information and anticipation to formulate flexible driving plans
5	Implement riding plans using the 'Motorcycle Roadcraft' riding system to safely negotiate all riding situations

Element 3: Progress and Restraint

No	Performance Criteria
1	Demonstrate the ability to accurately judge the speed of your own motorcycle 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: Motorcycle Control

No	Performance Criteria
1	Demonstrate accurate use of the throttle to safely and smoothly control the motorcycle
2	Demonstrate that you correctly apply the requisite amount of braking at the correct time to safely control the machine
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 Motorcycle Roadcraft
4	Safely and accurately position the motorcycle, demonstrating the appropriate techniques at all times
5	Adopt the most suitable position whilst manoeuvring as defined in Motorcycle 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 Motorcycle Roadcraft

Element 7: Rider's Signals

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

No	Additional Range Statement								
1	<table border="1"> <tr> <td>Range of Signals</td> <td>A Indicators</td> </tr> <tr> <td></td> <td>B Lights</td> </tr> <tr> <td></td> <td>C Audible</td> </tr> <tr> <td></td> <td>D Arm Signals</td> </tr> </table>	Range of Signals	A Indicators		B Lights		C Audible		D Arm Signals
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 'Motorcycle 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	Manoeuvre the motorcycle accurately and safely, having identified suitable locations for the task
2	Make appropriate use of all available assistance to move backwards 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: Riding In Darkness

Element 1: Riding 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 motorcycle's lights
3	Demonstrate knowledge of the visual clues available in the dark as per 'Motorcycle 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 Motorcycling Qualification

Standard Riding Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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	Machine 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	Riding system				
3	3	1	Speed and distance judgement				
3	3	2	Progress/restraint				
3	4	1	Use of throttle				
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.	Riding in the dark				

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

Police Standard Response Motorcycling 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 'Motorcycle 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, riders will learn how to ride to an emergency safely using their legal exemptions including those relating to speed restrictions.

Riders 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, riders must be able to stop their motorcycle 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 riders to conduct emergency response riding on motorways. In such cases there is no need to assess emergency response riding 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 motorcycle'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 motorcycle 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 riding

Handout**The Law and You**

You are about to attend a motorcycling course that on successful completion will allow you to ride police motorcycles 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 Motorcycling 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 motorcyclists 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 Motorcycling Qualification

Standard Response Motorcycling Assessment Record

Response Riding

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings	Scale			
				1	2	3	4
			(Mark relevant headings only)				
2	1	1.2.3.4.5.6	Attitude/Stress Management				
3	All elements	All PC's	Maintains riding standards				
6	1	1	Response riding	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 riders to respond on motorways. If so, this should be noted within the comments section.

Police Standard Response Motorcycling 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 motorcycle's warning and ancillary equipment appropriately during the incident
9	Park the police motorcycle 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 Motorcycling Qualification

Stopping Vehicles Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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 Riding 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 Motorcycling Qualification

Unit 8: Maintain Machine Stability

Element 1: Maintain Machine Stability

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

No	Range Statements	
1	Electronic Safety Controls	A Fitted B Not fitted

Standard Response Motorcycling Assessment Record

Maintain Machine Stability

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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	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 Motorcycling Qualification

Unit 9: Environmental Awareness

Element 1: Eco Riding

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 motorcycles. 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 motorcycling course such as advanced observation, anticipation and planning are fundamental to Eco friendly riding techniques. Nothing suggested within this unit overrides the general principles of driving in accordance with Motorcycle 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.

Motorcycle 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)

Motorcycle/Equipment Manufacturers' Operating Instructions

Force Policy/Procedures

Practice Advice on the Policing of Roads Manual

Handouts from ACPO/ACPOS Police Motorcycle Manual 2009

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 Motorcycling

3. Advanced Police Motorcycling

Unit Summary

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

Overview

It is a requirement that students for the advanced course will have completed a police 'standard' motorcycling 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 'Motorcycle 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 ride 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 motorcycle control, rider 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; riding 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 ride the students should summarise the session highlighting positive and developmental areas; the trainer gives constructive feedback and an action plan for subsequent rides. 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 riding 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, 'Motorcycle 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, machine capabilities and performance and local force instructions.

Students will need to have an input regarding the contents of 'Motorcycle 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 rider', having completed an appropriate motorcycling course

Police Advanced Motorcycling Qualification

Unit 10: Essential Attitudes/Stress Management

Element 1: Essential Attitudes/Stress Management

No	Performance Criteria
1	At all times when riding 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 riding 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 riding task in the face of any other distractions

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

Police Advanced Motorcycling Qualification

Unit 11: Prepare and Ride Police Motorcycles

Element 1: Machine Preparation

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

Element 2: Information/System of Motorcycle 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 'Motorcycle Roadcraft'
4	Use the information and anticipation to formulate flexible driving plans
5	Implement driving plans using the 'Motorcycle Roadcraft' riding system to safely negotiate all riding situations

Element 3: Progress and Restraint

No	Performance Criteria
1	Demonstrate the ability to accurately judge the speed of your own motorcycle 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: Machine Control

No	Performance Criteria
1	Demonstrate accurate use of the throttle to safely and smoothly control the motorcycle
2	Demonstrate that you correctly apply the requisite amount of braking at the correct time to safely control the motorcycle
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 Motorcycle Roadcraft
4	Safely and accurately position the motorcycle, demonstrating the appropriate techniques at all times
5	Adopt the most suitable position whilst manoeuvring as defined in Motorcycle 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: Rider'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 'Motorcycle 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	Manoeuvre the motorcycle accurately and safely, having identified suitable locations for the task
2	Make appropriate use of all available assistance to move backwards safely

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

Police Advanced Motorcycling 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 Motorcycling Qualification

Unit 13: Riding in Darkness

Element 1: Riding 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 motorcycle's lights
3	Demonstrate knowledge of the visual clues available in the dark as per 'Motorcycle 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 Motorcycling Qualification

Advanced Riding Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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	Machine preparation				
11	2	13	Observation				
11	2	1	Mirror use				
11	2	2	Anticipation				
11	2	4	Planning				
11	2	5	Riding system				
11	2	3	Commentary				
11	3	1	Speed and distance judgement				
11	3	2	Progress/restraint				
11	4	1	Use of throttle				
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 Motorcycling Qualification

Training Notes

Riders 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, riders must be able to stop their motorcycle 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 riding 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 motorcycle'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 machine 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 riding

Handout**The Law and You**

You are about to undertake an optional unit of the motorcycling 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 Motorcycling 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 motorcyclists 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 Motorcycling Qualification

Advanced Motorcycling Assessment Record

Response Riding

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

Competent/Not competent: _____

Unit	Element	PC	Assessment Headings (Mark relevant headings only)	Scale			
				1	2	3	4
1	1	All PCs	Attitude/Stress Management				
2	All elements	All PC's	Maintains Riding standards				
5	1	1	Response Riding	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 Motorcycling 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 motorcycle's warning and ancillary equipment appropriately during the incident
9	Park the police motorcycle 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 Motorcycling Qualification

Stopping Compliant Drivers/Riders

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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 riding 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

Police Advanced Motorcycling Qualification

Unit 16: Maintain Machine Stability

Element 1: Maintain Machine Stability

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

No	Range Statements	
1	Electronic Safety Controls	A Fitted B Not fitted

Advanced Motorcycling Assessment Record

Maintain Machine Stability

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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	3	Understand appropriate correction				

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

Police Advanced Motorcycling Qualification

Unit 17: Environmental Awareness

Element 1: Eco Riding

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 motorcycles. 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 motorcycling course such as advanced observation, anticipation and planning are fundamental to Eco friendly riding techniques. Nothing suggested within this unit overrides the general principles of driving in accordance with Motorcycle 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.

Motorcycle Roadcraft Manual

Highway Code

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Human Aspects of Police Driving

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Road Traffic Legislation (inc Road Safety Act)

Health & Safety Legislation (Dynamic Risk Assessments)

Motorcycle/Equipment Manufacturers' Operating Instructions

Force Policy/Procedures

Practice Advice on the Policing of Roads Manual

Handouts from ACPO/ACPOS Police Motorcycle Manual 2009

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 Riding 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 motorcycling. The optional units have been developed for both role specific policing tasks, eg pursuit management and the use of more specialist motorcycles at all levels of Police riding.

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 Riding Related Units

Hold an appropriate DVLA driving licence.

Have appropriate levels of medical and physical fitness.

Police Optional Riding Qualification

Unit 18: 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 motorcycle 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 motorcycle effectively driving at an appropriate and safe speed throughout in accordance with the type of the escort being provided
8	Position your motorcycle 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 Riding Qualification**Vehicle Escorting Assessment Record**

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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 Riding 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	Ride 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	Use of warning equipment				
11	1	16					
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 Riding Qualification

Unit 19: 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.
8	Decide upon the justification of the pursuit, considering all known factors in accordance with policy, Pursuit criteria, guidelines and legislation
9	Ride 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

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 Riding Qualification

Pursuits - Initial Phase Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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 riding 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	Ride within authorisation/limitations				
24	1	10	Machine 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 machine 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 Riding Qualification

Unit 20: 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 motorcycle 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 riders who have undertaken this unit. The key points here are not reliant so much on riding skills; moreover they rely on the rider 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 rider 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. 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 Riding Qualification

Pursuits - Feeder Vehicles Assessment Record

Name: _____ Rank & No: _____

Date: _____

Weather/Visibility: _____

Assessment type: _____

Assessor: _____ Machine: _____

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 Riding standards				
26	1	1	Identify safe location for tactic				
26	1	2	Position motorcycle 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

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

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Motorcycle/equipment Manufacturers' Operating Instructions

Force Policy/Procedures

Practice Advice on the Policing of Roads Manual

Radio Procedures

Handouts from ACPO/ACPOS 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.

Although not a direct comparison the Unit applicable to the standard motorcycle 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 riders 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 ride 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/ACPOS 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 Motorcycling qualifications and the other Optional Units within the ACPO/ACPOS Police Motorcycling Manual 2009

Basic Police Motorcycling		
Driving Unit	Element	NOS
Unit 1	Element 1 Essential Attitudes	CE201.2 – 1/2/5/6/8 AA1.1
Standard Response Police Motorcycling		
Unit 2	Element 1 Essential Attitudes	CE201.2 – 1/2/5/6/8 AA1.1
Unit 3	Element 1 Machine 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 Motorcycle 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 Rider'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 Ride 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 Machine Stability	CE201.2 – 1/2/5
Unit 9	Element 1 ECO Driving	CE201.1 – 2 and 3 CE201.2 – 2 and 4
Advanced Police Motorcycling		
Unit 10	Element 1 Essential Attitudes	CE201.2 – 1/2/5/6/8 AA1.1
Unit 11	Element 1 Machine 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 Motorcycle Control	CE201.2 – 1/2/4/7

	Control	
	Element 5 Positioning	CE201.2 – 1/2/4/7
	Element 6 Cornering	CE201.2 – 1/2/4/7
	Element 7 Rider'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 Ride 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 Machine Stability	CE201.2 – 1/2/5
Unit 17	Element 1 ECO Driving	CE201.1 – 2 and 3 CE201.2 – 2 and 4
Optional Units		
Unit 18	Element 1 Vehicle Escort	CE202.2 – 1 to 17
Unit 19	Element 1 Initial Pursuit	CE303.1 – 1-6 CE303.2 – 1 to 11
Unit 20	Element 1 Feeder Vehicles	CE303.2 – 5/8/10/11 CE303.3 – 5-11 and 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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