

Police driving training governance

Introduction

The education and progression of individual students through the driver training programme may vary as a result of their own previous experience and skills. Trainers use professional judgement and, where appropriate, take positive action to focus on each student's specific needs. The accepted route to achieving competence should not be set against contact time and/or course length. Driver trainers, therefore, need the confidence and assurance to qualify students who are capable of meeting the expected standards in as short a contact time as possible.

Key documents within the training programme include:

- programme specification
- module specifications
- trainer guide
- student notes
- assessment document
- licensing (non-commercial/commercial licensing)
- frequently asked questions for delivery of the national policing curriculum.

The learning standards and associated documents, which can be accessed via the Managed Learning Environment (MLE), are the copyright of the College of Policing and subject to College licensing arrangements. Students must be taught and assessed against the national policing curriculum standards.

However, where it is believed that the programme is failing to meet the needs of operational policing consultation via the NPCC lead will be sought by the College of Policing. An appropriate and effective programme provides standardisation throughout the police service in England and Wales, thereby preventing an inconsistent approach to training.

Delivery of driver training for specialist police vehicles and roles must only be carried out by a fully qualified driver trainer. Everyone involved in the assessment of police drivers must meet the College of Policing's assessor standards.

Any police force that delivers on-road category B vehicle training to anyone other than police service personnel must be registered as an approved driving instructor with the Driver and Vehicle Standards Agency (DVSA).

Relevant on-road driver training requirements for commercial vehicles can be found on the [Driver and Vehicle Standards Agency](#) (DVSA) website.

Section 124 of the Road Traffic Act 1988 provides an exemption for police instructors from the prohibition imposed by section 123 of the Act (ie, they do not need to register as paid driving instructors with the DVSA).

Standards for the employment of third-party driver trainers

If a chief constable outsources driver training to a private sector provider, it is important that the provider:

- is registered or licensed in line with driver training standards set out by the Driving and Vehicle Standards Agency
- meets the College of Policing approved trainer body status
- is made aware of, and delivers training in accordance with, nationally agreed standards developed by the College of Policing
- applies in advance for permission to use College of Policing training resources.

Standards for the outsourcing of the high-speed driver training function requires contractors or associates to meet the same level of ability and skills as those expected of a police driver trainer delivering standard/response or advanced instruction. This must be under licence from the College of Policing.

Quality assurance

Action must be taken to address any shortcomings or failings in the delivery of police driving training. The College of Policing works with subject matter experts from the NPCC to develop the training standards. All

force/regional driver training leads must follow the common standards which have been established for the national and public interest.

It is recognised that contact time with driver training units is relatively short within the context of a police driving career. Supervisory managers are expected to take positive action to review driving standards as appropriate to manage compliance with known risks. Any remedial driver training must, however, only be delivered by authorised and approved trainers.

Internal verification

Each respective force driver training lead and/or senior instructor must meet the College of Policing's internal verifier standards. They must also be occupationally competent in assessing the standards being measured.

External quality assurance

Driver training delivery must be subjected to robust quality assurance. The [Police Service Quality Assurance Scheme](#) provides the framework for this. Internal and external verification is a key requirement within any QA process. External verification entails peer review by other forces/regions.

As with any other skills, driving skills may deteriorate over time or with lack of use. This may particularly be the case with more advanced skills. It is, therefore, evident that where enhanced skills are required as part of daily or periodic use, those skills require regular assessment or refresher training.

It is recommended that such periodic assessments should take place every three to five years. When a police officer or member of police staff returns to driving duties after an absence of 12 months or more from their particular driving standard, they must either undergo an appropriate assessment or be provided with refresher training before returning to an operational role.

Continuing professional development (CPD)

Assessment of competence

Role	Every two to three years	Every three to five years
Standard/response driver		X
Advanced driver		X
VIP-trained driver	X	
Initial stage pursuit driver		X
Tactical pursuit and containment (TPAC) driver	X	
Tactical advisers	X	
Hollow Spiked Tyre Deflation System (HOSTYDS) officers		X
Pursuit managers/controllers	X	

It is acknowledged that motorcycling is a high risk activity so forces may choose to assess the competency of motorcyclists more frequently, commensurate with local expectations.

Commercial licences

The service is exempt from the certificate of professional competence (CPC) for commercial vehicle drivers. It is, however, recommended that each force considers the continued assessment of competence within their road safety and accident prevention strategy.

Driver trainers

Driver trainers must undergo assessment in competence in driver training delivery every three to five years. Driver trainers (motorcycle/car) must undergo the relevant driving skills assessment every three to five years dependent on their skill levels, ie, standard, response or advanced.

Driver trainers who have been removed from delivery of a driver training function for a period exceeding 12 months must undergo an assessment of competence mapped against the driver trainers' learning programme before delivering any form of driver training.

All driver training leads are required to comply with [Road policing APP](#) and [tactics directory](#). They must also ensure that the NDM is applied during the training of pursuit drivers, operation control room staff, force incident managers and tactical advisers.

It is the responsibility of force driver training units to provide pursuit and tactical driver training and to support the training of others, eg, control room operators, force incident managers and tactical advisers in relation to pursuit management. It is recommended that the three College of Policing e-learning modules for pursuits – introduction, pre-planned and spontaneous – are completed before a student attends more advanced input delivered by driver training.

Learning and training outcomes are provided to ensure compliance with legislation and within a framework that recognises needs of communication data streaming into a police vehicle.