



High Speed Driver Training

Presented by: Bob Smalley

Chief Driving Examiner

RoSPA

Why change the Law?

- ◆ IPCC Report (Using Police as an example)
- ◆ RTIs occur when the police are driving in a variety of capacities such as responding to an emergency call, pursuing a vehicle which has failed to stop or are simply on patrol.
- ◆ These incidents can have a detrimental effect on public confidence in the police;
- ◆ can take up significant amount of public resources in their investigation and
- ◆ cause suffering and pain for those involved

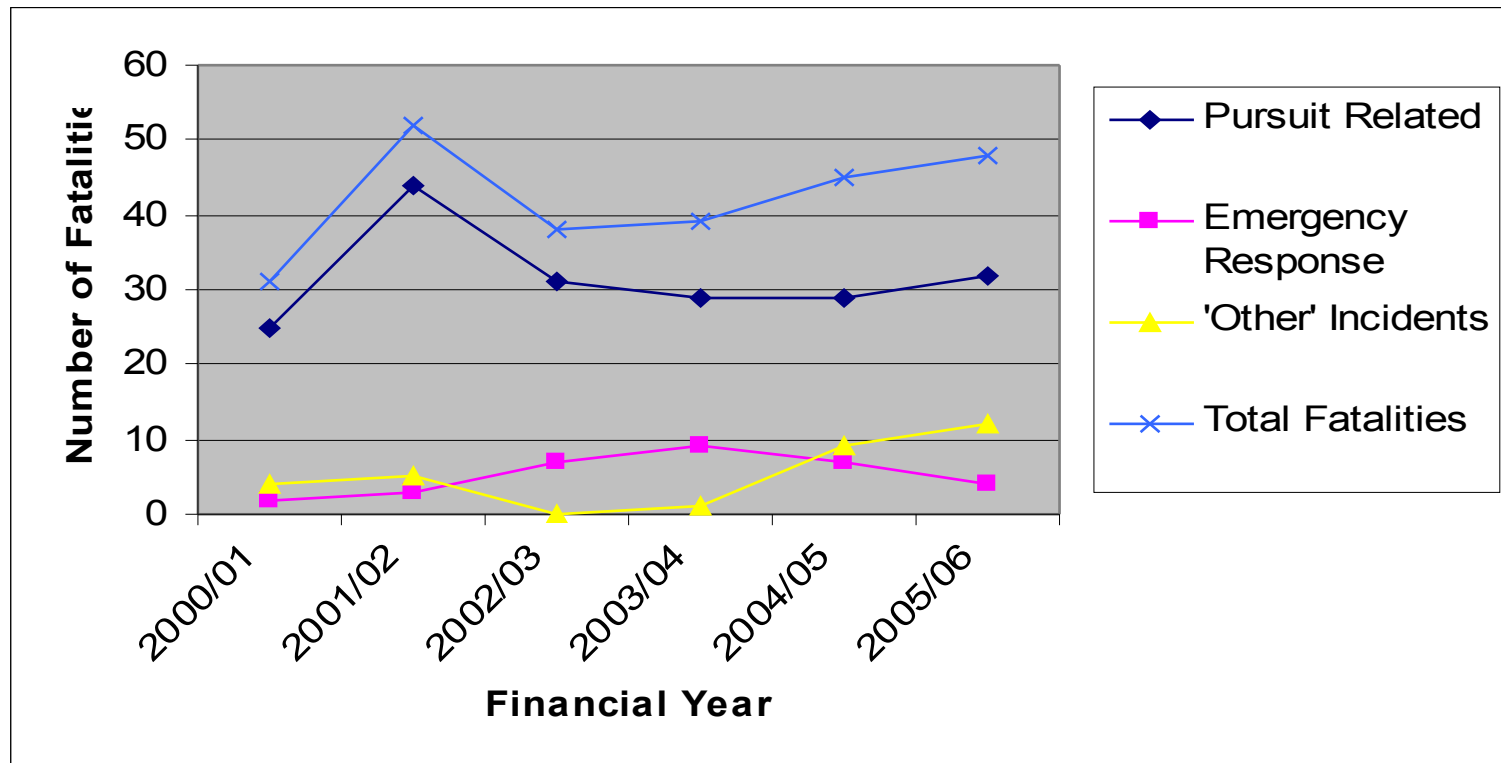
Recommendations

One relevant to this presentation:

- ◆ Forces to ensure that all police drivers undergo a driving assessment to identify any refresher training needs every three to five years in accordance with the Lind Report (1998)

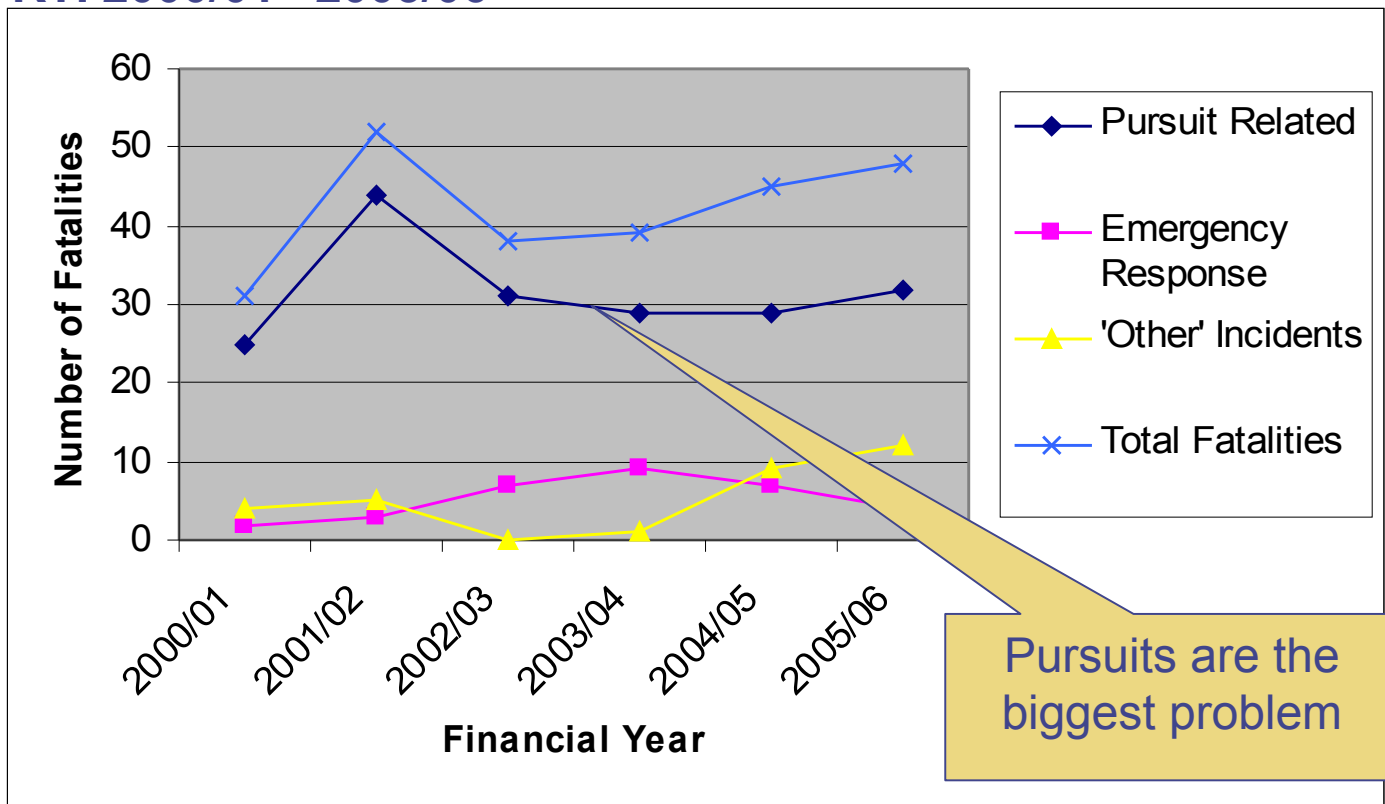
Fatalities over a five year period

Figure 2.1: Number of fatalities by type of police related RTI 2000/01 –2005/06



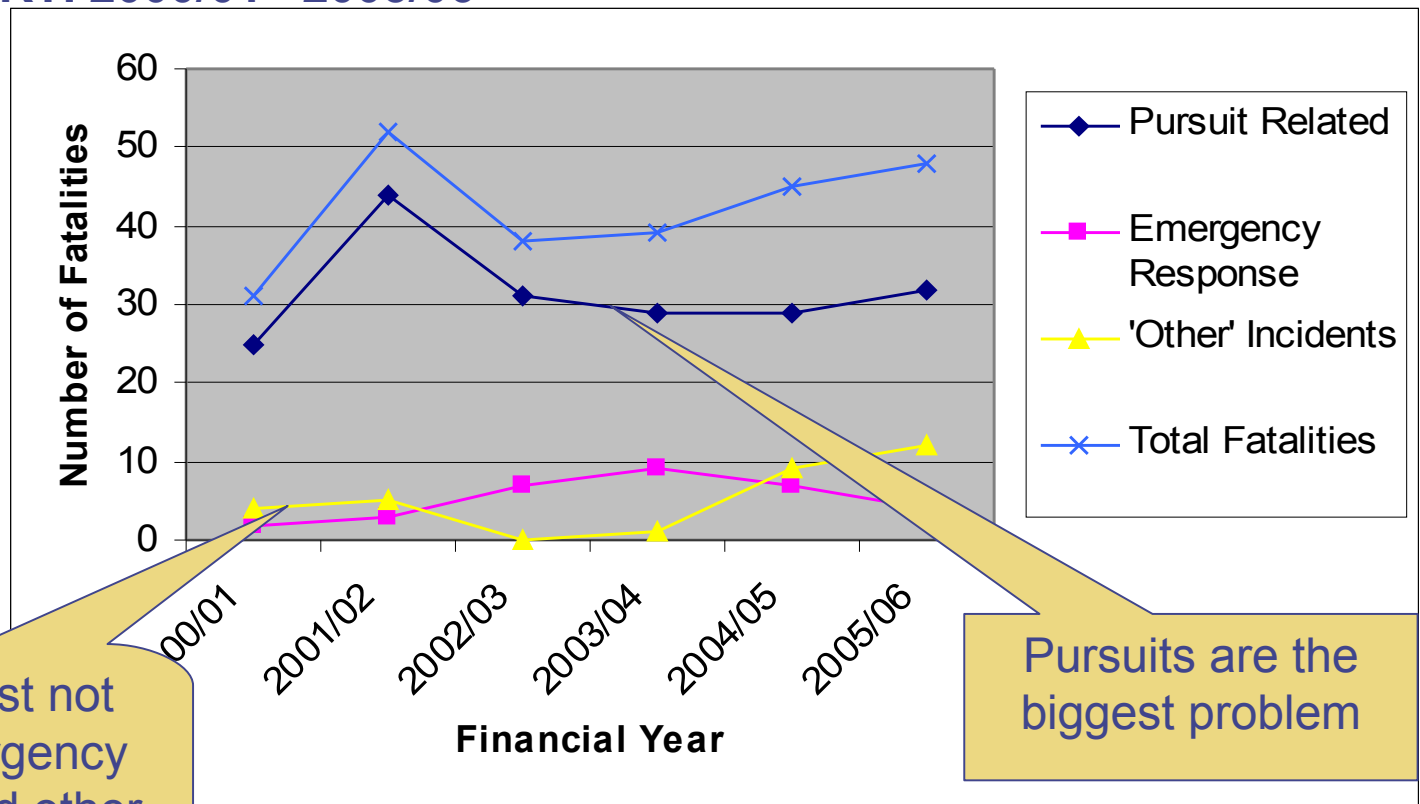
Fatalities over a five year period

Figure 2.1: Number of fatalities by type of police related RTI 2000/01 – 2005/06



Fatalities over a five year period

Figure 2.1: Number of fatalities by type of police related RTI 2000/01 – 2005/06



But, we must not ignore emergency response and other incidents

Pursuits are the biggest problem

Collisions will happen

- ◆ It is not always possible to resolve a pursuit safely
- ◆ Sometimes a simple error
- ◆ The same can happen with simple response to an emergency

Collisions will happen



Collisions will happen



RoSPA's mission is to save lives and reduce injuries

Collisions will happen



RoSPA's mission is to save lives and reduce injuries

Current legislation permits

- ◆ Vehicle being used for Fire, Police and Ambulance purpose
- ◆ If the observance of that provision would be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion

Two factors necessary

So

- ◆ Must be used for Fire, Police and Ambulance purpose; and
- ◆ Use must be hindered

Fire – Police - Ambulance

What is Fire, Police or Ambulance purpose?

- ◆ Shed fire
- ◆ Cut finger to hospital
- ◆ Checking friends house
- ◆ Taking patient for 'nose job'

Legislative Aim

Need to:

- ◆ Ensure use of exemption is necessary
- ◆ Allow those that need to, to do their job
- ◆ Do so with the very least danger to other road users
- ◆ Safety is not an issue, is it!?
- ◆ All those using the exemption will be trained for Health and Safety???

Needs from new legislation

- ◆ How can we open the exemption to those with a need but ensure it is not abused and the public not put into unnecessary danger?
- ◆ How can the police enforce this exemption sympathetically but so as to eliminate all unnecessary abuse?

New Legislation

- ◆ S87 RTRA 1984
- ◆ (1) No statutory provision imposing a speed limit on motor vehicles shall apply to any vehicle on an occasion when –
 - (a) it is being used for fire and rescue authority purposes or for or in connection with the exercise of any function of a relevant authority as defined in section 6 of the Fire (Scotland) Act 2005, for ambulance purposes or for police or Serious Organised Crime Agency purposes

New Legislation

- (b) it is being used for other prescribed purposes in such circumstances as may be prescribed, or
- (c) it is being used for training persons to drive vehicles for use for any of the purposes mentioned in paragraph (a) or (b) above, if the observance of that provision would be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

New Legislation

- ◆ (2) Subsection (1) above does not apply unless the vehicle is being driven by a person who -
 - (a) has satisfactorily completed a course of training in the driving of vehicles at high speed provided in accordance with regulations under this section, or
 - (b) is driving the vehicle as part of such a course.
- ◆ (3) The Secretary of State may by regulations make provision about courses of training in the driving of vehicles at high speed.

Working Group

High Speed Driver Training Working Group

- ◆ Members of current emergency service training – Fire, Police and Ambulance
- ◆ MOD, SOCA
- ◆ IAM, RoSPA
- ◆ DSA and DfT

Groups Terms of Reference

- ◆ Review current training with a view to develop a single standard level high speed driving course suitable for all emergency services, surveillance high speed driving and other providers authorised to exceed the speed limit in appropriate circumstances
- ◆ Consider additional modules more specific to one service provider or one role/vehicle use which will follow the standard course

Groups Terms of Reference

- ◆ Consider individual issues with the introduction of the new clause on speed exemption (Clause 19 Road Safety Bill) so as to provide the Department of Transport with:
 - Individual emergency service capability to introduce the training
 - Individual service current level of training suitable for adoption of the standard training course for high speed driving
 - Implementation needs
 - Any incremental adoption or exemption, including timescale, necessary on commencement of the new clause

High Speed Course

- ◆ Likely to be competency based
- ◆ Basic level with each service required to add more for specific role
- ◆ Needs to be provided by trainer 'high speed driving instructor'
- ◆ In an approved high speed driving school
- ◆ Register of Instructors