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**GUIDANCE FOR THE INTRODUCTION OF A NATIONAL SPEED
AWARENESS COURSE**

**Association of Chief Police Officer of England,
Wales & Northern Ireland**

Status: This Road Policing Business Area Guidance, which encourages the development of Speed Awareness Courses at a national level similar to other driver offender retraining courses, was approved on 30 January 2006 through the Head of the Road Policing Business Area. It is disclosable under the FOIA 2000, has been registered and audited in line with ACPO requirements and is subject of Copyright.

Implementation Date: 1 February 2006

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Speed Awareness

Practice guidance for the introduction of a national speed diversionary scheme

Policy Guidance - Three simple rules

The disposal of speed offences is at the discretion of the police service in the area where the offence was committed. A participating police force will decide whether speed awareness is to be offered and at what levels within the nationally agreed band.

There are three simple rules that need to be adopted by any police force deciding to implement the national speed awareness scheme:

Rule 1 Courses provided under the scheme will have a minimum content provided in this document as a course specification (appendix A)

Rule 2 National Speed Awareness Courses will not be offered to offenders who were travelling at a speed greater than 10%+6 above the posted speed limit.

Rule 3 The offender must agree to attend the course within the terms of the offer.

Below 10%+6 a police force can implement national speed awareness at any level (**enforcement level**¹) that is below their agreed **prosecution level**². Nothing in this document will stop a prosecution under 10%+6, or no action, if the situation is appropriate. As stated previously, disposal is at the sole discretion of the police service responsible for the enforcement, not Safety Camera Partnerships as a whole.

The detail that follows in this document supports implementation of the National Speed Awareness scheme but is built around the three simple rules above

¹ *Enforcement level – the level set, above which all drivers who are found committing a speed violation will be enforced against in some way or another – warning, caution, speed awareness, fixed penalty and summons.*

Summary of Speed Diversion

The aim of this document is to encourage the development of Speed Awareness operating at a national level, similar to other driver offender retraining courses. Currently the police use a National Driver Improvement Scheme for careless driving offenders which has been, and still is, successfully, diverting drivers away from prosecution and into a simple form of education. Introducing speed awareness will add this form of training to the current driver improvement courses and deliver the following:

- Nationally provided driver offender retraining courses for selected speed offenders, giving the police service the choice to offer education in appropriate cases before resorting to prosecution.
- Enforcement of limits below current prosecution levels and therefore closer to ACPO baseline but with diversion to education not fixed penalty fines and penalty points.
- A bandwidth for local decision between 10%+2 and 10%+6 with no courses offered after 10%+6. (Other than Driver Improvement if appropriate). Courses within the bandwidth offered for below the current fixed penalty prosecution threshold.
- Officers witnessing offences able to use speed diversion and driver improvement courses when speed levels are within and in special cases above the agreed band but where driver error still suspected as the cause.
- Speed diversion available for all speed enforcement not only safety cameras.
- Local courses but with the ability to offer non-local offenders courses in their home area.
- Speed awareness course specification to provide a level of consistency but allowing slight local variation. Later, after research, a national specification.
- Speed awareness offered only if no previous course completed within the last 3-years, with a national database administered by DVLA for this use, similar to the current National Driver Improvement Scheme.
- Appropriate sites analysed allowing levels for courses to be varied depending on a given road safety risk factor.
- Fair and consistent in decision making criteria across forces (within the agreed band)

² *Prosecution level – Level above the enforcement level, assuming speed awareness has been adopted, after which a driver will be prosecuted by fixed penalty or summons.*

1. Background

As a direct result of the review of road traffic offending by Dr. North, the police service initiated and still encourages the widespread use of National Driver Improvement courses for minor lapses in attention leading to offences of careless driving.

The movement to diversionary courses in place of prosecution has its origin in the Road Traffic Review 1988, undertaken by Dr Peter North. He pointed out that it was in the public interest to rectify faults rather than punish the transgressor. He highlighted re-training of traffic offenders as a way that might lead to improvement in driving, particularly if the training was angled towards those failings. The police service in a further response to his findings and in its quest to improve road safety and reduce casualties is keen to educate instead of prosecute low-end speed offenders, who may have had a lapse of attention, rather than deliberately breaking the law.

There are currently two main ways in which the motoring public are prosecuted for exceeding the speed limit; officers witnessing or investigating an offence or cameras deployed through a safety Camera Partnership.

1 Officers (operators) witnessing the commission of a speed offence will normally have corroborative evidence, which includes a type approved device (including mobile cameras). They are in a position to use discretion at the time the offence is committed, as they actually witness its commission and are aware of surrounding factors on the approach to the site and at the time the offence was committed. In many situations they will also speak to the driver and have explanations.

2 Fixed safety camera equipment has only photographs which cannot show those other factors, only the speed and time of day of the offence and limited environmental conditions. Decision makers may have historical information on the site and the site collision history, but will not be aware of surrounding factors of the specific offence.

Each method of detection must be considered separately when considering all methods of offence disposal, including speed awareness.

If the police are to introduce speed awareness as a means of disposal to offer the errant driver an opportunity to adapt their behaviour, then it is necessary that criteria be set to allow consistent national rollout of speed awareness for safety camera partnerships and police officer enforcement alike.

It has to be accepted that with safety cameras or fixed site cameras there is a much higher likelihood of drivers being detected than would be the case with operational officer or mobile speed camera deployment and enforcement will often be at lower levels. As highlighted above, cameras themselves cannot use discretion and the photographs show only a restricted view of the circumstances of the offence, whereas officers detecting violators can consider the site, time of day, weather, driver behaviour and mitigation as well as other road users present, before they decide on whether to report the offence.

2. Enforcement

Results from safety camera sites now show beyond doubt that speed enforcement reduces collisions if targeted in the right areas. It is necessary therefore for the police service to be as active as it can in enforcing the speed limits across all roads where collisions occur, and down towards the current ACPO 'bottom level' threshold³ of 10%+2, at least to a level whereby the best casualty reduction is achieved. However, enforcement does not have to be prosecution alone, it can be by way of education and should be appropriate to the offence so as to maintain public confidence, be consistent and above all fair.

It is quite possible that if all camera sites were set at 10%+2 and all drivers prosecuted, we could lose vital general public support for remote camera enforcement, something we currently have. If there are other ways of disposal after enforcement that equally achieve the road safety benefit and most importantly the level of casualty reduction we are ultimately aiming for, then we should at least try those methods.

Enforcement and disposal of offenders

The police service have published ACPO 'bottom level' thresholds below which prosecution should not be undertaken; this is 10%+2 mph at all speeds (except 20mph, where speed awareness will not be offered). Over time the police have agreed that the service will incrementally reduce enforcement levels toward the ACPO 'bottom level' thresholds, where the road conditions and other specific site conditions support enforcement. It must however be clear that when considering speed awareness as a disposal that:

- **Enforcement** is the level above which an offender is reported for an offence,
- **Prosecution** is the level above which the disposal will be through fixed penalty or court appearance.

It is a duty of the police service to use discretion and adjudicate on the facts when deciding how to dispose of an offence, which might be by way of

- warning, (either formal or informal)
- diversion,
- a programme of education, and or;
- prosecution.

Traditionally the police service has only had a choice between warning, prosecution or 'no action'.

³ *ACPO bottom level threshold – ACPO set a limit below which speed offences should not be prosecuted so as to allow for equipment inaccuracy, speedometer inaccuracy and human error interpreting a speed indication by dial. Prosecutions below this level should be undertaken by way of careless driving or other offence, not speed offence alone.*

There has been a call from a number of police forces and road safety interest groups for other interventions, not just prosecution, and in particular national speed diversion. There are several forces that have already introduced their own ad-hoc speed awareness course on a local basis, which then suffer from a lack of consistency and fairness particularly when offenders are not local.

Local courses, without national provision, are a disadvantage to offenders who are visitors to the force area and who may not be able to take advantage of a similar course in their home area. They may have additional costs for accommodation, travel and greater loss of earnings, overall, more than the costs borne by local offenders. However, having said this, they are offered a course and can return to the area where they committed the offence, thereby avoiding penalty points, which is the same disposal as that for local residents. People returning to the area where the offence was committed may consider they are better off than those caught speeding in areas where currently there are no speed awareness courses and fines and penalty points are awarded for low end speeds such as 35mph in a 30mph restricted area.

Speed Diversion

The police service remains supportive and focussed on casualty reduction and the protection of the public and their property when using the roads lawfully. At the same time the service is aware of the need to be fair, consistent and transparent, as well as sympathetic to mistake and minor error and aware of the need to retain public support for our actions.

Speed diversion has been raised as a suitable and developing disposal for low-level infringements detected by police officers and remote equipment deployed by safety camera partnerships as well as the police. Introducing this as another means of disposal for low-level offenders on a national basis is one way of achieving this. However, it has to be accompanied by a procedure that restricts the number of times this alternative measure is offered to an offender. The time is right therefore for courses to be more tightly controlled so as to be consistent and reliably deployed across the country.

The National Driver Offender Retraining Steering Group (N-DORS)⁴, previously the National Driver Improvement Scheme Steering Group (NDISSG)⁵, see this as consistent with the ethos of driver re-training and will oversee this with other driver re-training diversionary schemes. This will enable the National Speed Diversion Scheme as well as National Driver Improvement Scheme to adapt to legislative changes and any later post court training sentencing, should this be introduced by the Government at a later date.

⁴ *National Driver Offender Retraining Steering Group (N-DORS) is a national group of interested parties who monitor offender retraining and provide guidance to achieve consistency, fairness and a level of quality. The group consist of representatives from ACPO (Chair), ACPOS, ANDISP, DSA, DfT, Home Office, LARSOA, and PACTS(independent).*

⁵ *National Driver Improvement Scheme Steering Group (NDISSG) This was the original steering group started with Driver Improvement Schemes and used to drive national roll-out as well as monitor and guide for consistency and fairness. Introducing Speed Awareness has led to the renaming of the group to open improvement training to other offences not only careless driving.*

3. Current position – Driver Improvement Scheme

Since 1991 all forces in England, Northern Ireland, Scotland and Wales are actively using Driver Improvement Schemes as an alternative to prosecution for careless driving offences where a driver's mistake, rather than intent or dangerous action, has led to a collision. It is possible to offer such a course for drivers not involved in a collision but found to be careless and in both cases it must only be offered, if an officer feels they would benefit from an improvement course.

The scheme is designed to make a driver aware of and if possible correct poor driving behaviour arising from errors of judgement without the need to bring the case to court. The scheme is managed locally by a designated officer in each police force and nationally through a steering group (N-DORS). The group is advised by ANDISP⁶ and DSA and has a PACTS⁷ representative as the independent advisor. This process ensures courses are provided by competent bodies who are members of ANDISP and that those courses are consistent and available for local offenders as well as offenders from other force areas who do not live locally. There are national guidelines for the procedure and courses as well as a national database to manage the referral process.

It would be sensible to use the current National Driver Offender Retraining Scheme structure and guidelines rather than start again and so it has been decided to be appropriate for the National Driver Offender Retraining Scheme to take speed diversion as an additional area for education of certain speed offenders. This will result in the national steering group providing national specimen contracts for service providers, the national database for referral records and for providers to come from ANDISP approved providers.

4. Speed Diversion Scheme

Consistent courses, standard initiation criteria, approved providers and as soon as possible countrywide provision so as to allow local attendance by offenders who commit offences at non-local sites.

Observed incidents of inappropriate speed

Officers witnessing an offence, where prosecution is not seen as the best disposal given the circumstances of the offence, will identify suitable offenders:

⁶ ANDISP – Association of National Driver Improvement Service Providers. An association supported by ACPO who will only send offenders to a service provider who is a member of the association. To be a member they must provide the specified course in a specific manner.

⁷ PACTS – Parliamentary Advisory Council on Transport Safety.

- 1 Who are within the criteria set out in this policy
- 2 Who are outside the criteria but who would benefit from speed diversion or driver improvement.

Automatic Enforcement or Adjudication – Cases Outside General Criteria

With remote or technical enforcement, back office decisions must follow the national guidelines but with consideration of any specific criteria allocated to the individual site. It is accepted that from time to time letters of mitigation or other representations may influence a decision maker's deliberations as to an appropriate method of disposal, making speed awareness appropriate in cases where it might otherwise not meet the criteria in this scheme.

General Speed Diversion Scheme

If this is to be as successful as Driver Improvement Schemes are, then it will need consistent courses, initiation criteria, approved providers, contract guidance and as soon as possible countrywide provision to allow local attendance by offenders who commit offences at non-local sites.

5. Policy

Having highlighted the need for speed diversion and the need for a truly national scheme the following policy will apply:

1. Speed diversion courses will meet the current national specification of content and presentation as endorsed by ACPO (NDORS). (see appendix A)
2. Suitable offenders will be offered other suitable venues for the national course provided by other police forces, not only the course provided by the areas where the offence was committed.
3. Courses offered only when the offence meets the ACPO national standard for referral of offenders, as outlined in this policy document. Forces would consider sites and local needs and then introduce courses at a decided enforcement level within the agreed criteria. (including the 3-year without a course criterion)
4. Speed Diversion courses provided to the interim approved course specification (appendix A). (Which for now will be classroom based with an additional on-road module if required, this are intermediate courses between August 2005 and April 2006 (or until the national generic model is agreed)).
5. Department for Transport research into the eventual national generic model to be published in 2006 and adopted by all participating forces by a date to be agreed
6. Forces who are currently providing Speed Diversion Courses, for bottom end offenders, to realign their existing policy, procedure and course provision to fall in line with this national policy guidance.

7. Courses should be provided on a non-profit basis i.e. with costs kept as low as possible.
8. Course charges are to include a small element for the recording on the DVLA database and may include a small charge to the police service for administration. This will be within the charges shown at (7).
9. Forces deciding to introduce speed diversion doing so by adopting this ACPO guidance.

6. Methodology – Intervention and Decision Making

With consistency and fairness in mind forces adopting national speed diversion as part of their speed enforcement policy will implement the following national disposal decision criteria.

Criteria limits are set for access to the national speed awareness scheme.

The access criteria are meant to be a band within which there is some flexibility.

Nothing in this document is meant to limit the discretion of the police to dispose of cases appropriately – but if it is linked to one that is under the national speed awareness scheme then the criteria must be adopted.

Initiation Criteria

It is necessary that there are cut-offs so as to ensure a level of consistency nationally, that is, a lower level below which national speed awareness is not suitable and an upper-level above which it is not given. It has, therefore, been necessary to agree levels that appear reasonable and to leave any final decision for individual forces taking into account their decided prosecution level, site conditions and other local attendant circumstances.

Please note that this policy guidance is not advocating that all offenders within the bandwidth are allocated speed awareness no matter what. Each force must apply its own policy appropriately.

Please also note a driver's previous history should not be taken into account when using these criteria, except of course for the national speed diversion database which will be held by DVLA. This will allow a driver who has been prosecuted for speed before the introduction of speed diversion to be offered a course assuming the speed and location meant his transgression was below the level where prosecution is warranted. It will also allow a driver who has had a driver improvement course within the last three years to have a speed awareness offer. (DIS and Speed Awareness databases will remain separate from each other)

The table on the following page briefly sets out the criteria.

Speed Awareness 10%+2 to 10%+6	
Situation	Action
a) No previous speed diversion b) Previous speed diversion c) within 3 years Force policy does not support speed diversion	Speed diversion – notify DVLA FPN FPN

Speed awareness - Police officer enforcement.

A police officer who witnesses an offence is in a much better position to decide whether a course of instruction is appropriate than is a decision-maker viewing camera photograph. For this reason it is accepted that:

- Any offender could be offered speed diversion if the speed was within the criteria 10%+2 to 10%+6 (same as speed camera). The officer could be using a speed detection device or a safety camera in this circumstance; the important issue is the witnessing of the offence and surrounding conditions.
- If the offender was driving at speeds above the speed diversion limit of 10%+6, the offence was observed by a police officer and that officer is satisfied that it is poor driving behaviour rather than a persistent violator, then the offender could be offered a Driver Improvement Course. Such offenders should not be sent on a national speed awareness course. *(This would not stop a force sending those over the 10%+6 to a specific course provided outside of this national course, or on a course agreed by N-DORS as a specific project)*

Speed awareness – Safety Camera Enforcement

Cases not witnessed by an officer who can use discretion to decide on the appropriateness of a speed awareness course, automatic enforcement.

If a force accepts speed diversion then:

- The police service will consider giving offenders a speed awareness course at an enforcement threshold somewhere between 10%+2 and 10%+6 if the offender has not had such a course in the last 3 years and it is considered appropriate and beneficial given the site and prevailing conditions.
- Any offender captured on Safety Cameras where they are travelling over the posted speed limit above the ACPO prosecution criteria of 10%+2, by a speed **below their prosecution threshold** but not above the set level of 10%+6, will be offered speed diversion if the site conditions are suitable.

Please note - This is not setting a band in such a way that the force has to offer speed diversion throughout that band. It is a band within which a force will decide on its cut-off point, there remains discretion, not an inflexible rule where all within must be treated in a particular way.

Speed awareness must not be given to a driver who has had a course within the last three years up to the date of this offence, or if the offence is committed in a 20mph limit.

7. Other Conditions

1. The 10%+2 to 10%+6 band is across all speeds and as such would allow a speed awareness course at any point between the following levels:

Speed Limit	ACPO bottom level threshold [10%+2]	Speed Awareness level not more than [10%+6]	Summons after
20	25	Nil	35
30	35	39	50
40	46	50	66
50	57	61	76
60	68	72	86
70	79	83	96

(PLEASE NOTE: This will not prohibit prosecution below the limit of 10%+6.)

1 As mentioned previously, forces, retain the option to prosecute below the upper speed diversion cut off level (10%+6). However, they should not give speed awareness courses to offenders **over** the level.

2 DVLA will hold records of those offered speed awareness courses and records must be checked before the offer of a course to make sure a similar course has not been completed in the last 3 years.

3 Service providers/police must send information on course allocation to the Police Liaison Unit at DVLA for the national database and check for previous allocation before granting a course. This information must be electronic and provided in an agreed format. (electronic might be by disc/file in the first instance and data transfer in the future)

4 If a driver has completed a speed awareness course anywhere in the country within the last three years he or she will not be offered a further course but will be prosecuted either by conditional offer or summons to court at the discretion of the force concerned.

5 Forces will decide on what upper and lower limit they will divert enforcement to speed awareness within the bands set. If varying their level depending on specific sites, it is suggested that each site will be assessed and have a problem profile and priority grading with which the

level for a speed awareness will then be set for that site. There is nothing to stop different sites in the same force area having different levels within the band. In some circumstances the danger level might mean there is no appropriate level and all offenders are prosecuted.

8. Monitoring

Speed Awareness Courses will be offered to any driver who meets the individual force cutoff level within the national band and who has not previously attended a course within the last 3 years (authenticated by entry on the DVLA Database). This will not be affected in any way by a driver's age (assuming they hold a driving licence), gender or ethnic origin.

Officers will, when initially stopping the driver for the speeding offence, follow normal procedure in relation to the fixed penalty notice regarding the recording of age, gender or ethnic origin. Safety Camera Offices and Ticket Offices will further capture this information in the process relating to the Notification of Offer of a Speed Awareness Course.

The ANDISP provider of the Speed Awareness Course will cater for clients with disabilities or special needs and again take note of the age, gender and ethnic origin of the client.

This information will be held on record and be available for any diversity monitoring that may be required at a later date.

ASSOCIATION OF NATIONAL DRIVER IMPROVEMENT SCHEME PROVIDERS



PROPOSED NATIONAL MODEL FOR SPEED AWARENESS

COURSES

National Speed Awareness Course



Introduction

This course has been designed to explore the possible reasons why drivers exceeded speed limits and to try to prevent future recurrence.

The Association submits two models for consideration as National Standards. The first is based on a theory only model and will concentrate on objectives 1 to 6 below. This can be followed by a further practical module, which will immediately follow the theory class. The practical model will follow additional objectives 7 and 8.

Aims

By the end of the course drivers should be able to identify:

- What causes them to speed?
- The consequences of misusing speed
- Strategies for coping with speed related issues, and
- Demonstrate an understanding of the correct use of speed for a variety of hazards

Objectives

- 1 Develop correct attitudes and behaviour
- 2 To identify the benefits of compliance with National Speed Limit requirements
- 3 Ensure drivers leave the course having gained the correct attitudes and beliefs towards the misuse of speed
- 4 To recognise different speed limit areas
- 5 Identify the consequences of speeding – identifying the benefits and disbenefits of speeding
- 6 Recognise absolute personal responsibility for speed
- 7 To develop practical skills to reaffirm their attitude towards driving at the correct speed subject to the circumstances
- 8 To facilitate the clients with an opportunity to examine their attitude towards hazard perception with a view to behavioural change in practical driving.

Methodology

Each course MUST cater for no more than 20 clients. It is essential that clients have the opportunity to input their views and experience and to take part in-group debate / discussion. By achieving this clients will take ownership of the content to reach the relevant outcomes.

The classroom must be a comfortable learning environment with adequate toilet and refreshment areas. There must be modern electronic presentation aids to assist with the delivery of the theory sessions.

The course must also cater for a diverse range of clients and be able to offer tuition to those with disabilities, religious or cultural needs and be able to accommodate those who's first language is not English.

To successfully complete the course the clients must:

- Attend all sessions
- Complete all course paperwork, including any relevant questionnaires
- Make a positive contribution
- Demonstrate a willingness to make a commitment to improve speed awareness skills and attitudes

Client Confidentiality

Assurance to clients that anything discussed within the course is dealt with in the strictest of confidence.

Scheme Evaluation

A generic pre-course attitude and perception questionnaire will be required of each client together with follow-up questionnaire 6 to 12 month's later (timings to be confirmed).

It is recognised at this point that Service Providers will also want to focus on or give emphasis to issues affecting their location. The following list is optional and can be added to, but MUST NOT replace the following syllabus.

- Casualty reduction figures
- Urban or Rural bias
- Local media coverage
- Safety camera criteria & effectiveness
- Local partnerships, who and why

In addition any course will not make reference to local enforcement criteria, signage or sites and these vary from area to area.

Service Providers Additional Responsibilities

Service providers will ensure all returns are made to the referring Police force within 7 working days of those clients who have completed a course.

Where appropriate, if a service provider manages the DVLA data on behalf of the police force the DVLA are updated within the same 7 day period.

Course presentation - Theory

Course Information

Course Duration	
Theory Session	2.5 hours
No of delegates per course	Max 20

Registration

- Record participant attendance – formal register
- Check driving licence – record endorsements
- Check appropriate person attends – photo licence or signature

Welcome and introduction of course presenters

- Cover Health and Safety and Domestic issues.
- Give an outline of course timetable.

Who's who?

- An explanation of the partnership between the Police, County Council and the clients

What is required of the clients?

To successfully complete the course the clients must:

- Attend all sessions
- Complete all course paperwork, including any relevant questionnaires
- Make a positive contribution
- Demonstrate a willingness to make a commitment to improve speed awareness skills and attitudes

Client Confidentiality

Assurance to clients that anything discussed within the course is dealt with in the strictest of confidence

Course aims and objectives

Explanation to clients of course aims and objectives as stated above.

Bare Facts

Explanation of the following:

- Driver / rider error is a contributory factor in 95% of crashes

- Excess speed for the conditions is an error
- Those who drive / ride fast regardless of the conditions are 3 – 5 times more at risk than those who do not
- Pedestrians killed / relation to vehicle speed
- Where crashes happen – motorway / rural / urban (3% - 22% - 75%)

Exercise 1

What causes drivers to speed?

Aim

To identify what causes drivers to speed

Objectives

To recognise and address the different causes of speed including the

- Circumstances
- Environment
- Vehicle and
- Themselves

Method

Task 1

Discussion on speeding

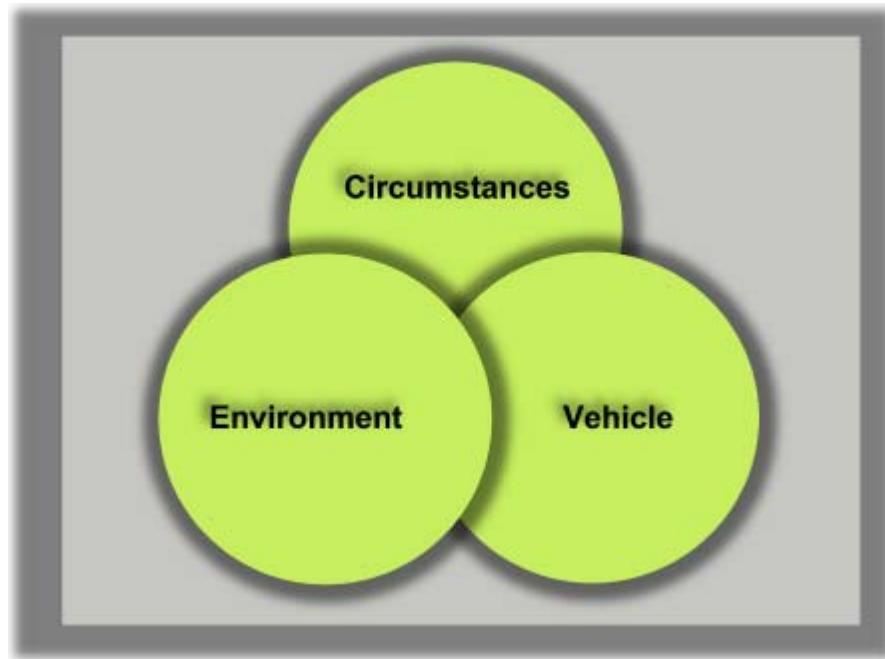
- Where were you caught speeding?
- How fast were you going?
- Did you know you'd been caught?
- Was the limit relevant?
- How did you feel when you received a ticket?

Task 2

By use of a three intertwined circle model clients are asked to identify the three driver related areas that can affect the driver's speed.

- circumstances
- environment
- vehicle

Relate clients' personal reasons for speeding to these three areas



Circumstances

- test driving car • test riding bike
- lapses in concentration • When you are angry
- going with the flow • listening to fast music
- racing • 'red mist'
- being late • tailgaters
- peer pressure • passenger pressure
- distractions • noble causes
- fatigue

Environment

- when the roads are quiet • unaware of dangers and consequences
- speed perception distorted • sun blocking speedometer
- distractions

Vehicle

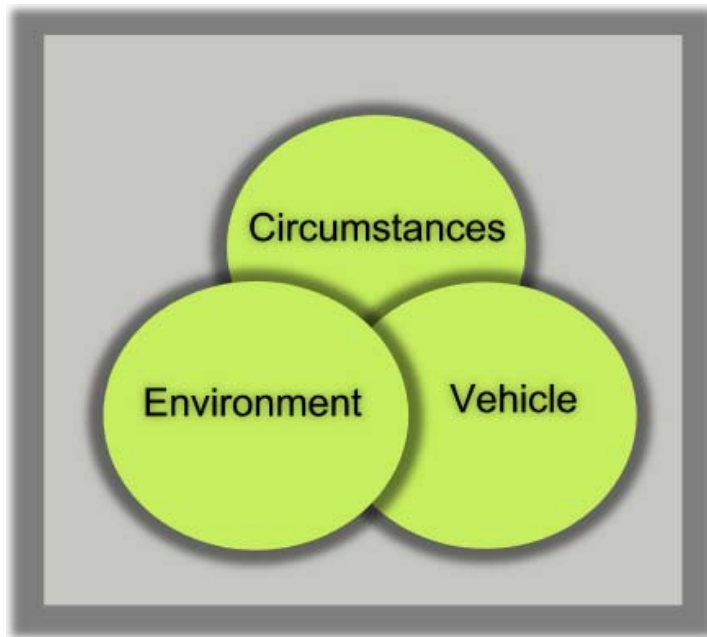
- anti-lock braking system, traction control and other modern devices
- vehicle performance
- Where accidents happen – motorway / rural / urban (3% - 22% - 75%)

These can lead to misjudging overtaking manoeuvres and overestimation of vehicle control

Overlying fact of causes of speeding in all these three situations

is: YOU the driver

'You' being the driver will be considered further in the following exercises



Exercise 2

The consequences of misusing speed

Aim

Clients to recognise the consequences of speeding – identifying the benefits and disbenefits of speeding

Objectives

To identify and list all consequences which could affect

- a) themselves
- b) other road users

Task 1

Clients asked to write down what they think will be the specific consequences for misusing speed Group discussion

Task 2

Discuss consequences and recognise their effects on the driver and other people. **Consequences:**

- Loss of licence • Fines
- Inconvenience • Social effects
- Knock on effects with family and • Insurance problems friends
- Psychological effects

Cause to other people through your actions:

- Injury
- Loss of job
- Loss of life

This could result in:

- Enormous fines
- Imprisonment
- Major psychological effects

But you could also through your actions:

- Be injured
- Lose your job
- Lose your life

Testimony

The use of testimony from those who had suffered as a result of speeding motorists, by film NOT personal appearance may be used to good effect. "Sarah Smith" video available.

- The benefits of not speeding
- Consequences V Benefits.

Exercise 3

Coping Strategies

Aim

The client to identify how he/she can cope with the issue that causes them personally to speed

Objectives

1. To identify the coping strategy to:
2. Deal with personal speed issues
3. Develop a personal plan
4. Address the needs of self-discipline

Task 1

Each client to note what causes them to speed

Each client to write down how he/she thinks his or her driving behaviour could be changed to address this causation Clients to share these ideas with the group

Task 2 These ideas all fit in to the acronym **COAST**

CONCENTRATION OBSERVATION

ANTICIPATION

SPACE giving

TIME to react

These strategies can only be carried out by: **YOU** with self discipline

Exercise 4

Hazard Perception

Aim

To facilitate clients with an ability to develop their hazard awareness skills and perception in relation to speed

Objectives

To offer clients a number of driver related situations in which they can identify the hazards and relate these to speed awareness

Resources

- Photographs/DVD clips – • Pen and paper preferably of local scenes
- Flipchart • PowerPoint/OHP

Task 1

Displaying a hazard awareness picture, explain to clients the purpose and process of this exercise.

Divide clients into groups and issue each group with a hazard awareness picture. Clients to identify the hazards on each picture.

Task 2

Full group exercise. Display each hazard awareness picture on OHP or PowerPoint. Each group to identify their findings and full group to discuss.

Reinforcement

Show DfT DVD 'This vehicle is travelling at 35 MPH, collides with child and travels a further 21ft than if it had been travelling at 30 MPH'

Note. This is now carried out in line with the DSA Hazard Perception Testing. The people who developed the filming for the DSA Hazard Perception Test created the DVDs used. This has proven to be far more successful than using a static picture as when driving the focus is changing all the time. This also precludes this exercise from involving just purely identification and recall.

Conclusion

- Revisit key topics of the theory session and allow time for question and answers.

- Driver Responsibility
- Who will be the next casualty? – If YOU do not change YOUR driving it could be YOU or it could be YOUR fault – even if YOU do not cause the crash YOU could make it worse or lose the opportunity to avoid it if YOU are speeding.
- YOU are the driver - YOU will get the points - YOU could lose your licence - YOU could be affected for life.
- What each driver is taking away from the course

Option

For each driver to make a personal pledge to watch their speed with client writing their own pledges.

Course presentation

Course Duration	
Practical session	3 hours
Instructor to client ratio	1 Instructor to 2 clients

Aim

To assist clients in being able to recognise different speed limit areas and select a speed appropriate to the road and traffic conditions.

Each client is provided with a written “Driver Assessment Sheet” upon which they will be encouraged to improve on all aspects raised by the Instructor by the end of the course.

Objectives

By the end of the practical session, clients should:

- be able to recognise different speed limit areas
- show an enhanced appreciation of the hazards likely to affect their choice of speed
- demonstrate appropriate use of speed

Clients are assigned to an Approved Driving Instructor on a two to one ratio. There are times when clients will receive one to one training. Unavoidable circumstances may dictate that some clients receive training on a three to one ratio, however this is to be avoided whenever possible.

Practical Session Timetable

Times	Method
2 hours 45 minutes	Introduction/briefing, gain knowledge of clients' experience
	Eye sight check

	Vehicle familiarisation
	Client 1 assessment drive/ride urban
	Client 2 assessment drive/ride urban
	Knowledge of speed limits
	Commentary drive/ride
	Discussion
	Client 1 drive/ride and discussion - urban/rural roads
	Client 2 drive/ride and discussion - urban/rural roads
	Final drive for clients 1 and 2 and debrief
	Complete assessment forms
15 minutes	Final debrief
	Close

Assessment Sheets

The instructor, showing an initial assessment then a final assessment of client, completes assessment sheets. The assessment sheet covers the following skills and abilities:

- Speed related skills • Speed Limits
- Use of speed on approach to • Other speed related hazards considerations

The marking system varies from:

- Dangerous • Consistently good
- Requires attention • Exceptionally high standard
- Meets normal requirements

“Interactor Reliability Analysis” The Association will benchmark the scores made on the Driver Assessment Sheets to communicate to Instructors what standards of driving qualify for each score.

Client Debriefing

General comments are made on the assessment form, and both the instructor and client should discuss the comments and sign the form whilst still in the vehicle. It may be necessary to complete the assessment form individually or with the other clients who have been present in the vehicle. This MUST NOT be done in a group environment.

The clients are escorted back to the training room for the final debriefs.

The course presenter asks each client what he or she is going to take away from the course; generally comments are varied but positive. The initial course objectives are repeated and an agreement sought that all the objectives have been reached.

The course presenter reminds clients that:

- they have completed the course successfully
- They will not be offered another course within the next three years.

Clients are then given advice and information on where they can go for further training or advanced courses, e.g. ADI, IAM, RoSPA, Banstead (Banstead is an organisation who train ADIs to deliver driver training to people with disabilities).

Client Package

Clients take away with them information on road safety issues, including camera information and a Driving Standards Agency Video 'What if?'

**SECTION C - ACPO EQUALITY IMPACT ASSESSMENT TEMPLATE
(DIVERSITY AUDIT) AS AGREED WITH THE CRE**

C1. Identify all aims of the guidance/advice

C.1.1 Identify the aims and projected outcomes of the guidance/advice:
The aim of this guidance is to encourage the development of Speed Awareness operating at a national level similar to other driver offender retraining courses where drivers are diverted away from prosecution and into a simple form of education
C.1.2 Which individuals and organisations are likely to have an interest in or likely to be affected by the proposal?
All motorists/insurance companies/DVLA

C2. Consider the evidence

C.2.1 What relevant quantitative data has been considered?	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A
C.2.2 What relevant qualitative information has been considered?	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A
C.2.3 What gaps in data/information were identified?	
Age	N/A
Disability	N/A

Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A
C.2.4 What consideration has been given to commissioning research?	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A

C3. Assess likely impact

C.3.1 From the analysis of data and information has any potential for differential/adverse impact been identified?	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A
C.3.2 If yes explain any intentional impact:	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A
C.3.3 If yes explain what impact was discovered which you feel is justifiable in order to achieve the overall proposal aims. Please provide examples:	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A
C.3.4 Are there any other factors that might help to explain differential /adverse impact?	
Age	N/A
Disability	N/A
Gender	N/A
Race	N/A
Religion / Belief	N/A
Sexual Orientation	N/A

C4. Consider alternatives

C.4.1 Summarise what changes have been made to the proposal to remove or reduce the potential for differential/adverse impact:
N/A
C.4.2 Summarise changes to the proposal to remove or reduce the potential for differential/adverse impact that were considered but not implemented and explain why this was the case:
N/A
C.4.3 If potential for differential/adverse impact remains explain why implementation is justifiable in order to meet the wider proposal aims:
N/A

C5. Consult formally

C.5.1 Has the proposal been subject to consultation? If no, please state why not. If yes, state which individuals and organisations were consulted and what form the consultation took: No, this guidance is to allow Chief Officers a further disposal option in dealing with motoring offences (speed) Therefore their actions will be covered by statute and internal force policy/procedures covering diversity matters.
Age
Disability
Gender
Race
Religion / Belief
Sexual Orientation
C.5.2 What was the outcome of the consultation? N/A
Age
Disability
Gender
Race
Religion / Belief
Sexual Orientation
C.5.3 Has the proposal been reviewed and/or amended in light of the outcomes of consultation? N/A
C.5.4 Have the results of the consultation been fed back to the consultees? N/A

C6. Decide whether to adopt the proposal

C.6.1 Provide a statement outlining the findings of the impact assessment process. If the proposal has been identified as having a possibility to adversely impact upon diverse communities, the statement should include justification for the implementation:
This guidance will not have a negative impact to any minority community

C7. Make Monitoring Arrangements

C.7.1 What consideration has been given to piloting the proposal?
No piloting necessary (a small number of similar schemes have been operated successfully by police forces)
C.7.2 What monitoring will be implemented at a national level by the proposal owning agency and/or other national agency?
None
C.7.3 Is this proposal intended to be implemented by local agencies that have a statutory duty to impact assess policies? If so, what monitoring requirements are you placing on that agency?
No

C8. Publish Assessment Results

C.8.1 What form will the publication of the impact assessment take?
<i>This impact assessment will be attached as an appendix to the document on the ACPO intranet. The Diversity Audit only will be attached as an appendix to the document published on the ACPO website</i>