

The National Driver Offender Retraining Scheme

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Background & Philosophy



The 1988 Road Traffic Law Review (The North Report)

“Retraining of [traffic] offenders may lead to an improvement in their driving (which in term we include both their technical skill and behaviour), particularly if their training can be angled towards their failings”

Dr. Peter North 1988



The 1988 Road Traffic Law Review (The North Report)

“It must be in the public interest to rectify a fault rather than punish the transgressor”

Dr. Peter North 1988



The Vision

“A pilot study of one-day retraining in basic driving skills as a disposal should be undertaken to determine if such retraining produces a lasting improvement in the driving skills of the offenders undertaking it”

Dr. Peter North 1988



How it works



Key Principles

- Police decide using Common Law powers to divert suitable offenders away from the criminal justice system.
- Must be at the lower end of the offending scale.
- Must not have seriously injured a third party (Driver Alertness & Driver Improvement Courses)
- Must always be sufficient evidence to justify and sustain a prosecution.
- No other offences which have to be subject of prosecution.
- Must not have completed the same course within previous 3 years.
- Offender agrees to attend and pay for the course within set time.
- Offender can choose a course venue anywhere
- Offender is normally prosecuted if they decline or default on the offer.
- Policy is applied consistently.
- Courses are delivered nationally to a corporate format.



- **Affordability**
 - Time & costs
- **Availability**
 - Locations
 - Capacity
 - Times and dates
- **Acceptability**
 - Public
 - Police & Course Providers
 - Politically



- **Proportionality**
 - Are the course and its costs proportional to the mischief?
- **Equality and diversity**
 - Does the policy and the course content, the method of administration and delivery discriminate against any group of people and is it applied equally?
- **Human Rights**
 - No aspect of NDORS can infringe someone's Human Rights?
- **Data Protection**
 - In administering the offer and the course, personal data at all times must be dealt with so as to fully comply with the Data Protection Act?
- **Security of information**
 - Do the security of information arrangements comply with all the requirements of the Police Information Security Policy?
- **Contractual integrity**
 - Has the process of applying the course provider been dealt with so as to comply with the law in relation to procurement?
- **Best value**
 - Will the course, and the procurement method stand public scrutiny under the principles of "Best Value"?
- **Suitability**
 - The courses must be fit for purpose and deliver demonstrable road safety benefits?



Strategic Course Development Group

- Business Driven
- Finances Permitting
- Composition
 - Leading Academics
 - Transport
 - Research
 - Behavioural
 - ACPO
 - ANDISP
 - Road Safety Lead
 - Driving Standards Agency (DSA)



Courses are delivered by:

- Public Sector
- Private Sector

Road safety bodies working in partnership with the Police through the Association of Driver Improvement Scheme Providers (ANDISP)

(www.driver-improvement.co.uk)



Current Course provision

- Driver Improvement/Driver Alertness
(Mainly collisions involving careless driving)
- Rider Intervention Developing Experience
(RIDE)
(Motorcyclist offenders)
- National Speed Awareness
(Exceeding Limits by 10%+2 –10%+6)



Evaluation

- **A Psychological Evaluation**
(Burgess 1996)
- **Evaluation of the effectiveness of the National Driver Improvement Scheme)** (Department for Transport Road Safety Research Report No 64 2005)
- **Effective Interventions for Speeding Motorists**
(Department for Transport Road Safety Research Report No. 66 2006)

Website: www.dft.gov.uk/pgr

- **All present courses have concurrent evaluation**



Does it work?



“There is clear evidence that after attending the scheme offenders have safer and more responsible attitudes towards road user behaviour than before. This is highly statistically significant. They report that the course provides them with information, knowledge and skills that will help them to stay safe on the road”

Dr. Fiona Fylan 2010



Future Developments

- Mid Range Speed Offender Courses
- Offences committed by young drivers (Young Drivers Course)
- Considerate Driver Course
 - Failing to conform to Traffic Signs and Automatic Traffic Signals
 - Due Care and Reasonable Consideration offences detected by a Police officer (Non Collision)
 - Mobile phone use
 - Failing to wear seat belts and restraints.
 - Exceeding speed limits in roadworks.
 - Failing to exercise proper control



Toolbox

- The law allows diversion schemes to operate
- Clear identification of target audience is made
- Account is taken of existing good practice and research
- Clear identification of the aims and objectives of the project
- Robust enforcement and education policy is identified
- A national database is set up to prevent offenders from accessing multiple courses
- Resources are identified to deliver the courses which must be available in sufficient numbers, affordable and acceptable
- A limited evaluated pilot takes place to establish the viability of any such scheme or course
- That diversionary courses become embedded as a valuable tool in any road safety strategy
- Public and political acceptance of the scheme is managed via a well defined publicity and media campaign



Any Questions?

Thank You

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