

DMPC DECISION – PCD 1957

Title Metropolitan Police Service Driving Academy: Fleet Requirements

Executive Summary:

The Metropolitan Police Service (MPS) is committed to ensuring officers receive the highest standard of driver training to keep London safe. The Driving Academy currently relies on 25 on-loan vehicles that are aging, increasingly unsuitable for training, and not covered by the corporate fleet replacement programme.

To address this, this paper seeks approval to draw down £1.244m of capital funding provisioned within the New Met for London budget to replace these temporary vehicles with a permanent, modern fleet.

Recommendation:

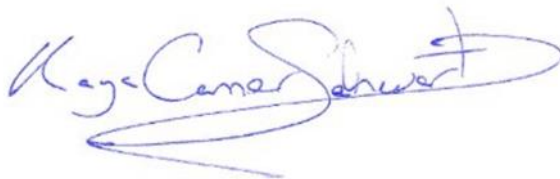
The Deputy Mayor for Policing and Crime is recommended to:

1. Approve capital spend of £1.244m from capital funding allocated within the New Met for London budget to purchase 25 vehicles for the Learning and Development (L&D) Driving Academy via existing approved contracts.

Deputy Mayor for Policing and Crime

I confirm I have considered whether or not I have any personal or prejudicial interest in this matter and take the proposed decision in compliance with the Code of Conduct. Any such interests are recorded below.

The above request has my approval.



Signature

Date: 18/02/2026

PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE DMPC

Decision required – supporting report

1. Introduction and background

- 1.1. In April 2023, an independent maturity assessment of the Learning & Development (L&D) function was commissioned as part of the A New Met for London (NMfL) Fixing Foundations activity. The assessment highlighted that, while L&D services and capabilities were rapidly developing, further work was required to transform the function in a sustainable way and maximise its impact on operational performance.
- 1.2. The assessment recommended a ‘deep dive’ into the Driving Academy to support optimisation of training management, given that demand continues to exceed supply. This work was intended to ensure that the benefit of the additional 14 Full-Time Equivalent instructors funded through the Police Uplift Programme was fully realised. In recognition of this uplift, a corporate performance indicator was introduced for 2024/25, setting a target that at least 30% of eligible Emergency Response Team officers should be qualified response-trained drivers.
- 1.3. To address ongoing supply and demand pressures, additional NMfL funding of approximately £1.5m was allocated to the Driving Academy for 2024/25 and 2025/26. This funding is intended to correct a legacy of underinvestment and increase training capacity, primarily through the purchase of external driving courses. This temporary funding will cease in April 2026, after which the MPS will be fully reliant on internal capacity of the Driving Academy.
- 1.4. The paper seeks approval for the release of provisioned NMfL capital funding to replace loaned vehicles with permanent fleet under the corporate vehicle replacement programme. Based on operational demand for driver training courses from Business Groups, funding will provide:
 - 14 unmarked advanced cars.
 - 3 marked advanced cars.
 - 4 unmarked advanced motorcycles.
 - 3 marked response motorcycles.
 - 1 Heavy Goods Vehicle.
- 1.5. The Driving Academy is collaborating with Fleet Services to ensure a safe and sustainable transition to Electric Vehicles balancing environmental responsibility with the need for training vehicles to remain representative of the wider operational fleet. This approach supports the organisation’s commitment to sustainability while maintaining the realism and effectiveness of driver training.

2. Issues for consideration

- 2.1. The deep dive identified that the current Driving Academy fleet is too small to maximise the capacity of the increased number of Driving Instructors. There is significant reliance on temporary loaned vehicles, many of which are aged and beyond their economic life for use in a demanding training environment. As a result, around 10% of the training fleet is regularly out of service, reducing training supply. Without action to remove reliance on loaned vehicles, this issue will worsen.

- 2.2. The ageing fleet also means that the performance, handling, and safety systems of training vehicles are not aligned with those used in day-to-day operational deployments. This creates risks regarding compliance with Health and Safety obligations, which require staff to be trained on equipment comparable to that used operationally. It also risks non-compliance with forthcoming Section 19 Road Safety Act legislation, which will set specifications for training vehicles. Failure to address these issues could result in the loss of the Driving Academy's licence to deliver training or expose the MPS to prosecution if a serious collision occurs and differences between training and operational vehicles are deemed contributory.
- 2.3. The Driving Academy delivers new and refresher driver training to approximately 3,300 officers annually across 33 courses, supported by 46 Police Constables and 13 Band D Driving Instructors across three sites. Supply and demand is overseen by the Driver Training Performance Board, with representation from all Business Groups. A reliable and sustainable fleet is essential to maintaining training capacity and productivity.
- 2.4. The Academy currently maintains a dedicated fleet of 112 vehicles within the corporate replacement programme, supplemented by 25 on-loan vehicles. These loaned vehicles are forecast to cost £0.20m in maintenance in 2025/26. None are covered by the replacement programme, meaning that as they reach end of life, no replacements are available and overall fleet capacity diminishes. Fleet Services have advised that an increase in the permanent fleet is required to maintain current capacity.
- 2.5. Investment in the fleet will ensure the MPS meets NMfL commitments to fixing foundations and providing officers with the training and equipment required to deliver More Trust, Less Crime and High Standards. It will also support the management of key risks:
- Non-compliance with statutory obligations: Health & Safety legislation requires the MPS to train officers and staff in vehicles that match the performance, capability, handling, and safety systems of those used in operational policing. An aging driver-training fleet risks falling below these standards and introduces avoidable vulnerabilities.
 - Failure to meet national licensing conditions: All forces must meet the quality standards set out in the Police Driving National Policing Curriculum and comply with The Road Traffic (Speed Limit Exemptions and Emergency Vehicles) (Amendment) Regulations 2023. Failure to do so jeopardises the College of Policing licence required to deliver driver training locally.
 - Reduced supply of critical training impacting operational performance: Demand exceeds Driving Academy capacity. Work with operational leads assesses demand in line with risk management and performance outcomes. Maximising Academy capacity depends on fleet infrastructure. Supply challenges intensify from April 2026 when £0.50m additional funding, currently used to boost supply through external routes, is withdrawn.

3. Financial Comments

- 3.1. The proposal seeks approval to release £1.244m from the £1.26m NMfL capital allocation to purchase 25 permanent fleet vehicles. Ongoing maintenance costs are estimated at £0.198m per year, and fuel costs are forecast at £0.277m, remaining unchanged from 2024/25.

4. Commercial Implication

4.1. There are no new commercial implications arising from this proposal. Procurement and build of the vehicles will be undertaken by Fleet Services using existing approved contracts and established routes to market. This approach also covers the structured decommissioning of the current on-loan vehicles.

5. Legal Comments

5.1. There are no new legal implications linked to the current proposal.

6. Equality Comments

6.1. There is no equality considerations linked to the current proposal.

7. GDPR and Data Privacy

7.1. The MPS is subject to the requirements and conditions placed on it as a 'State' body to comply with the European Convention of Human Rights and the Data Protection Act (DPA) 2018. These legal obligations require the MPS to process personal data fairly and lawfully to safeguard the rights and freedoms of individuals.

7.2. In line with these obligations, Article 35 of the General Data Protection Regulation (GDPR) and Section 57 of the DPA 2018 require a Data Protection Impact Assessment (DPIA) where technologies or processes are likely to result in a high risk to the rights of data subjects.

7.3. To ensure compliance with these requirements, the Information Assurance and Information Rights units within the MPS will be consulted throughout the project lifecycle.

7.4. However, as the project does not currently process any personally identifiable data relating to members of the public, no GDPR-related risks have been identified at this stage, and a DPIA is not required at present.

8. Background/supporting papers

8.1. MPS Report – MPS Driving Academy: Fleet Requirements.

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOIA) and will be made available on the MOPAC website following approval.

If immediate publication risks compromising the implementation of the decision, it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.

Part 1 Deferral:

Is the publication of Part 1 of this approval to be deferred? No.

If yes, for what reason:

Until what date:

Part 2 Confidentiality: Only the facts or advice considered as likely to be exempt from disclosure under the FOIA should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a **Part 2** form – Yes

ORIGINATING OFFICER DECLARATION

	<i>Tick to confirm statement (✓)</i>
Head of Unit: The Chief Finance Officer and Director of Corporate services has reviewed the request and is satisfied it is correct and consistent with the MOPAC's plans and priorities.	✓
Legal Advice: The MPS legal team has been consulted on the proposal.	✓
Equalities Advice: Equality and diversity issues are covered in the body of the report.	✓
Commercial Issues The proposal is in keeping with the GLA Group Responsible Procurement Policy.	✓
GDPR/Data Privacy GDPR compliance issues are covered in the body of the report.	✓
Drafting Officer Stephen Kalyango has drafted this report in accordance with MOPAC procedures.	✓
Director/Head of Service: The Chief Finance Officer and the Director of Corporate Services has reviewed the request and is satisfied it is correct and consistent with the MOPAC's plans and priorities.	✓

Chief Executive Officer

I have been consulted about the proposal and confirm that financial, legal and equalities advice has been taken into account in the preparation of this report. I am satisfied that this is an appropriate request to be submitted to the Deputy Mayor for Policing and Crime.

A handwritten signature in cursive script, appearing to read "K. K. K. K. K.", is centered within a rectangular area. The signature is written in black ink on a light gray, textured background.

Signature

Date: 17/02/2026