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WEST MIDLANDS POLICE

Policy Document

POLICY TITLE:

Management of Police Pursuits

POLICY REFERENCE NO:

Ops/06

Executive Summary

This policy provides a framework that contributes to public safety, enhances public confidence in the management of police pursuits, and ensures that police pursuits are only undertaken as a necessary and proportionate means of preventing crime and apprehending offenders.

The policy has been introduced to support best practice and developments contained within Home Office Codes of Practice on the Management of Police Pursuits, ACPO guidance documents and the tactical options to secure a safe resolution.

It is designed to protect and serve our community by defining the standards expected when engaged in a Police Pursuit and supersedes the former pursuit policy from the date of publication.

The pursuit of vehicles by police carries potential danger for police officers and suspects, as well as members of the public lawfully using the roads. A major consideration in any pursuit must be safety. The strategic objective of any police pursuit is to secure a safe resolution within a timescale which strikes a balance between the operational need to apprehend offenders, prevent crime, and the foreseeable potential for harm.

Failure to comply with any of the policies set out in this document may lead to legal and / or disciplinary action. It may also result in drivers being relieved from driving duties.

***Any enquiries in relation to this policy should be made directly with the policy contact / department shown below.*

Current Version And Effective Date.	version 1.1	
	Replaces Part 1 order 29/2007	
Business Area Owner	Operations	
Department Responsible	Driver Development Unit	
Policy Contact	Inspector Ned Kelly	
Policy Author	Inspector Ned Kelly	
Approved By		
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Supporting Documents

Codes of Practice on the Management of Police Pursuits (Home Office)
Management of Police Pursuits Guidance (APP)
Management of Police Pursuits Tactics Directory (**Restricted**)
Stinger Policy
Road Traffic Collision Policy A1
Driver Training Learning Programme
Driver Policy Ops / 09
Manual of Guidance for the Management, Command and Deployment of Armed Officers
(**Restricted**)
National Police Firearms Training Curriculum
(**Restricted**)

Evidence Based Research

Full supporting documentation and evidence of consultation in relation to this policy including that of any version changes for implementation and review, are held with the Force Policy Co-ordinator including that of the authorised original Command Team papers.

Please Note

PRINTED VERSIONS SHOULD NOT BE RELIED UPON. THE MOST UPTO DATE VERSION OF ANY POLICY, GUIDANCE or FORCE DIRECTIVE – ORDER, CAN BE FOUND ON THE INTRANET A to Z POLICIES SITE.

Force Diversity Vision Statement and Values

“Eliminate unlawful discrimination, harassment and victimisation. Advance equality of opportunity and foster good relations by embedding a culture of equality and respect that puts all of our communities, staff and officers at the heart of everything we do. Working together as one we will strive to make a difference to our service delivery by mainstreaming our organisational values”

“All members of the public and communities we serve, all police officers, special constables and police staff members shall receive equal and fair treatment regardless of, age, disability, sex, race, gender reassignment, religion/belief, sexual orientation, marriage/civil partnership and pregnancy/maternity. If you consider this policy could be improved for any of these groups please raise with the author of the policy without delay.”

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Abbreviations

NPIA	National Police Improvement Agency
RSA	Road Safety Act 2006
MoPP	Management of Police Pursuits
CoP	Codes of Practice
ACPO	Association of Chief Police Officers
PTT	'Press To Talk'
TG	Airwave Talk Group
APP	Authorised Professional Practice
DRA	Dynamic Risk Assessment
FCC	Force Contact Centre

1. INTRODUCTION.

This policy has been developed to meet the operational needs of the service and supports the introduction of the Codes of Practice on the Management of Police Pursuits. This policy is applicable to all persons engaged in the management of police pursuits.

Police vehicles used in pursuits may only be driven by staff trained and authorised in accordance with this policy.

Pursuit training will be delivered in compliance with the current Driver Training Learning Programme.

The general principles upon which this policy is based are set out clearly within the Home Office Codes of Practice on the Management of Police Pursuits ([Hyperlink](#)) the Management of Police Pursuits Guidance (APP) ([Hyperlink](#)) and ACPO Management of Police Pursuits Tactics Directory (**Restricted**) ([Hyperlink](#))

West Midlands Police adopts these Codes of Practice, APP and associated Tactics Directory within their pursuit policy.

Where the Management of Police Pursuits refers to the role of a Control Room Supervisor, within West Midlands Police, this role will be carried out by a suitably trained Force Contact Centre Inspector, or in their absence, a suitably trained Force Contact Centre staff member. Where MoPP refers to a 'Control Room', for West Midlands Police this refers to the Force Contact Centre at Bournville Lane Police Station.

There are many occasions during the course of routine police patrol when an officer driving a police vehicle will intentionally travel behind another moving motor vehicle with the intention of stopping that vehicle when the opportunity presents itself. Officers engaging in speed enforcement are a good example. Such activity does not fall within the definition of pursuit and is not affected by this policy.

The strategic objective of any police pursuit is to secure a safe resolution which will lead to the apprehension of offenders and prevention of crime.

It is imperative that before any decision to pursue or authorise continued pursuit is made, police officers, control room staff and all supervisors are in a position to recognise, accept, and discharge their responsibilities in compliance with this policy.

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Police drivers who are required to undertake pursuit driving at any level must have undergone a pursuit training module commensurate with their level of involvement.

All staff engaging in a pursuit will need to decide whether a pursuit is proportionate, authorised and necessary in the circumstances and be able to explain decisions and actions taken if required to do so in any post event enquiry.

Occupants of assigned vehicles and control room staff have a responsibility to discontinue a pursuit once it has been identified the level of risk is disproportionate to the reason for undertaking it or where no tactics are available.

This policy emphasises the need to consider the use of tactical options to prevent or conclude pursuits as quickly, safely, and proportionately as possible. A major consideration in any pursuit must be safety. A pursuit may only be continued where a tactical option is available for deployment within a timescale which strikes a balance between operational need and the foreseeable potential for harm. Pursuit Tactical Advisors should be identified to assist control room staff and Pursuit Commanders with their decision making. Pursuits will not be authorised in the absence of tactical options for resolution.

Authorisation of pursuit is an acknowledgement that the driver and vehicle are appropriate for the task, and there are tactical options for resolution. Information provided must indicate the pursuit is proportionate to the circumstances and in line with the pursuit criteria.

Granting authority to pursue gives agreement in principle to use tactics set out in the Tactics Directory with the exception of those which require authority from a senior officer. Pursuit Commanders should maintain a dialogue with control room staff to ensure available intelligence continues to support proposed physical implementation of any particular tactic.

This policy contains a number of references to the need for varying levels of formal authority to be granted before pursuit can continue or tactics be deployed. There is, however, recognition of the fact that on occasion pursuit trained officers will be confronted with circumstances which require immediate action in respect of their duty to protect life and property. In such circumstances an officer may self authorise the deployment of a particular tactic and must inform the Force Contact Centre at the very earliest opportunity.

If a pursuit trained officer takes the decision to self authorise deployment of a tactic it is imperative the decision can be justified and seen to be proportionate to the circumstances in any subsequent investigation or enquiry.

Exceptional Circumstances

On occasions staff will be confronted with exceptional circumstances which have the clear potential for grave consequences. They are most likely to involve immediate risk to life, significant levels of damage to property, infrastructure, or issues of national security.

This policy is designed and intended to control the routine acts of criminality likely to be encountered by staff in the course of policing. No policy can dissect, risk-assess, encapsulate and then carry in text, every potential situation where it becomes necessary to protect the public in extraordinary circumstances where people are prepared to commit atrocities.

It is acknowledged significant immediate actions may be considered and taken in very short timescales outside the scope of this policy in order to protect life and property.

2. PUBLIC TRUST AND CONFIDENCE

The aim of this policy is to encourage the prevention of pursuits and to emphasise the need to bring any pursuit to an early and safe conclusion using the tactical options available.

Police vehicles must at all times be driven in a professional manner, with drivers demonstrating appropriate standards of road safety in support of public trust and confidence.

Public safety will at all times be prioritised above the desire to apprehend a suspected offender by engaging in a pursuit. Where preventative or pre-emptive actions are clearly proportionate to the intelligence available, their use will be preferable to a pursuit.

Staff performing any role in pursuit management must be properly trained in order to comply with this policy.

Engaging in a pursuit must be proportionate, authorised and necessary in the circumstances. All staff must be in a position to explain their decisions and actions taken during the conduct of a pursuit.

Emergency warning equipment should be used whilst engaged in a pursuit and it must never be assumed that the public are aware of the police or subject vehicles presence. In exceptional circumstances where the use of emergency equipment would compromise operational requirements, officers must limit their actions in accordance with the circumstances. The use of emergency warning equipment does not provide automatic right of way and no circumstances can justify the contravention of any legal requirement, whether exempted or not, which would endanger road users.

Drivers must at all times consider the public perception of their actions.

3. TERMINOLOGY

Pursuit

A police driver is deemed to be in pursuit when: **‘a driver indicates by their actions or continuance of their manner of driving that they have no intention of stopping for police and the police driver believes that the driver of the subject vehicle is aware of the requirement to stop and decides to continue behind the subject vehicle with a view to either reporting its progress or stopping it. Pursuit may be spontaneous or pre-planned’**

The clarity of the pursuit definition is such that there is no place for the term ‘follow’ in this context. A police vehicle is either in pursuit or it is not.

Pre-planned Pursuit

If the proposed future actions of the police carry a foreseeable risk of pursuit and there has been time to develop strategy, identify tactics and produce contingency plans, any such pursuit will be regarded as a pre-planned operation.

The degree of pre-planning and the depth of preparation will be dependant upon the length of time available before engagement or the distance a vehicle is followed before suspects become aware of police presence and a pursuit ensues.

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Tactical advice should always be sought in the planning process for operations with a foreseeable risk of pursuit. Options to prevent the pursuit developing and use of Air Support should be primary considerations in formulation of that plan.

Officers may find themselves behind suspect vehicles and drivers in the normal flow of traffic. The driver of the suspect vehicle may remain unaware of the police interest or decide to continue driving normally in the hope the officer's presence is coincidental. During this period, there is time to consider the use of preventative and pre-emptive tactics. Where preventative or pre-emptive actions are clearly proportionate to the intelligence available, their use will be preferable to pursuit.

Spontaneous Pursuit

When the actions of the suspect driver in deciding to flee are triggered by the presence of a patrolling police vehicle without prior warning or sufficient time for the development of specific strategy and plans, regardless of whether or not the patrolling officer made an initial requirement for the vehicle to stop.

Foreseeable Risk of Pursuit

A foreseeable risk of pursuit shall be considered to be present when officers are dealing with a specific vehicle or driver within a specific time frame in a specific location and intelligence exists to suggest a driver is likely to be non-compliant with instructions to stop. It will not be considered to be present when officers are simply patrolling crime hotspots or they have been required to keep general observations for a circulated vehicle or person.

Subject Vehicle

Any vehicle being pursued spontaneously or within a pre-planned operation will be referred to as a subject vehicle.

Authorisation of Pursuit and Tactics

Officers should seek approval for their decision to engage in a pursuit from designated Force Contact Centre personnel.

Initial Phase Pursuit

This is a spontaneous pursuit in the period before tactical resolution can be considered and actioned. Standard pursuit trained drivers / motorcyclists with suitable vehicles may be authorised to continue by an appropriate member of Force Contact Centre staff. Tyre deflation systems may be authorised for use in the initial phase of the pursuit. Initial Phase Pursuit drivers have no authority to take an active part in tactical resolution other than as Feeder vehicles and deployment of tyre deflation systems. Motorcycles must not be used as feeder vehicles.

Tactical Phase

An authorised pursuit for which resolution tactics are appropriate and available which has been commenced by, or taken over by, a tactical trained advanced driver in a suitable vehicle, and a Pursuit Commander has been identified.

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Pursuit Commander

The Pursuit Commander is an appropriate officer within one of the pursuing Tactical Phase vehicles, responsible for execution of tactics and maintaining communication during the management of a pursuit. The role is not rank based and will be undertaken by the person most appropriately placed and equipped to make necessary tactical decisions. The Pursuit Commander should clearly identify themselves as such to all other officers engaged in the pursuit and to the Force Contact Centre

Tactics

A pursuit tactic will be any action or combination of actions intended to prevent or bring about the end of a pursuit by means of physical intervention.

Terminology for, and descriptions of, specific operational pursuit resolution tactics are contained within the restricted Tactics Directory available separately.

4. PURSUIT ROLES AND RESPONSIBILITIES

Non pursuit trained driver / rider

Non-pursuit trained drivers and motorcyclists will take no part in the pursuit of vehicles. Where authorised to stop vehicles, they must immediately inform the Force Contact Centre of the circumstances when it becomes evident a vehicle is refusing to stop. At this point the situation falls within the definition of a pursuit and must be immediately discontinued unless exceptional circumstances apply.

Initial Phase

Only pursuit trained drivers / riders using suitable vehicles will be permitted to engage at this level.

Once the behaviour of a subject driver falls within the definition of pursuit, the officer concerned will, at the outset, use their own judgement, experience, skills, and knowledge of this policy, to decide whether a pursuit is justified, proportionate and necessary.

The initial phase begins as soon as a driver fails to stop for police or flees on sight of the patrol vehicle. The police driver must immediately communicate the facts to the Force Contact Centre and seek authorisation to continue the pursuit. A Force Contact Centre Inspector must be notified at the earliest opportunity. The police driver will be expected to convey information relative to the pursuit criteria set out in this policy. The Force Contact Centre Inspector will oversee the dynamic risk assessment process based upon the information as it is provided. This process will continue throughout the pursuit in order to deal with changing circumstances. If immediate radio communication cannot be made, or is lost between the vehicle and the control room, the pursuit will be discontinued.

Before requesting or granting authorisation for a pursuit, it must be decided if subsequent investigative action may be a preferred option to pursuit. There are a number of pursuit criteria which drivers and Force Contact Centre staff must consider in this decision making process.

Pursuit considerations are taken in accordance with the National Decision Making Model.

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Pursuit Criteria:

1. The current level of risk taking by the pursued driver;
2. Whether or not the suspect's identity is known;
3. The seriousness of any known offence committed or suspected;
4. The weight of intelligence as to whether the suspects are, or are likely to be, armed (see Situational Engagement of Suspects);
5. Whether the driver is, or appears to be, a juvenile or whether it appears other vulnerable person(s) may be carried in the vehicle;
6. The type of vehicle pursued, e.g. car, motorcycle etc;
7. The current/ anticipated route as regards time of day, road, weather, traffic or specific considerations such as schools, licensed premises or off road terrain etc and;
8. The availability of Tactical Options.

The driver's decision to commence pursuit must be based on the pursuit criteria and an ongoing dynamic risk assessment. It is essential drivers possess a sound knowledge of the criteria as many short duration pursuits may not allow time for specific guidance from the Force Contact Centre.

It is acknowledged the criteria above can give the impression that pursuing drivers and control room staff must make their way through a pro forma check list whilst a rapidly developing situation unfolds before them. Such a situation could not be workable. Competent police drivers will recognise sufficient strands of information received concurrently to enable them to make proper decisions regarding commencement.

There will be cases where specific information regarding one or more of the pursuit criteria may not be available, or one or more of the criteria for continuance are not met. Such situations should not automatically preclude the authorisation or continuance of a pursuit. For example, there may be a situation where it is imperative a known suspect is apprehended without delay and a vehicle pursuit is entirely proportionate. Each individual case must be considered on the information and intelligence at hand and measured against the collective criteria.

Officers should convey information to the control room regarding their own driving authority level and the police vehicle they are using, a description of the subject vehicle and occupants and direction of travel. All information relating to the pursuit criteria must be conveyed immediately it becomes available or changes from the last update.

Information available to the pursuing officer should be prioritised and relayed to the control room at the earliest opportunity. It is the responsibility of the initiating driver to pass all relevant information to control room staff.

If decisions are made to commence and authorise continuance of pursuit, staff involved in pursuit management and delivery of tactical options must continue to dynamically risk assess progress in light of potentially rapid changes in circumstances and intelligence. In common with all major operational decisions, officers and staff must be in a position to justify decisions to start and continue a pursuit. It must be considered that such justification may be tested in the spotlight of legal proceedings.

Any changes to the dynamic risk assessment must be immediately reported to the Force Contact Centre. If this process highlights increased risk, the issue of proportionality must be reconsidered and current authorities reviewed. Decisions must be relayed to the police driver and recorded.

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The two way flow of information between the Force Contact Centre and the person providing the pursuit commentary throws up a challenge to control room staff. They must be in a position to continually and dynamically assess a potentially rapid flow of incoming information and where necessary, probe the information source in order to elicit specific points relating to the pursuit criteria. Incoming and outgoing information must be recorded in a format which can be produced at a later time if required. Control room voice recording facilities are likely to be the primary mechanism for this purpose.

The Force Contact Centre may direct initial phase trained drivers and motorcyclists to support a pursuing vehicle in order for the resource to assist at the stop or abandonment of the subject vehicle.

Initial phase trained drivers and motorcyclists must:

- convey information regarding the circumstances and direction of the pursuit, so that Force Contact Centre staff can properly organise and deploy appropriate resources;
- risk assess the situation and provide information to the Force Contact Centre regarding the pursuit criteria;
- drive in accordance with their level of authority and personal capability, avoiding increased risk; and
- pass control to a tactical phase trained advanced driver as soon as possible, and withdraw from the pursuit.

A disciplined team approach by police drivers, Force Contact Centre staff and supervisors is essential if pursuits are to be successfully resolved. Drivers must display restraint at all stages of pursuits, reacting positively to directions from the Force Contact Centre, who should mobilise, deploy and co-ordinate resources in support of those directly engaged.

Vehicles considered suitable for the Initial Phase include:

- Livered cars: fitted with visual and audible warning equipment which have been deemed suitable for use in pursuit;
- Non liveried cars fitted with audible and visual warning equipment driven by Advanced Drivers and deemed fit for use in the Tactical Phase;
- Livered motorcycles fitted with audible and visual warning equipment which have been deemed suitable for use in pursuit;
- Non liveried motorcycles fitted with audible and visual warning equipment which have been deemed suitable for use in pursuit and ridden by Advanced motorcyclists.

Tactical Phase

Forces must have tactical options available for the resolution of a pursuit. Pursuits will not be authorised in the absence of tactical options for resolution.

Appropriate Force Contact Centre staff may declare a pursuit to be in the Tactical Phase once it is under the control of suitably trained advanced drivers in suitable vehicles, and a Pursuit Commander identified.

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Once the pursuit moves into the Tactical Phase, tactical options for bringing the pursuit to a conclusion will be decided. A Pursuit Tactical Advisor should be in place to assist the decision making process.

Tactical Phase trained Advanced drivers must immediately inform the Force Contact Centre of the circumstances when it becomes evident a pursuit has commenced and seek authority to continue.

Appropriate control room staff may authorise the pursuit to go directly to the Tactical Phase if the pursuit is initiated by an appropriately trained advanced driver, in a suitable vehicle and he/she is immediately approved as Pursuit Commander.

Tactical Phase trained Advanced drivers have the same responsibilities as Initial Phase trained drivers and motorcyclists and are also responsible for:

- dynamically risk assessing the pursuit and providing accurate information to the Force Contact Centre;
- identifying themselves or a suitably qualified radio operator as pursuit commander, once appropriately placed;
- driving in accordance with training and personal capabilities to manage risk levels; and
- requesting additional resources and suggesting tactical options as appropriate.

Vehicles considered suitable for the tactical phase include:

- Liveried cars fitted with visual and audible warning equipment which have been deemed fit for use in tactical phase pursuit;
- Non liveried cars fitted with audible and visual warning equipment driven by tactical phase trained advanced drivers deemed fit for use in tactical phase pursuit. Consideration should be given to replacing non liveried vehicles with suitably liveried vehicles at the earliest opportunity due to limitations with non liveried vehicles engaged in pursuit.

5. TACTICS

West Midlands Police adopts the Tactics Directory as published alongside the Codes of Practice.

Where the Tactics Directory refers to authorisation being given by a Superintendent this will also include Force Incident Managers.

Tactical Options can only be used by officers who have been trained and authorised in their deployment.

A specific tactical plan is something that will develop as information is received and intelligence gathered. There is no expectation there should always be a definitive tactical plan in place at the commencement of a pursuit or before declaration it has moved to the Tactical Phase.

Any attempt to tactically stop a motor vehicle should be carefully considered because of the potential for risk to life and property.

All decisions made by Officers and FCC staff must be documented, complete with rationale at the conclusion of the incident.

Unattended Suspect Vehicles

Officers will often be faced with circumstances where a suspect vehicle is found unattended. [REDACTED]

6. DISCONTINUING A PURSUIT

When a subject vehicle has been re-sighted following a temporary loss the authority in place will be deemed to be continuous for the resumption of that pursuit following an updated Dynamic Risk Assessment (DRA). This should be communicated to the Force Contact Centre immediately.

Where a pursuit has been discontinued or where a vehicle has been lost, it is necessary for a new authority based on the latest intelligence and circumstances to be in place to pursue again.

A pursuit must be discontinued when the risk factors become disproportionate to the reason for undertaking it.

Pursuit must never be seen as a personal challenge. A decision to discontinue a pursuit is, under certain circumstances, the most appropriate and professional course of action. Discontinuance is always an option for consideration.

The decision to discontinue a pursuit can be made by :

- occupants of assigned vehicles; and
- Force Contact Centre Staff.

Tactical Advisors, Police Aircraft Observers, and supervisors are among a wider group of people who may be in a position to advise a pursuit be discontinued due to knowledge or observation of local circumstances.

Once a pursuit has been discontinued:

- all relevant information must be recorded;
- all involved ground units and authorities will disengage and where applicable turn off emergency equipment and either stop or resume normal patrol.
- in car recording equipment, where fitted, should be time stamped and retained; and
- authorities, including those for deployment tactics, are automatically withdrawn.

Aircraft are often deployed in pursuit management. They play a major and effective role in taking pressure from ground units by monitoring progress and location of suspects and vehicles. The nature of the role and the fact that aircraft are not in a position to physically affect the progress of a subject vehicle means they are not considered to be 'in pursuit' of a subject road vehicle. Any decision to discontinue the deployment of air support is a separate issue from the decision to withdraw ground units.

7. COMMUNICATIONS

All communications for Management of Police Pursuits will take place using [REDACTED]

All vehicles that are likely to be involved in pursuits should be equipped with a radio system capable of communicating with the Force Contact Centre.

Authorised officers are reminded of the need to use the available 'hands free' PTT equipment if there is no separate radio operator available to them

For effective management of pursuit, only plain language and nationally agreed terms should be used in radio transmissions and commentaries.

Double-crewed vehicles should be used if available. This allows driving and communications tasks to be separated

Decisions and actions should be included in the commentary and be recorded with control room voice recording facilities.

Where vehicles have an active Automatic Resource Location System, the driver must ensure they have associated themselves with the system, or the ability to be deployed to support a pursuit will be lost.

Vehicle Radio Operator

The vehicle radio operator, where available, is responsible for maintaining a commentary containing accurate and timely information for the Force Contact Centre, other units and supervision regarding pursuit criteria.

Force Contact Centre Operator

Force Contact Centre operators are responsible for:

- locating the appropriate talk groups on dispatcher terminals and being aware of the patching procedures;
- coordinating radio communications during the pursuit;
- informing the Force Contact Centre Supervisor of the start of a pursuit at the earliest opportunity;
- approving initial and continued authority for pursuit at the earliest opportunity, if a supervisor is not immediately available;
- constantly risk assessing activity based on information and intelligence received;
- identify and assign Tactical Phase Trained Advanced Drivers in a suitable vehicle to take the Pursuit Commander role where Initial Phase trained Drivers and Motorcyclists have initiated a pursuit;
- declaring a pursuit is in the tactical phase;
- mobilising, deploying and coordinating resources in support of those directly engaged;
- identifying, advising and guiding the deployment of units during the pursuit; and
- receiving and recording all incoming information from the pursuing vehicle including the reasons leading to the taking of a particular action and, where applicable, any other options considered;

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Force Contact Centre Supervisor

In addition to providing support and advice to the operator engaged with the pursuit, the Force Contact Centre supervisor is responsible for:

- The overall control of the pursuit;
- Constantly risk assessing the activity based on information and intelligence received;
- Approving initial and continued authority for pursuit, at the earliest opportunity;
- Where an Initial Phase Pursuit has been authorised, ensuring that an appropriate Tactical Phase resource has been assigned and can respond within a time frame that balances operational need with the potential for harm.
- Identifying and agreeing a Pursuit Commander;
- Declaring a pursuit is in the tactical phase.
- Considering the current level of authority in light of incoming information and advice from an appointed Pursuit Tactical Advisor;
- Ordering additional units to assist, if necessary; and
- Suggesting the range of tactical options available to the pursuing driver/ pursuit commander;
- A Force Contact Centre supervisor should also ensure that forces are notified when a pursuit is approaching force boundaries and provide information regarding any tactical authorities previously given and current

Pursuit Tactical Advisor

Trained and authorised Pursuit Tactical Advisors will be provided, 24/7, by Operations Traffic.

Under no circumstances during pre-planned pursuit operations should the Tactical Advisor be a person directly involved as a crew-member in a pursuing vehicle. During spontaneous pursuits it is highly desirable to use a Tactical Advisor that is not a person directly involved as a crew member in a pursuing vehicle. If however this is not possible, other Tactical advisors may be considered.

Tactical advice may be provided in real-time as part of the communications loop using personal force radio equipment or other appropriate methods.

Specific tasks for the Tactical Advisor during a Spontaneous pursuit will be to:

- provide advice to Pursuit Commanders and/ or Force Contact Centre Staff during a pursuit;
- work with Firearms Tactical Advisors during armed pursuits;
- provide operational support to crews of pursuing police vehicles;
- monitor incoming commentary; and
- consider the range of Tactical Options available, and make suggestions.

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Specific tasks for the Tactical Advisor during a Pre-Planned Operation will be:

- to take part in the operational planning process;
- assist the decision making process;
- to provide input in the preparation of any documented risk assessment;
- to suggest the range of tactical options available; and
- where time constraints allow, be present in the Force Contact Centre room during the operation to assist staff.

Tactical Advisors will record any advice given and their rationale in their MK99 Pocket Note Book or on the incident log.

8. ENGAGEMENT WITH SUBJECTS

No more than two pursuing units should be directly behind any subject vehicle, other than at the direction of the control room. Under no circumstances should a 'convoy' situation be allowed to develop, unless this is in support of an authorised tactical option. In such circumstances the Pursuit Commander should dictate what resources are required.

Where more than one vehicle is engaged in a pursuit, and capability allows, each vehicle should use a different audible warning sound to alert other road users to the presence of multiple police vehicles.



Air Support

Air support should be introduced at the earliest possible stage in order to monitor, record and report the progress of the subject vehicle and occupants. The aircrew will be able to advise all involved of the subject vehicle's progress, and provide additional information in respect of the pursuit criteria.

Air support offers the potential opportunity to enable ground units to increase the distance between themselves and the subject vehicle.

The elevated view available to the air support police observer may provide an opportunity to provide a pursuit commentary in preference to the ground units.

The support aircraft is a fundamental part of the pursuit management strategy but it is not a tactic for resolution nor considered to be 'in pursuit' of the subject vehicle or occupants.

In the event ground patrols abandon, or are instructed to abandon the pursuit of a subject vehicle, there will be no automatic requirement for air support to be withdrawn. It will be legitimate for the aircrew to continue gathering evidence by monitoring the progress, and behaviour, of a subject vehicle and its occupants in the period after discontinuance of pursuit.

Use of Police Dogs

Any dog units directly involved in the pursuit of a subject vehicle must meet the necessary criteria in accordance with this policy.



Pursuit of Motor Cycles / Quads

Engagement is identified as high risk because of the vulnerability of riders, the manoeuvrability of the vehicle and the excessive speeds that such vehicles can reach. Exceptional Circumstances may however dictate that the pursuit, and use of approved tactics, could be an option against motorcycles or quads.

Given the vulnerability of the riders any decision to pursue or deploy a tactical option must be fully justified.

Armed Pursuits

Unarmed officers should not be used to terminate a pursuit if there is intelligence to suggest that the occupants of a subject vehicle are, or are likely to be, armed.

In such circumstances the incident must be declared a firearms incident and managed in accordance with the Manual of Guidance for the Management, Command and Deployment of Armed Officers.

Armed pursuits should be conducted in accordance with this policy, notwithstanding any armed tactics that may take precedence.

Any pursuit by armed officers for a non firearms incident will be conducted in accordance with this policy.

Pursuit of Vehicles Off-Road

Off road pursuits will be managed in exactly the same way as any other pursuit, and subject to the same dynamic risk assessment and communication requirements.

The pursuit of any vehicle off-road carries additional dangers. Officers are advised to carefully consider the issue of proportionality and the likelihood of damage to vehicles before embarking on a pursuit off-road.

9. COVERT SURVEILLANCE

The use of motor vehicles by surveillance officers in operations aimed at gathering intelligence regarding the activities of suspects, is a specific and skilled area of police operations.

Covertly following and observing a motor vehicle occupied by a suspect, or making ground unseen by the suspect with a view to taking over the covert follow, does not constitute pursuit and is not governed by these codes of practice.

In the event the suspect becomes aware of the presence of following police and embarks upon driving activity and behaviour designed to flee from the surveillance, the officer(s) must make decisions regarding the police response. The reason for the surveillance and the intelligence already in possession of the officer(s) places them in a good position to make correct decisions.

If surveillance officers make a decision to stop a suspect who then fails to comply, or becomes aware of the police presence and flees, this will then meet the definition of pursuit and must comply with this policy.

10. DRIVER ATTITUDE

'Red Mist' is a term used to describe a complex emotional situation affecting the state of mind of drivers who can become so focused on an objective or outside influence their ability to accurately assess driving risk is severely reduced.

The consequence of a driver suffering red mist is a significant increase in the risk of a collision. It is important to understand that this can happen as much during short pursuits at relatively low speeds as well as during pursuits at higher speeds.

Police drivers must not personalise during pursuit. A pitfall for drivers in pursuit is to perceive the suspect as an adversary and see the situation as a personal challenge. Officers must remain dispassionate about the task and concentrate on driver behaviour, the dynamic risk assessment process and communicating quality information.

Persons engaged in pursuit management must be equipped to identify indications of red mist in themselves and others and take appropriate actions. Such actions may involve removing themselves from the situation, changes in the roles of individuals, calling a specific unit off a pursuit or discontinuing the pursuit itself.

Under no circumstances should the driver of any police vehicle continue in pursuit of a subject vehicle if they feel their personal ability to function, is being exceeded by the nature of the event, regardless of the continued proportionality of the pursuit itself.

11. VEHICLES PROHIBITED FROM PURSUIT

The following vehicles are prohibited from use in pursuits unless exceptional circumstances apply because they have a clear and foreseeable potential to increase dangers;

- vehicles with larger people carrying capacity, such as personnel carriers
- vehicles which do not have audible and visual warning equipment fitted, including hired or personal vehicles

12. CROSS BORDER PURSUITS

When a pursuit is close to a force boundary, the adjoining force should be informed at the earliest opportunity. The authority to continue or discontinue the pursuit will transfer to appropriate Control/ Communications Room Staff of the new force as soon as the boundary is crossed.

The use of tactics will not automatically be transferred and will be for the receiving force to make decisions regarding continuance of that authority.

When considering boundaries, this transfer of authorities and control also applies to pursuits entering the Motorway network, with CPMG RCC taking primacy.

13. PURSUIT DEBRIEFS

Pursuit debriefs must be completed in all instances where a pursuit occurs, whether it is authorised by the Force Contact Centre or not.

Where a pursuit is concluded whilst in the Initial Phase, the de-brief will be conducted by the supervisor of the officer initiating the pursuit.

Where a pursuit is concluded in the Tactical Phase, the de-brief will be conducted by a supervisor from Operations Traffic.

Where possible a pursuit debrief should be completed by a supervisor not involved in the actual pursuit.

All Pursuit de-briefs must be completed before the end of that tour of duty, or as soon as practicable.

It is recognised that pre-emptive, preventative and resolution tactics will develop with operational experience over time. All staff are encouraged to assist in the development of pursuit tactics by feeding information regarding tactical innovation and improvement through the pursuit debrief process, this will be communicated to ACPO through National Police Driving Schools Conference liaison at the Driver Development Unit.

14. TRAINING

Any training required to comply with this policy will be provided by qualified instructors under the guidance of Learning and Development. Management of Police Pursuits refresher training must be completed every 5 years. Stinger refresher training must be completed every 2 years.

15. REAL TIME RECORDING OF EVIDENCE

All those involved in a pursuit must consider the need to provide evidence of:

- any criminal activities occurring during the pursuit; and
- the decision making processes involved in conducting the pursuit, together with any further decisions to allow the continuance of a pursuit.

Recording equipment fitted within police vehicles must be properly maintained and used at all times. A record must be made of any defective equipment with repairs undertaken at the earliest opportunity.

16. SPECIALIST VEHICLES AND ACTIVITIES

Any exemptions in relation to this policy must be documented and approved by Chief Superintendent Operations.

17. COLLISIONS

Any collision occurring as a result of a pursuit will be dealt with in accordance with Road Traffic Collision Policy A1.

18. FREEDOM OF INFORMATION (FOI)

Public disclosure of this policy document is authorised as determined by the Force Policy Co-ordinator and FOI manager.

Which exemptions apply and to which section of the document?	Whole document	Section Number

19. PROMOTION / DISTRIBUTION & MARKETING

Details of this policy will be available on the force Intranet with specific guidance provided whilst attending any Pursuit related Driver Development Unit event.

20. REVIEW

The Driver Development Unit will maintain ownership of the policy and any other associated documents and in-turn delegate responsibility to the department / unit responsible for its continued monitoring.

The policy should be considered a 'living document' and subject to regular review to reflect upon any Force, Home Office/ACPO, legislative changes, good practice (learning the lessons) both locally and nationally.

A formal review of the Policy document, including that of any other potential impacts i.e. EQIA, will be conducted by the date shown as indicated on the first page.

Any amendments to the Policy will be conducted and evidenced through the Force Policy Co-ordinator and set out within the version control template.

Feedback is always welcomed by that of the author/owner and/or Force Policy Co-ordinator as to the content and layout of the policy document and any potential improvements.

CHIEF CONSTABLE

21. VERSION HISTORY

Version	Date	Reason for Change	Amended/Agreed by.
1.1	17.08.2012	To Chief Constable Sims for authorisation	