

# Welcome

This training is going over and understanding what a pursuit is and the role of a IPP driver in a pursuit and also basic legislation

This is not just a training guide this also can be used if u need to go back and review any pursuit terms or policy at anytime. I will be making sure this document stays up to date to make sure all changes are made correctly and u guys can review them.

# Response driver basic

Response driving is very basic when broken down to u, all you have to do is drive with ELS and sirens activated 20 MPH over the speed limit

Intersection should be approached at walking speed so then you can react if anyone pull out or if a pedestrian walk out onto the road

When on as a advanced driver you are able to go a bit faster if u have a good justify reason to what u are responding too

When overtaking vehicles you should take the path of least resistance through traffic

# Pursuit basics

Failing to stop on police request is what u call failing to stop

A pursuit is where the vehicle you attempting to stop is aware you want them to stop but they continue to drive anyway. This does not include those that are confused with what you want them to do or those that have not seen you. This is a judgement you have to make but an increase in speed or change of direction is a good way to know if the vehicle is aware of your presence and is failing to stop for you. If your not sure treat it as a pursuit and make sure to pass IPP and DRA

# PURSUIT BASICS

## Should i chase the vehicle?

Just because a vehicle fails to stop for you does not mean you have to chase it. No pursuit is safe, it put all thos involved including members of the public at a high risk and you must weigh up if it is justifiable to carry on with the pursuit. This is a judgemtn you have to make in that moment no one can force you to carry on if u believe it too much of a risk to others the higher the crime or offence the more change the police drivers are going accept and chase the vehicle but if so u must be ready to justify your action at any time and bust be willing to consider standing down the pursuit if the risk outweighs the offence

- .the current level of risk posed by the pursuit driver
- .whether or not the suspect identity is known and we are sure it them
- .the seriousness of any known offence committed or suspected
- .the weight of intelligence as to whether the suspects are or are likely to be armed
- .whether the driver is or appears to be juvenile or whether it appears that others vulnerable person are in the vehicle
- .the type of vehicle being pursued car or motorbike
- .the current/anticipated route in respect of the time of the day road ,weather ,traffic ,specific considerations such as school, busy foot areas or off road terrain
- .the availability of tactical option

# PURSUIT PHASES

## INITIAL PHASE:

This phase of a pursuit is where there are less than 3 tpac driver behind a suspect vehicle this stage the primary vehicle is to monitor the progress of the subject vehicle and coordinate the stinger tactics until more appropriately trained driver can assume control and transition the pursuit. Advanced driver may also be deployed during this phase to employ stinger or consider alternative tactic to end the pursuit

## TACTICAL PHASE:

Where there 3 Tpac trained driver's trailing the vehicle the pursuit enters tactical phase, now strategies such as implementing a moving box [TPAC] are done to bring the pursuit to a stop only trained tpac driver participate in this phase while initial pursuit prevention driver remain nearby ready to intervene with decamp or rolling back roadblock if needed.

# DECISION MAKING

.What should you do and who bear responsibility for ensuring the safety of this pursuit. Your communications are received via the main channel where they be providing updates to control and evaluating the surrounding conditions to enable appropriate assessment by other regarding the need for this pursuit

**.YOUR ROLE:** you hold primary responsibility and have the authority to terminate the pursuit as a trained driver. Particularly doing the initial phase. However once the pursuit advances to the tactical phase and you still able to terminate it if it become more limited as the risk inherently come high during this part of the pursuit advanced driver.

**.IPP TRAINED DRIVER RESPONSIBILITY : AS A IPP TRAINED DRIVER YOU MUST KEEP GIVING A DYNAMIC RISK ASSESSMENT THIS ASSESSMENT INVOLVES CONTINUALLY EVALUATING THE RISK LEVEL OF THE PURSUIT AT ANY GIVEN MOMENT WHOEVER GIVING COMMS OVER THE RADIO IS RESPONSIBLE FOR CONDUCTING THIS ASSESSMENT AND RELAYING IT THROUGH THE RISK LEVELS.**

# RISK GRADING

**LOW:** the subject vehicle is remaining or just above the speed limit they are generally shown due consideration for other road user such as slowing for red lights and pose a LOW risk to themselves and other members of the public

**Medium:** the subject vehicle is exceeding the speed limit by a decent amount. They are generally taking the risk to get away by running red lights at speed but are not placing members of the public at high danger.

**High:** the subject vehicle is taking an extreme level of risk to get away. They are driving down wrong side of travel high speed and making contact with members of the public and a serious collision is likely

# PURSUIT AUTHORITY

Once u been given the initial pursuit criteria MP will consider allowing the pursuit. They may want to know more information before making a decision. Continue pursuit and answer their question when u can. MP will then either stand down the pursuit or allow it go ahead.

If DISCONTINUED by MP you must STOP your vehicle pull over to the side of and thoa and let the vehicle go, still following the vehicle even at distance with no lights or sirens is still a pursuit. Inform MP you have discontinued and the fact you have stopped. You should then give the vehicle last known location and travel and get it added to the anpr and offence along with it. It unlikely it will get stood down if u are a Tpac trained driver

If the pursuit is authorised you must stay giving good communication



# PURSUIT CONTEXT

WHEN PROVIDING THE PURSUIT COMMENTARY YOU SHOULD PROVIDE FOLLOWING INFORMATION

. CHANGE OF DIRECTION

.CHANGE OF ROAD NAMES

.CHANGE OF BOROUGH

.APPROXIMATE SPEED

.CHANGE IN TRAFFIC CONDITIONS

.CONTRAVENTION OF RED ATS

.DRIVING WRONG SIDE OF TRAVEL MUST INFORM CONTROL IF ANY OTHER VEHICLE ARE APPROACHING IF SO

. VEHICLE RETURNS TO CORRECT LANES

.CURRENT DRA

. IF VEHICLE PERFORMS BRAKE CHECK

.IF VEHICLE COLLIDE WITH ANY VEHICLE. PERSON OR ROADSIDE FURNITURE THEN INFORM MP OF THE DAMAGES OR INJURIES

.IS IT SAFE TO CONTINUE??

.ASK FOR STINGER AUTHORITY GIVE LOCATION AND WHERE A GOOD PLACE TO SET UP THE STINGER SITE

.ASK FOR NPAS

# PURSUIT INFORMATION

Unlike when responding to a emergency call where you are in control of the path and speed. In a pursuit it is the subject vehicle who decide where you are going to go and how fast they are going be travelling to get away. As such you need to learn how to get the most out of your vehicle in order to keep up the best way to do this is during out of patrol time drive your vehicle of choice around the map in a safe location to test ur self and learn what your vehicle can do

Always try and keep a distance of two moving car between you and the subject due to brake checking

Avoid driving right behind the car and try to drive to the right or left of the subject car but behind it just on the left or right

When the vehicle slow down and come to a stop like a ats or junctions make sure your vehicle is right behind the subject so they almost touching so the subject cant just rearm end you and ram you

Light and siren must be on at all time during a pursuit to for safety reason

# HOW TO PASS A IPP CORRECTLY!

After control give u the green light you ar then required to give out ipp and designate a risk level for the pursuit

Location and direction

Roadname, borough, news ,landmarks

Vehicle details

Make model and vrm

Speed

Current travelling speed

Vehicle density

LOW, MEDIUM, HIGH

PEDESTRIAN DENSITY

LOW MEIUM HIGH

ROAD CONDITIONS

WET DRY DIRT

# HOW TO PASS A IPP!

LOCATION AND DIRECTIONS

ROADNAME. BOROUGH NEWS LANDMARKS

VEHICLE DETAILS

MAKE MODEL AND VRM

SPEED

CURRENT TRAVELLING SPEED

VEHICLE DENSITY

LOW, MEDIUM, HIGH

PEDESTRIAN DENSITY

LOW, MEDIUM, HIGH

ROAD CONDITIONS

WET DRY, DIRT

VISIBILTY

POOR, MODERATE,GOOD

DYNAMIC RISK ASSESSMENT [DRA]

LOW, MEDIUM,HIGH

DRIVER CLASSIFICATION

IPP, ADVANCED,TPAC

POLICE VEHICLE

MARKED, UNMARKED

# Basic legislation

In order to detain someone you must have reasonable ground to suspect they have committed a crime or in the process of committing one you must not detain someone just for no reason before questioning a person you must explain the following

You do not have to say anything but it may harm your defence if you do not mention something when questioned something which u may later rely on in court anything you do say may be given evidence

Various outcome that you may have with a person detaining them

- . no further action
- .verbal warning
- .official formal police caution
- .community resolution
- .fixed penalty notice
- .traffic offence report
- .remand in custody
- .released under investigation

CODE G OF PACE THESE ARE THE NECESSITIES  
YOU MUST HAVE IN ORDER TO EFFECT AN ARREST  
ON A SUSPECT

.prompt and effective investigation

Prevent disappearance

Protect child,vulnerable people

Prevent injuries

Preserve decency

Prevent loss or damage property

Ascertain name

Ascertain address

# USE OF FORCE

## SECTION 117 OF THE POLICE AND CRIMINAL EVIDENCE ACT 1984:

Confers a power of a constable and does not provide that the power may only be exercised with the consent of a person other than a police officer, the officer may use reasonable force. If needed

## SECTION 3 OF THE CRIMINAL LAW ACT 1967

A person may use such force as is reasonable in the circumstances in the prevention of crime or in effecting or assisting in the lawful arrest or offender or suspected offender or of person unlawfully at large

Common law:

Reasonable force may be used to defend oneself or another from attack

Reasonable force may be used to gain access to an area to assist a person under attack

Circumstances may justify a pre-emptive strike if there is a honest and genuinely held belief of imminent attack

# Pace

Section 1 power of constable to stop and search person vehicle

Section 3 duty to make record concerning searches

Section 17 entry for purpose of arrest

Section 18 entry and search after arrest

Section 19 general power of seizure

Section 24 arrest without warrant

Section 24a arrest without warrant

Section 27 fingerprinting or certain offenders

Section 31 arrest for further offence

Section 32 search someone upon arrest

Section 54 searches of detained persons

Section 55 intimate searches

Section 117 power of constable to use reasonable force