

What is TPAC

TPAC stands for tactical pursuit and containment. Being a TPAC driver means you are an advanced driver and have completed a TPAC course. This enables you to perform the tactical phase of a pursuit and use containment tactics. The lead TPAC driver takes on the role of pursuit commander and will request the tactics that will be used.

This course will teach you to perform the following tactics

- Pre-Emptive Box
- Box
- Crucifix
- Tactical contact

Pursuit prevention

Pursuit activity and use of pursuit tactics are likely to place members of the public and police officers under a significant degree of risk. Wherever possible, trying to prevent a pursuit from taking place must be a primary consideration. Officers authorised in pursuit and incident managers must give due regard to the purpose and justification of actions and decisions of a pursuit. The key consideration is to ask is this pursuit necessary, balanced against threat, risk and harm for which the subject driver is being (or about to be) pursued?

If the decision is made to engage in a pursuit because it is in the public interest to protect life, prevent or detect crime, or to apprehend an offender, then it must be conducted with proportionality and due regard for the circumstances. It is important that the risks, topography and continuing surroundings are calculated to justify legitimacy of actions. Officers should not place undue pressure on themselves or risk public safety beyond their capabilities or those of the vehicle they are driving.

Pre-planned operations

Pre-planned operations refer to situations where the potential for a pursuit is foreseen. If the proposed future actions of the police carry a foreseeable risk of pursuit and there has been time to develop a strategy, identify tactics and produce contingency plans, any such pursuit is regarded as a pre-planned operation.

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

Pre-planned authority must be sought from appropriately placed supervisors deemed suitable for that role by the local force, examples include force incident managers (FIMs), persons in overall charge of the operation or the principal decision maker. Tactical advice should always be sought in the planning process for operations that carry a foreseeable risk of pursuit. Options to prevent the pursuit developing and the use of [air support](#) are primary considerations when formulating the operational plan.

Spontaneous pursuits

These occur when the actions of the suspect driver in deciding to flee are triggered by the presence of a police vehicle, and there is no prior warning or sufficient time to develop a specific strategy and plans, regardless of whether or not the officer made an initial requirement for the vehicle to stop.

Initial phase

This is the period of a spontaneous pursuit before tactical resolution can be considered and actioned. Pursuit trained standard/response drivers/motorcyclists with suitable vehicles may be authorised to continue by an appropriate member of staff from the control/communications room, but they have no authority to take an active part in tactical resolution. Tyre deflation systems may be used in the initial phase.

Tactical phase

This is the phase of an authorised pursuit, for which appropriate resolution tactics are available. It is commenced by, or taken over by, a tactical phase trained advanced driver in a suitable vehicle, with a pursuit commander identified. Once the pursuit moves into the tactical phase, tactical options for bringing the pursuit to a conclusion will be directed by the pursuit commander.

Pre-emptive tactics

These are tactics which can be used to prevent a pursuit from taking place. An officer(s) 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 preventive and pre-emptive tactics. Where preventive or pre-emptive actions are clearly proportionate to the intelligence available, their use is preferable to pursuit.

Off-road pursuits

These are managed in exactly the same way as any other pursuit, and are subject to the same dynamic risk assessment and communication requirements. Officers are advised to consider the issue of proportionality and the likelihood of damage to vehicles before embarking on an off-road pursuit.

Quad bikes and motorcycles

Engagement with quad bikes and motorcycles presents additional challenges to those involved in pursuit management. The acceleration and manoeuvrability of these vehicles make it difficult for officers to engage with the subject vehicle for sufficient time to develop and implement tactics. Furthermore, given the lack of physical protection provided by the vehicle, the vulnerability of the rider is a serious consideration.

Motorcycle and quad bike pursuits clearly present higher risks for suspects than conventional vehicle pursuit. Only trained and authorised staff, in consideration of their current force policy, should engage in motorcycle and quad bike pursuits and tactics.

Where possible, it is preferable to use pre-emptive tactics to prevent motorcycle and quad bike pursuits. Tyre deflation devices may be proportionate and necessary to mitigate risk to the public, officers and subjects. It is accepted that the pre-emptive use of tactics carries some risk to rider(s), however, this risk is likely to be significantly lower than allowing the vehicle to be driven at speeds to avoid capture, regardless of the intention of the police to engage in a pursuit.

Red mist

This 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 that their ability to accurately assess driving risk is severely reduced.

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.

Fatal collisions resulting from pursuit activity

Where a fatal or life-changing injury has resulted from a police pursuit, an investigation must be carried out. During the investigation, it will be necessary to state:

- why the pursuit was undertaken and what alternatives (if available) were declined
- what the objectives of the pursuit were
- feasible options at various stages of the incident
- decisions reached
- outcome and learning points from debriefs

Use of police dogs

Consideration should be given to the early deployment of a dog unit to the locality of a pursuit. The resource may then be deployed rapidly at the stop or abandonment of the subject vehicle.

Once a location has been selected for the stop, particularly when using tyre deflation systems, the benefits of deploying a dog unit directly to the area must not be overlooked.

Dog units must not be directly involved in the pursuit unless they meet the criteria for involvement as either [initial phase trained drivers](#) or [tactical phase trained advanced drivers](#) in a suitable vehicle.

Air support

This should be deployed in pursuit situations wherever possible, and at the earliest opportunity.

Air support offers the police a valuable and effective operational option which reduces potential dangers by:

- Allowing ground units to increase the distance between themselves and the subject vehicle, thus reducing pressure in the mind of the suspect driver as he or she makes decisions
- Vastly reducing the perception of the driver of the subject vehicle that their continued risk taking can be successful

Air support can also assist with pursuit commentary. It is not, however, considered to be in pursuit of the subject vehicle or its occupants.

If a pursuit is discontinued, air support will not automatically be withdrawn. The aircrew may continue to gather evidence by monitoring the progress and behaviour of the subject vehicle and its occupants.

Pursuit Commander

The pursuit commander is the TPAC driver who is the lead vehicle. They are responsible for controlling the pursuit and the initiation of tactics. They are also responsible for terminating the pursuit if the risk is deemed to high.

To mitigate risk of engaging in, or continuing, a pursuit, officers and pursuit managers must continually ask themselves the following questions.

- What is the nature of the incident or circumstances to which I am now responding or authorising a pursuit response?
- Is a pursuit a proportionate action?
- Do my actions, purpose and objective to stop or prevent further or continuing criminal actions justify the potential risks to life or property?
- Do I have reasonable information or intelligence to indicate that using alternative tactics is preferable to a pursuit?
- Can I plan a different strategy to apprehend the subject driver in the future which is unlikely to compromise evidential requirements?
- Can resources and tactics be used in alternative, preventive ways, to avoid a pursuit taking place?

Pre-emptive Box

A pre-emptive box is a tactic used to force a vehicle into a controlled stop. This can be done when you suspect the subject vehicle may fail to stop. This would be classified as a pre-planned operation so extra care must be taken to ensure sufficient resource are on scene before initiating the stop. You must consider what units could assist such as a DSU should the driver dcamp and NPAS. This tactic only works if the diver isn't aware of police presence, an unmarked vehicle is best suited to be the first vehicle in the line up.

Once this tactic has been requested and authorised, you must have three TPAC units on scene to perform this maneuver.

Units will lineup behind the lead vehicle where the designated roles will be given by the lead vehicle. The lead vehicle will give the command 'strike' upon hearing this you begin the tactic.

Primary vehicle - Takes front
Secondary takes - Left or right side
Thirds - Takes rear

This tactic can be used on a stationary or a moving vehicle.



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Three Car Box

A box is a tactic used to force a vehicle into a controlled stop during a pursuit. This tactic works the same way as a pre-emptive box however the vehicle should be forced into hard cover (shown in picture). It is best practice to have a fourth vehicle who will control traffic approaching the box location. As with all tactics this must be authorised by the pursuit commander who must be able to justify the use of this tactic.

Primary vehicle - Takes front
Secondary takes - Left or right side
Thirds - Takes rear
Fourth - Controls traffic



Crucifix

This tactic allows a forced stop to a vehicle that's failing to stop where there is no hard cover. The fourth vehicle makes up for the lack of hard cover. You must have a minimum of four vehicles with a fifth preferred to control traffic behind. You create a complete box around the suspect car before bringing it to a controlled stop as shown in the picture.

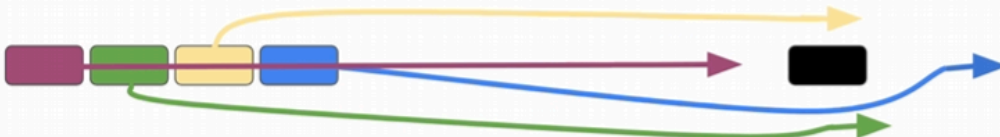
Primary vehicle - Takes front
Secondary takes - Takes right/left
Thirds - Takes left/right
Fourth - Takes rear
Fifth - Controls traffic



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All police vehicles form up behind the lead car. The lead car will designate positions, once confirmed the lead car will initiate the tactic by saying 'Strike'. Drivers will then move into positions as per the below. Drivers then begin to slow forcing the subject vehicle to come to a stop.



Cons of Built up area

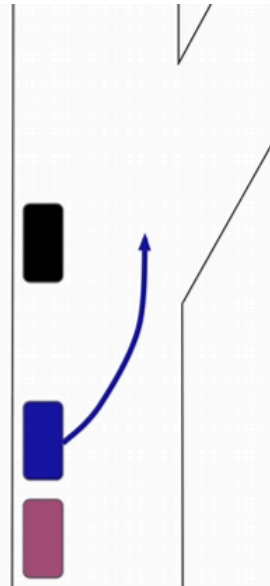
Almost all of the tactics require space and time to perform them, often smaller streets and junctions make these tactics impossible to perform safely. Smaller streets and built up areas are often the most dangerous places for a pursuit to be, there's usually an increased amount of pedestrians, vehicles and unpredictability.

Pros of motorways

Motorways and large roads provide the space and predictability to perform TPAC tactics as well as perform stingers. There are little to no pedestrians and few options for the subject vehicle to go.

Keeping it on the motorway

In most circumstances it's safer to keep a pursuit on a motorway, so how do we do this? Keeping a vehicle on the motorway is straightforward however does pose risks. A vehicle will move up along side the subject vehicle on the side of the exit blocking its way out. Be mindful that the subject vehicle may try to force its way passed. Refer to the NDM when perform this tactic.



Tactical Contact

Contact might be used to stop a car or a motorcycle, however the DRA must be scrutinised before this is done, you must make the relevant decisions made and sure what all other options haven't been overlooked.

Containing a car is effectively hitting the rear left or right side causing it to spin out. If the driver is inexperienced this may also cause the vehicle to stall.

Contacting a motorcycle is different and the risk of causing serious injury is much higher. As a TPAC driver you are able to make contact with motorcycles however it is preferred that a VCTF or RCT driver perform this as they have further training in dealing with motorcycles.

Speeds must be very low before making contact with a motorcycle and a POLCOL report must be completed.

If any contact is made with a vehicle a POLCOL must be reported

To report a POLCOL you must follow the below steps;

- Pull over in a safe location
- Call for a supervisor to attend the scene
- Check on the welfare of any persons involved and apply first aid
- Request LAS if necessary
- Remain on scene and await for a supervisor
- If none are available create a command ticket and upload any BWV

Should the collision involve a fatality or serious injury a PIP must be completed. If a PIP is initiated please remember to;

- Follow the POLCOL procedure
- Keep BWV activated
- Once the initial scene has concluded do not talk about the incident with other officers