

		POLICY
Security Classification	RESTRICTED	
Disclosable under Freedom of Information Act 2000	No	

POLICY TITLE	Driving Standards
POLICY REFERENCE NUMBER	A020
Version	1.3

POLICY OWNERSHIP	
DIRECTORATE	PROTECTIVE SERVICES
BUSINESS AREA	FORCE OPERATIONS

POLICY IMPLEMENTATION DATE	October 2013
NEXT REVIEW DATE:	July 2017
RISK RATING	HIGH
EQUALITY ANALYSIS	LOW

Warwickshire Police and West Mercia Police welcome comments and suggestions from the public and staff about the contents and implementation of this policy. Please write to the force Business Planning Manager, Business Assurance and Improvement at Hindlip Hall, PO Box 55, Worcester, WR3 8SP or e-mail contactus@westmercia.pnn.police.uk

1.0 POLICY OUTLINE

In support of the strategic aim of Warwickshire Police and West Mercia Police to protect and manage the risk of harm to those persons who live, work or travel within the county, this Driving Standards Policy will ensure that all drivers of police vehicles are aware of their responsibilities and the high standards expected of them.

The policy is underpinned by a set of 'Driving Values' and processes designed to provide transparency and clear direction for all drivers of police vehicles (marked and unmarked including hire vehicles).

The policy incorporates the Authorised Professional Practice of Police Pursuits and the associated Tactical Pursuit & Containment, Tactic Directory including pre-emptive options. It also reflects changes in Health and safety legislation, corporate manslaughter Provisions and the implementation requirements of the Road safety Act 2006 which has created new demands on the police service.

Application of the policy will ensure that all drivers of police vehicles (or vehicles used for police purposes) act in a professional and safe manner at all times.

2.0 PURPOSE OF POLICY

To maximise the safety of all road users, including police drivers. Develop trust and confidence with the public and contribute towards sustainability by raising driving standards and thereby reducing costs for third party liability.

It is not within the scope of this policy to cover the policing of the motorway networks within Warwickshire and West Mercia. This area of policing will be the subject of a separate policy.

3.0 IMPLICATIONS OF THE POLICY

At the point of ratifying this policy the policy owner will be satisfied that this document Complies with all relevant legislation, Human Rights, Data Protection and also Freedom Of information. Article 2- Right to life applies.

As a direct result of this policy there will be some training implications for benchmarking the skill level for all Standard and Advanced drivers. There will also need to be a robust system in place for refresher training for these drivers. This will impact upon driver training resilience and will also by necessity cause abstractions of operational officers to undertake the courses.

Strategic management of the initiative rests with Protective Services. Operational management is devolved to the head of operations.

4.0 CONSULTATION

Development of this policy has been undertaken by the respective leads within Warwickshire Police and West Mercia Police in consultation with one another. Once complete the policy will be circulated internally to members of the Joint Negotiating Consultative Committee, (JNCC) for consultation.

5.0 PROCEDURE

The procedural elements of this policy are accessed via the following Appendices:

- [APPENDIX 1](#): Introduction and Driving Values.
- [APPENDIX 2](#): Vehicle and Equipment Checks.
- [APPENDIX 3](#): Driver Authorisation and Training.
- [APPENDIX 4](#): S.87 Exemption Notices.
- [APPENDIX 5](#): Incident Reporting and NIP Process.
- [APPENDIX 6](#): Surveillance.
- [APPENDIX 7](#): Post Incident Procedure.
- [APPENDIX 8](#): Pursuit Management: Authorised Professional Practice of Police Pursuits and Tactics Directory.
- [APPENDIX 9](#): Hollow Spike Tyre Deflation System, (HOSTYDS)

6.0 RISK ASSESSMENTS / HEALTH & SAFETY CONSIDERATIONS

The public rightly expect a high standard of driving competence from Police Officers and Staff, and safety must always take primacy in any circumstances. Emergency response driving and pursuits are by their very nature hazardous but necessary activities that present a risk to police staff and the public alike. To ensure that such activities are carried out as safely as possible, the level and type of driving activity that an individual can undertake will be determined by the successful completion of appropriate training along with on-going monitoring, supervision and re assessment.

The following risk assessments apply:-

Patrol, Mobile Patrol, PCSO, CID, Public Order.

7.0 EQUALITY ANALYSIS**EQUALITY ANALYSIS - SCREENING ASSESSMENT QUESTIONS**

	Impact on staff? Internal	Impact on the public? External
Could this activity potentially discriminate against any diverse group?	No	No
Could this activity prevent us promoting equality for any diverse group?	No	No
Could this activity potentially create harassment against any diverse group?	No	No
Could this activity potentially discourage the participation of any diverse groups?	No	No
Could this activity promote negative attitudes towards any diverse groups?	No	No
Could this activity help to prevent equality of opportunity between diverse groups?	No	No
Is there evidence / belief that some groups could be differently affected?	No	No
Is there any public concern that the function or policy is being carried out in a discriminatory way?	No	No
Total of 'yes' answers	0	0

Comments/additional information: Nil

Policy/Procedure Owner Signature:	Date Completed:
Force Operations	13th June 2013

8.0 MONITORING / EVALUATION

The policy will be reviewed annually to ensure that it is relevant, achievable and compliant with all legislative developments.

9.0 DOCUMENT HISTORY

The history and rationale for change to policy will be recorded using the below chart:

Date	Author/Reviewer	Amendment(s) & Rationale	Approval/Adoption
08/05/2013	PS 3118 Godsall	Alignment of Warwickshire Police and West Mercia Police policies	JNCC 13/09/2013
14/06/2014	PS 23118 Godsall	Policy Review- Appendix 8 paragraph 8.1 V1.1	14/06/2014
24/03/2015	PS G Morgan	Policy Review- HOSTYDS procedure V1.2	24/03/2015
24/09/2015	Simon Vaughan	Policy Amendment – ref Hand Held Radio's V1.3	24/09/2015
July 2016	Insp Gareth Morgan	Reviewed – No Changes	20/07/2016

Appendix 1 - Introduction and Driving Values

This Driving Standards Policy applicable to Warwickshire Police and West Mercia Police replaces the previous Driving Standards policy for Warwickshire and also the Pursuit management, Driver Authorisation and S.87 exemptions policy for West Mercia. It reflects Health & Safety legislation, National Codes of Practice, Corporate Manslaughter provisions and the requirements of The Road Safety Act 2006.

Warwickshire Police and West Mercia Police are committed to protecting people from harm and recognise that the manner in which a police vehicle is driven can have an impact upon trust and confidence from the public. The public rightly expect a high standard of driving competence from Police Officers and Staff, and safety must always take primacy in any circumstances.

The following list of Driving Values applies to all authorised drivers for Warwickshire Police and West Mercia Police. The policy covers police officers, special constables, Community Support Officers, police staff, and volunteers driving any vehicle used for police purposes on duty. All drivers, when using a vehicle on duty for police purposes, **will at all times:**

- Ensure that they are fit to drive a vehicle (this includes issues around driver fatigue, drugs and alcohol).
- Present a professional image in terms of appearance and dress code at all times.
- Take responsibility for the care of any vehicle under their control, including vehicle checks, damage / defect reporting and completion of documentation in relation to its use (See [Appendix 2](#) for full details).
- Only Drive vehicles within the level of their authorisation, training and in accordance with policy (there are particular restrictions placed on basic and standard drivers). Where the accreditation for an officer or member of police staff has lapsed due to time where a refresher has not been taken then that persons' driving authority reverts to BASIC.
- Demonstrate a calm, considerate and professional manner.
- Set an example to other road users, complying with road traffic legislation and driving within speed limits when not engaged in emergency response situations or proportionate and necessary enforcement activity.
- Balance the need to protect people from harm by attending incidents promptly but safely, conducting a dynamic risk assessment in accordance with training and always giving priority to public safety.
- Follow the S87 exemption policy and incident reporting policy where applicable to ensure a fair, transparent and auditable process.
- Understand that they are not above the law, and where the manner of their driving falls short of that expected, they may need to justify their action (where appropriate through misconduct processes and / or the legal system).
- Take responsibility for and undertake refresher training at the prescribed intervals or check drives when requested. Where a refresher course has not been taken then the officers' authorisation will revert to BASIC until further assessment undertaken.

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- Surrender their driving authorisation on request to an authorised officer in prescribed circumstances (see [Appendix 5](#) - Incident Reporting Policy).
- Ensure that they have appropriate business insurance if using their own vehicle for work purposes.
- Ensure that Professional Standards are notified of any driving offences / convictions (including fixed penalty notices).

- Use of Airwaves Whilst Driving

Regulation 110(1) of the Road Vehicles (Construction and Use) Regulations 1986 makes the use of an interactive communications device whilst driving an offence. Although no case law has yet determined a clear definition of such a device, it is likely that a hand held Airwave terminal will fall within that definition. **As the use of handheld terminals may be illegal, the use of such terminals whilst driving is forbidden.** The force has provided vehicle sets with hands free facilities and these should be used when driving. The legal implications aside, staff should also consider the image Presented by Police employees using hand held devices whilst driving.

NOT PROTECTIVELY MARKED

- **Appendix 2 - Vehicle and Equipment Checks**

In order for police drivers to ensure the safety of other road users, comply with road traffic legislation and present a professional image, the condition of a police vehicle (or vehicle used for police purposes including hire vehicles) is extremely important and should never be treated lightly.

It is stressed that a vehicle can become a lethal weapon if not carefully maintained and driven with safety in mind at all times. All police drivers must take personal responsibility for the care of a vehicle in their charge and should adopt a 'hire car' mentality to checking the condition of a vehicle before and after use.

This approach will ensure prompt reporting of faults before they can develop into more serious issues and make staff individually accountable for damage sustained whilst the vehicle has been under their charge. In addition to ensuring public safety this will also contribute to increasing public confidence and sustainability for the force.

It is therefore essential that all police drivers habitually comply with the system of visual daily / weekly checks as follows:

2.1 AT COMMENCEMENT OF EVERY TOUR OF DUTY VISUAL CHECKS TO BE CONDUCTED

- Exterior of vehicle Damage/defect.
- Wheels and tyres Damage/tread wear/pressure.
- Boot compartment Tools/spare wheel/issued kit and equipment.
- Under bonnet Oil/water/battery/washer bottle/fan belt tension.
- Electrical equipment Lights/indicators/horn/wipers/blue beacon siren system (if fitted).
- Interior Seat belts (operation)/fire extinguisher/breath kit/gazetteer/ first aid kit/defect or damage to interior fittings.
- Search Vehicle for prohibited articles.

Any defects or damage found to be reported immediately and any necessary remedial action promptly taken if necessary and appropriate, prior to use.

In addition to the handover checks, every 8 days maximum (usually Sunday morning) each vehicle will be thoroughly checked and a check sheet completed:

- All issued equipment for the vehicle to be taken out, visually inspected, cleaned as appropriate and checked for damage or defect.
- Any necessary repairs or replacements to be effected forthwith.
- Supervisor to complete check sheet and forward to appropriate administration officer for recording.

In addition to the visual and equipment checks, vehicles should be regularly cleaned inside and out.

Appendix 3 - Driver Authorisation and Training

The three recognised standards of Police driving, Basic, Standard and Advanced have been reviewed nationally and refined to ensure they meet the needs of modern policing. The Driving Standards Agency and Department for Transport have endorsed these standards as best practice.

The National Police Driving Standards were developed in order to ensure that police drivers are trained to a common minimum level. The standards are expressed as statements of competence for each level of driving requirement.

Warwickshire Police and West Mercia Police have adopted these standards and are committed to ensuring that all aspects of the training are delivered by appropriately qualified trainers.

All students must hold a current full DVLA licence for the category of vehicle being driven. Students undertaking a police 'advanced' driving course will have completed a police 'standard' driving course. The student/trainer ratio will vary according to the type of training, risk assessment and individual needs.

Students for all courses will be expected to familiarise themselves with the contents of the 'Highway Code' and 'Roadcraft - The Police Driver's Handbook'.

All officers & staff attending driver training courses must undergo an eyesight test, and complete a medical declaration form confirming fitness to drive.

Each Driving Course is designed around competencies. Trainers will aim to teach students to drive to a standard that they become competent in all areas. The competency statements are similar to those found in National Vocational Qualifications (NVQs).

Competence will be objectively assessed on the basis of the observations made. Warwickshire Police and West Mercia Police are committed to being an equal opportunity employer and will develop students as individuals. No one will receive less favourable treatment on the grounds of gender, colour, race, nationality, ethnic or national origin, sexual orientation, disability, marital status, religious belief, age or any other irrelevant criteria that cannot be objectively justified.

All drivers should comply with the legal speed limit and adhere to legislation whilst driving and are reminded that there are times when road conditions and or location dictate that it is not safe to drive at the prescribed speed limit. However, when operationally justified, e.g. emergency response, proportionate and necessary enforcement activity and during authorised driver training. Police drivers may exceed speed limits but should only drive in accordance within the guidelines contained within the Section 87 policy. (See [Appendix 4](#))

Drivers should remember no emergency or other operational necessity is so urgent as to justify a collision. If you are involved in a collision you cannot respond to the incident at all. Staff should be aware that they may have to justify their actions as part of any post incident investigation.

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Vehicle Authorisations

The Organisation recognises its duty of care to its staff as well as the public at large so to ensure this, only correctly authorised drivers should drive vehicles for which they have been trained or assessed to drive.

In line with Home Office Guidelines demarcation of police vehicles on Warwickshire Police and West Mercia Police are based on the Kinetic Energy output expressed as 'PS', (pferdestarke or Metric horsepower). Warwickshire Police and West Mercia Police have a wide range of vehicles for which the two main categories apply:

- **Standard: Up to and including 150 PS (148 bhp)**
- **Advanced: Greater than 150 PS (148 bhp)**

Police drivers are often called upon to drive and manoeuvre varied types of private vehicles at incident scenes including many that they are not familiar with. They should be mindful of their own driving experience, capability and authorisation when in such circumstances and seek to minimise risk at all times.

3.1 VEHICLE IDENTIFICATION:

All vehicles (except short term hire vehicles) used in Warwickshire Police and West Mercia Police will be issued with a coloured key fob that easily identifies the vehicle authorisation Band:

AUTHORISATION	KEY	AUTHORISATION	KEY
BASIC AND STANDARD	Green	ADVANCED	Blue
PERSONNEL CARRIER/VAN	Magenta	SPECIALIST VEHICLE / TOWING	Yellow
4 X 4	Brown	MOTORCYCLE & SCOOTER	

NOT PROTECTIVELY MARKED

3.2 VEHICLE GROUPS

VEHICLE GROUPS		
GROUP NUMBER / USER		VEHICLE
1A, 1B, 1C, 1D		BASIC CAR
2A, 2B		STANDARD CAR
3A, 3B, 3C		ADVANCED CAR (AND SURVEILLANCE)
4		BASIC MOTORCYCLE AND SCOOTER
5		STANDARD MOTORCYCLE
6		ADVANCED MOTORCYCLE
7A, 7B		PERSONNEL CARRIERS (AND D1)
8A, 8B		PATROL VANS (including Light Vans, such as Vauxhall Vivaro up to 3.5 tonnes)
9		PSU VANS
10		FOUR WHEEL DRIVE (ON ROAD)
11		FOUR WHEEL DRIVE (OFF ROAD)
12		PCV
13		LGV
14		SPECIALIST VEHICLES
15		TRAILER TOWING
16	See Sec 3.38	SUPERVISOR
17	See Sec 3.39	TRANSPORT DEPARTMENT

At the commencement of every driving course/ assessment, a driver/rider will undergo an eyesight test, and is required to show their DVLA driving licence that authorises them to take that type of vehicle on the public roads. It is the licence holder's responsibility to immediately inform Driver Training if there are any changes to their DVLA authority to drive.

The driving authority will expire after 5/10 years as outlined in this procedure. If a refresher has not been taken prior to the end of the 5/10 year period then the officer or member of staffs' driving authority will revert to BASIC until a further course / assessment has been completed.

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3.3 BASIC AUTHORISATION Groups 1A, B, C and D

Basic authorisation is awarded following a driving assessment carried out by the Driver Training Unit, during which the driver will be assessed on their ability to drive a police vehicle safely on a public road.

The assessment will be an assessed drive only, with no practical driving instruction given. The driver will be de-briefed and given verbal feedback. If required, a development action plan will be formulated.

The driver will receive advice on vehicle security, checking fluid levels, oil, petrol/diesel, coolants, Ramar / Run Lock, vehicle breakdown, and tyre safety checks.

Following successful completion of the assessment, the driver is authorised to drive police vehicles as outlined below.

The driver is authorised to:

- Only drive to the speed limit.
- Use the vehicle for scene protection – when trained. (Group A and B only)

The driver is **not authorised** to:

- Exceed any designated speed limit.
- Respond in the Emergency Mode using blue lights/sirens
- Cause any vehicle to stop on the highway
- Engage in any pursuit driving either initial or tactical
- Engage in surveillance driving

The Basic Group 1A authorisation is for police officers, the driver is authorised to drive marked & unmarked Standard powered police cars and will be issued with a written authority. It remains valid until the driver undertakes the Standard Response Course or 10 years whichever is the sooner.

The Basic Group 1B is for Police Staff/ PCSOs and Special Constables, who have been identified to drive Standard powered marked police vehicles during their duty time. It remains valid for 10 years, by which time the driver must undertake another Basic Assessment.

The Basic Group 1C authorisation is for Police Officers/Police staff/ PCSOs/ Special Constables and Volunteers to drive police vehicles or lease vehicles of any group where it is a requirement of their role – the type/group of vehicle will be specified in the authority. It remains valid for 10 years, by which time the driver must undertake another Basic Assessment

NOT PROTECTIVELY MARKED

The Basic Group 1D authorisation is for Police Officers and Special Constables who need to stop vehicles as a requirement of their role. The driver's authority exists as previously indicated with the additional element below:

- Stop compliant vehicles from the rear only.
- The driver is still restricted in all other elements except the element illustrated
- Cause any vehicles to stop on Highway

The driver is not authorised to pursue any vehicle that fails to stop. They should contact Force Control room with relevant details in that circumstance.

It remains valid until the driver undertakes the Standard Response Course or 10 years by which time the driver must undertake another Basic Assessment whichever is the sooner.

3.4 Non Assessed

Any member of alliance police staff who drive non-liveried cars (category B), (whether it is their own, hired, leased or police owned), on police business can do so without attending a basic driving assessment. Permission must be gained by the staff member's line manager or equivalent rank, who must physically check that the photo card driving licence is valid in date and address is correct.

The line manager must also instruct the staff member to read and be aware of the POWDER check and any other information relevant to driving the vehicle safely i.e. Manufacturer's Handbook. Information can be accessed on the Intranet, Transport Services Strategy, Transport Services.

3.5 STANDARD RESPONSE - Non pursuit

Group 2A

This refers to Police Officers trained to a nationally recognised standard to carry out mobile operational patrol duties.

This authority is awarded on successful completion of the national ACPO authorised Standard Response Driving course. As a result, the driver is able to respond using emergency equipment.

The principles contained within the Drivers' National Occupational Standards, Roadcraft and the Highway Code will be taught.

Following successful completion of the National ACPO Standard Response Driving course, the driver is authorised to drive marked/unmarked standard powered police cars for operational uses.

The driver is authorised to:

- Respond in the Emergency Response mode using blue lights/sirens

NOT PROTECTIVELY MARKED

- Exceed posted speed limits, where exemptions apply (Reg 87 RTRA 1984) in accordance with training guidelines and Force Policy. (See S.4.7, Page 28)
- Cause other vehicles to stop on the Highway.
- Use the vehicle for scene protection.
- Place out cones/signs at an incident scene.
- Deploy H.O.S.T.Y.D.S. (Stinger) on successful completion of training.

The driver is not authorised to:

- Engage in any pursuit driving.
- Engage in surveillance driving.
- Engage in pursuit tactics namely TPR and TPAC Tactics.
- Engage in any vehicle familiarisation or driver training outside of any formal driver training package. Any training package must be delivered by appropriately trained driver trainers.

The Standard Response Group 2A authorisation remains valid for five years, by which time the driver must undertake the Standard Response Refresher Assessment. (If a Group 2B qualification is obtained within the five years the Group 2A authority will be extended to coincide with the Group 2B refresher date)

3.6 STANDARD RESPONSE: Initial Pursuit Phase **Group 2B**

This authority refers to Police Officers with a Group 2A.

The principles contained within the Drivers National Occupational Standards, Roadcraft and the Highway Code, including national and force pursuit policies will be taught.

Training will be given in the principles and safety factors of pursuit driving in Standard powered cars, according with training guidelines.

The authority will be awarded on successful completion of Initial Phase pursuit training. In addition to the drivers Group 2A authorisation the driver is authorised to:

- Engage in pursuit driving Initial phase only – in line with training guidelines.

The Standard Response (Group 2B) authorisation remains valid for five years, by which time the driver must undertake a Standard Response initial Pursuit Refresher Course.

3.7 ADVANCED RESPONSE: Non – pursuit **Group 3A**

This authority refers to police officers trained to carry out mobile operational patrol duties in vehicles that have a high power, greater than 150 PS output and high speed capability.

NOT PROTECTIVELY MARKED

Police Officers must have successfully completed the Standard Response, preferably with recommendation for Advanced training and gained driving experience in an operational environment for at least 6 months.

Following successful completion of the Advanced Response Course, the driver is authorised to drive patrol vehicles, both standard and advanced powered for full operational use, excluding 4x4, personnel carrier patrol vans and PSU vans unless specifically trained.

The principles contained within the Drivers' National Occupational Standards, Roadcraft and the Highway Code will be taught.

The driver is authorised to:

- Respond in the Emergency Response mode using blue lights/sirens.
- Exceed posted speed limits, where exemptions apply (Reg 87 RTRA 1984) according with training guidelines and Force Policy. (See S.4.7, Page 28)
- Cause other vehicles to stop on the highway.
- Use the vehicle for scene protection.
- Place out cones/signs at an incident scene
- Engage in initial pursuit phase **only if trained** – in line with training guidelines.

The driver is not authorised to:

- Engage in surveillance driving (unless the appropriate surveillance driving course has been specifically completed).
- Engage in pursuit driving outside of their trained level.
- Engage in any vehicle familiarisation or driver training outside of any formal driver training package. Any training package must be delivered by appropriately trained driver trainers.
- The Advanced Response (Group 3A) authorisation is valid for five years, by which time the Police Officer must undertake an Advanced Refresher Assessment.

3.8 ADVANCED RESPONSE TACTICAL PURSUIT (TPAC) Group 3B

This section refers to officers authorised for Group 3A. Following successful completion of the Advanced TPAC Course the officer is authorised to engage in Tactical Pursuit driving. West Mercia officers trained in TPR tactics will retain the authority until the expiry of the TPR authorisation. **There will be no mixing of TPAC and TPR tactics under any circumstances.**

In addition to the authorities of the drivers Group 3A authorisation. The driver is authorised to:

- Engage in pursuit driving. Initial and tactical in accordance with training guidelines, National and Force Policies.

NOT PROTECTIVELY MARKED

The Advanced Response Pursuit Group 3B authorisation remains valid for five years by which time the Police Officer must undertake an Advanced Response Tactical Pursuit, TPAC Refresher.

3.9 SURVEILLANCE DRIVING: (See Appendix 6) Group 3C

This applies to police officers trained to carry out tactical surveillance driving during operational policing activities.

The police officer must have successfully completed the Advanced Response course and the National Level One Surveillance Course. There is no requirement for completion of the Advanced Pursuit (Group 3B) course.

Following successful completion of the above courses the driver is authorised to drive all vehicles designated as such for surveillance driving duties, both standard and advanced powered for full operational use within the remit of training undertaken.

The Surveillance Driving authorisation (Group 3B) remains valid for five years, by which time the driver must undertake an Advanced Refresher Assessment.

3.10 BASIC MOTORCYCLE/SCOOTER Group 4

Basic Motorcycling authority applies following a riding assessment carried out by the Driver Training Unit during which the rider will be assessed on their ability to ride a motorcycle/scooter safely on a public road.

The assessment will be an assessed ride only with no practical riding instruction given. The rider will be de-briefed and given verbal feedback. If required, a development plan will be formulated.

Following successful completion of the assessment, the rider is authorised to ride police motorcycles/scooters, both standard and advanced powered, marked and unmarked in a non-operational role. This is in accordance with the assessed vehicle, i.e. if assessed on a scooter, the individual is authorised to use a police scooter; if assessed on a motorcycle, the individual is authorised to use police motorcycles of the assessed size for transport purposes only.

The rider is **not authorised** to:

- Exceed any posted speed limit or National speed limit.
- Respond in the Emergency Mode using blue lights/sirens.
- Engage in pursuit riding, either Initial or Tactical.
- Engage in any vehicle familiarisation or driver training outside of any formal driver training package. Any training package must be delivered by appropriately trained driver trainers.
- Engage in any surveillance activities.

NOT PROTECTIVELY MARKED

The Basic Motorcycling Group 4 authorisation is valid for 10 years, by which time the rider must undertake the Standard Motorcycle course or another basic riding assessment.

3.11 STANDARD RESPONSE MOTORCYCLE

Group 5

This authority refers to police officers trained to carry out mobile response duties on a motorcycle, and who have completed the ACPO Standard Motorcycle riding course. This includes the principles contained within the Drivers' National Occupational Standards, Roadcraft and the Highway Code.

Following successful completion of this course the rider is authorised to ride Patrol motorcycles for limited operational use.

The rider is authorised to:

- Respond in the Emergency Response mode using blue lights/sirens
- Exceed posted speed limits, where exemptions apply (Reg 87 RTRA 1984) according with training guidelines and Force Policy. (See S.4.7, Page 28)
- Cause other vehicles to stop on the highway.
- Use vehicle for scene protection.
- Place out cones/signs at an incident scene
- Escort Abnormal Loads (on completion of relevant training module)
- Ride motorcycles identified for Surveillance riding in a non-surveillance situation, e.g. delivery.

The rider is **not authorised** to:

- Engage in pursuit riding.
- Engage in surveillance riding.
- Engage in any vehicle familiarisation or driver training outside of any formal driver training package. Any training package must be delivered by appropriately trained driver trainers.

The Standard Response Motorcycle (Group 5) authorisation is valid for five years by which time the rider must undertake a refresher assessment.

3.12 ADVANCED RESPONSE MOTORCYCLES

Group 6

This authority applies to police officers trained to carry out mobile operational response duties on motorcycles with a high power output and high speed capability.

The police officer must have completed a Standard Response Motorcycle course and gained experience in an operational environment for at least six months.

Following completion of the ACPO Advanced Motorcycle course, the rider is authorised to ride patrol motorcycles, for full operational use.

NOT PROTECTIVELY MARKED

In addition to the Group 5 authorities the rider is authorised to:

- Exceed designated speed limits, where exemptions apply (Reg 87 RTRA 1984) in line with training guidelines and Force Policy, and Force Policy. (See S.4.7, Page 28)
- Engage in Pursuit riding in a reporting role only in accordance with force policy and training.

The Advanced Response Motorcycle (Group 6) authorisation remains valid for five years, by which time the rider must undertake an Advanced Response Motorcycle Refresher course. If not operational for a period of 6 months, then their continued authority will be reviewed by driver training.

Off Road Motorcycle Authority

Off Road is defined as where a metal road or track does not exist or the road is covered in snow or water. This is a riding authority that is granted after successfully completing the Off Road training Course. The continued authority is subject to recording and completing a riding log book in line with driving school guidelines. The authority is valid for 5 years but if an officer does not ride off road for a period of 6 months then their continued authority will be reviewed by driver training.

3.13 PERSONNEL CARRIERS – (Standard Response) Group 7A **D1 Category – DVLA Licence:**

This authority applies to police officers carrying out mobile operational patrol duties in vehicles that can carry more than eight but not more than sixteen people in addition to the driver.

The police officer is at least 21 year of age, having completed the Standard Response Course either Group 2A or 2B, and hold a valid DVLA Driving Licence including category D1 prior to Personnel Carrier training.

On successful completion of the Personnel Carrier driving course, the driver is authorised to drive these vehicles for a wide range of operational uses.
For authorities for this group see section 3.27 below.

3.14 PATROL VANS – (Standard Response) Group 8A **B Category - DVLA Licence**

This authority applies to Police Officers carrying out mobile operational police patrol duties in vehicles that can carry a maximum of eight persons in addition to the driver.

The Police Officer must have completed the Standard Response Course either Group 2A or 2B prior to Patrol Van training and assessment, and hold a full, valid DVLA driving licence, which includes Category B.

On successful completion of the Patrol Van driving course the driver is authorised to use such vehicles for a wide range of operational purposes.

NOT PROTECTIVELY MARKED

3.15 Groups 7A and 8A authorities:

The driver is authorised to:

- Drive at a normal maximum speed of 50 mph on two lane undivided and unrestricted roads, having designated speed limits of 60mph.
- Drive at a normal maximum speed of 60 mph on dual carriageways having designated speed limits of 70 mph.
- Drive at a maximum of 70 mph on motorways.
- Respond in the Emergency Response mode using blue lights/sirens.
- Exceed posted speed limits, where exemptions apply (Reg 87 RTRA 1984), in line with training guidelines, up to a **maximum of 80 mph** on all roads for personnel carriers as defined under Group 7A.
- Cause other vehicles to stop on the Highway.
- Use the vehicle for scene protection.
- Place out cones/signs at the scene of an incident.
- Engage in pursuit driving, in the Initial Phase only if:
 1. The driver is already qualified as a minimum to standard response initial pursuit phase.
 2. Patrol Van, Group 8A, is marked as a police vehicle, with audible / visual warning equipment. Personnel Carriers, Group 7A, are not authorised to be used in any stage of a pursuit.

The driver is **not authorised** to:

- Engage in surveillance driving.
- Engage in any vehicle familiarisation or driver training outside of any formal driver training package. Any training package must be delivered by appropriately trained driver trainers.

The Carrier/Patrol Van Groups 7A and 8A authorisations are valid for five years, by which time the driver must undertake a formal driving Refresher Assessment.

3.16 PERSONNEL CARRIERS – (Basic Authority) Group 7B D1 Category – DVLA Licence

This authority applies to Police Staff, PCSOs and Special Constables driving vehicles with the capacity to carry more than eight persons in addition to the driver.

The driver must hold a full, valid DVLA Driving Licence, which includes Category D1.

On successful completion of the Personnel Carrier driving course, the driver is authorised to drive these vehicles for police purposes.

**3.17 PATROL VANS – (Basic Authority)
Category B - DVLA Licence**

Group 8B

This authority allows Police Staff/ PCSOs and Special Constables to drive vehicles that can carry a maximum of eight persons, in addition to the driver.

The driver must hold a full, valid DVLA Driving Licence that includes Category B.

On completion of the Patrol Van Driving Course the driver is authorised to use such vehicles for police purposes.

3.18 Group 7B and 8B authorities:

The driver is authorised to:

- Drive at a maximum speed of 50 mph on two lane undivided and unrestricted roads, having designated speed limits of 60 mph.
- Drive at a maximum speed of 60 mph on dual carriageways having a designated speed limit of 70 mph
- Drive at a maximum speed of 70 mph on a motorway.

The driver is **not authorised** to:

- Respond in the Emergency Mode using blue lights/sirens
- Exceed any posted speed limit.
- Cause other vehicles to stop on the Highway.
- Use the vehicle for scene protection (unless trained)
- Place out signs/cones at an incident scene (unless trained)
- Engage in any vehicle familiarisation or driver training outside of any formal driver training package. Any training package must be delivered by appropriately trained driver trainers.

The Carrier / Patrol Van – (Basic Authority) Groups 7B and 8B authorisations are valid for 10 years, by which time the driver must undertake a formal driving Refresher Assessment.

3.18 PSU VANS

Group 9

This applies to police officers driving PSU vans in PSU conditions. To undertake the PSU Van Driving Course officers must have a full and valid DVLA driving licence with D1 category, have completed PSU training and the Personnel Carriers Group7A Course.

(Standard drivers should be “recommended” following their Standard Response Course). On completion of the PSU Van driving course the driver is authorised to use

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such vehicles for a wide range of operational purposes as per Group 7A and in PSU conditions as trained.

The authorisation for PSU vans is valid for five years, by which time a formal driving refresher assessment must be completed.

3.19 FOUR WHEEL DRIVE: On Road

Group 10

This authority applies to police officers/ police staff/ PCSOs/ Special Officers who are required to drive a vehicle fitted with permanent or selectable four-wheel drive.

Training includes the correct use of the High & Low Ratio gear boxes, handling characteristics and other non-standard equipment whilst on-road.

Police Officers must have completed the Standard Response Course, as a pre-requirement for the course. Police Staff /PCSOs/ Special Officers should have a basic authority to drive police vehicles.

On completion of the Four Wheel Drive (on road) Course the driver is authorised to drive such vehicles marked or unmarked in accordance with their training.

Police officers are authorised to:

- Respond in the Emergency Response Mode using blue lights/sirens
- Exceed posted limits, where exemptions apply (Reg 87 RTRA 1984) in line with training guidelines and Force Policy, (See S.4.7, Page 28).
- Cause other vehicles to stop on the Highway.
- Use the vehicle for scene protection.
- Place out signs/cones at an incident scene.
- Engage in a pursuit or initial pursuit, only if already appropriately trained to so do as an Advanced or Standard driver, and the vehicle is equipped with Force radio equipment and audible and visual emergency equipment.
- Engage in Surveillance driving if already qualified to so do through Advanced driving and Surveillance courses.
- In exceptional circumstances where there are no trained Group 11 officers available and a dynamic risk assessment has been carried out and documented by a supervisor, the officer may use the vehicle on roads that are covered in snow or water (the force risk assessment re driving through water must be adhered to).

Police staff/ PCSOs/ Special Officers are not authorised to:

- Respond in the Emergency Response mode using blue lights & sirens.
- Exceed any posted speed limit.
- Cause other vehicles to stop on the Highway.
- Use the vehicle for scene protection, unless appropriately trained.
- Place out cones/signs at an incident scene, unless appropriately trained.

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- Engage in pursuit driving.
- Engage in surveillance driving.

The Four Wheel Drive: On-road (Group 10) authorisation is valid for five years, by which time the driver must undertake a formal driving Refresher Assessment.

3.20 Four Wheel Drive: Off-Road

Group 11

This authority allows police officers/police staff/ PCSOs/ Special Officers, who have previously attended four wheel drive on-road training, to drive a vehicle fitted with permanent or selectable four wheel drive, in an Off-Road situation. "Off-road" is defined as where a metal road or track does not exist or the road is covered in snow or water.

Training is given in the correct use of the High & Low Ratio gearboxes, handling characteristics and other non-standard equipment. Emphasis is placed on safety issues surrounding taking a vehicle into an off-road situation.

On completion of the 'Off road' course the driver is authorised to use the vehicle off-road and comply with the training received.

The Four-wheel drive: Off-road (group 11) authorisation is valid for five years, by which time the driver must undertake four wheel drive: Off-road Refresher Assessment.

3.21 Passenger Carrying Vehicles (PCV) D Category - DVLA Driving Licence

Group 12

There is no in-house PCV training for drivers of vehicles for the carriage of passengers with seats for more than sixteen in addition to the driver. As a result, any driver, using such a vehicle on behalf of the force will do so under the conditions and restrictions surrounding Category D on a full, valid DVLA Driving Licence, which must be shown to a supervisor before driving such a vehicle.

3.22 Small and Large Goods Vehicle (LGV) C1 and C Category - DVLA Driving Licence

Group 13

There is no in-house LGV training for drivers of vehicles over 3.5 or 7.5 tonnes constructed or adapted for the carriage of goods. Any driver, using such a vehicle on behalf of the force will do so under the conditions and restrictions surrounding Category C on a full, valid DVLA Driving Licence, which must be shown to a supervisor before driving such a vehicle.

3.23 SPECIALIST VEHICLES

Group 14

Any driver required to drive a vehicle outside the specified groups 1-13 above will be issued with a "Specialist Vehicle" authorisation, applicable to the particular vehicle's non-standard construction, adaptation, use or load carry capability.

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The authority will be issued following consultation with the Driver Training Unit and the Head of Transport Services, who will decide on the appropriate driver training necessary.

The duration of validity of the Specialist Vehicle (Group 14) authorisation is variable depending on the expected use and availability of the vehicle.

3.24 TOWING TRAILERS/CARAVANS BE Category – DVLA Driving Licence

Group 15

This authority allows drivers to tow trailers on behalf of the force and is issued on completion of the Trailer Towing Course, delivered by Driver Training.

The driver must have a full, valid DVLA Driving Licence, including the towing of trailers/caravans, Category BE. Where a driver does not hold this category then additional training can be provided by the Driver Training Department.

Police Officer drivers must have completed as a minimum the Basic driving assessment. Police staff/ PCSOs/ Special constables must have completed the basic assessment authorisation before attending the course.

On completion of the course, all drivers must abide by the restrictions on use detailed in their training. In addition the driver is responsible for checking the following:

- The intended use / design / purpose.
- Weight capacity.
- Any relevant speed restrictions.
- All lights and attachments are in full working order.
- The security of any load carried.

Whilst towing a trailer or caravan the driver is **not authorised** to:

- Respond in the Emergency Mode, using blue lights/sirens.
- Exceed any posted speed limits.
- Cause other vehicle to stop on the carriageway.
- Use the vehicle for scene protection.
- Engage in pursuits of any kind either Initial or Tactical.
- Engage in Surveillance Driving.

The Trailer towing authorisation Group 15 is valid for 10 years, by which time the driver must undertake another Trailer assessment.

3.25 SUPERVISORS

Group 16

Police Officers who are in a substantive or acting/ temporary supervisory role, who have qualified as Standard drivers, but not completed the Advanced Course, may drive advanced category vehicles when no other vehicle is available.

The Supervisor is only authorised:

- To drive in accordance with their Group 2A and 2B authorities.

The Supervisor is **not authorised** to:

- Drive vehicles in any other groups without the necessary training and authorisation.

The Supervisors authorisation is valid for five years, by which time the driver must undertake a Standard Response Refresher Course.

3.26 TRANSPORT STAFF

Group 17

A member of Transport staff following a Basic Assessment, and is authorised to drive, marked and unmarked police vehicles.

Following successful completion of the assessment, the driver will be authorised to drive any vehicle on behalf of the force on public roads in accordance with their DVLA licence.

Since the driver may frequently be in a marked car, training will be provided in scene safety measures due to the increased likelihood of encountering an incident.

The driver is not authorised to:

- Exceed any designated speed limit.
- Respond in the emergency response mode (use blue lights/sirens).
- Cause other vehicles to stop on the Highway.
- Engage in any pursuit driving.
- Engage in surveillance driving.

On completion of Scene Safety training, the driver will be authorised to:

- Use the vehicle for scene protection.
- Place out cones/signs at an incident scene.

The authorisation for Transport personnel is valid for 10 years, by which time re-assessment is required.

3.27 Transferees:

Police officers, Special Constables, PCSOs and Police Staff transferring into Warwickshire Police and West Mercia Police will be subject to an induction process before any driving authority is granted.

All staff transferring into force will be required to produce a current DVLA driving licence and will be subject to an eyesight test. Dependant on an individual's job description a pass may also be required in theory examinations of Response and Pursuit and/or Highway Code before any driving authority is granted. Transferees subject to their current driving authority (confirmed with documentary evidence from previous force) may also be required to undergo a driving assessment in line with their intended role and job description.

3.28 Refresher Training / Lapse of driving authority:

Health and Safety legislation demands that all skills are reassessed regularly and that, where appropriate, suitable refresher training should be given. Line managers should take a positive role in identifying and dealing with any concerns highlighted about driving standards. They should identify incidents of poor driving, recklessness, cavalier attitude or abuse of speed guidance which could trigger the need for reassessment and / or refresher training.

Driver training may train officers and staff in vehicles that are available at the time of the driving courses/assessments for a driving authority when the usual vehicles are not available but this must be similar in characteristics but not power. This will be on the authority of the Team leader.

All Standard and Advanced drivers must successfully complete a refresher course up to a maximum of five years from the date of their authorisation to retain their driving authority. A failure to do so will result in the authority being removed pending successful completion of the course. Refresher training for Standard / Advanced drivers will be delivered by Driver Training.

For any member of staff to retain a particular driving authority it is essential that they maintain their skills in an operational environment. It is not acceptable for an individual to claim occupational competence on the basis that they drive a certain type of vehicle on an adhoc basis. A driver must exercise the skills in driving the type or category of vehicle in operational circumstances within a rolling 12 month period or that authority will lapse.

One day Standard / Advanced Assessment: All police officers and staff who are required to undertake the formal one day assessment must provide evidence of driving activities and experience for all of the vehicle types that they are authorised to drive. In addition there will be knowledge based questions relating to each vehicle category. This evidence can be produced from ORIGIN together with any other practical examples available. This formal assessment will not cover specialist areas of training, including:

Initial and Tactical Pursuit accreditation.
HOSTYDS, use and deployment.

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Surveillance.
Motorcycles of all categories.
Towing.
VIP / Cat A escort.
4 x 4 Off Road.

On completion of the assessment police officers and staff will be assessed on their on going authority to drive vehicles in different categories. All authorities must be current at the time of the assessment and sufficient evidence has to be provided to the assessor to confirm operational experience. Where appropriate and where sufficient competence is evidenced then multiple vehicle categories will be awarded.

3.29 Seat Belts:

All staff are reminded of the need to wear seat belts at all times when travelling in a motor vehicle, either on or off road. Police officers should be aware of the occasions when they may choose to apply the exemption to wearing seat belts whilst traveling in motor vehicles.

3.30 Wheels / Tyres:

All officers and staff should check their vehicles in accordance with the manufacturer's handbook and their training. Any defect should be reported and appropriate action taken.

If a puncture occurs, staff should only attempt to change a wheel if they regard themselves as fully competent and suitably equipped to so do. The circumstances should be dynamically risk assessed. After changing the wheel, arrangements must be made to have the wheel nuts correctly torqued. This should be carried out by the Transport Department or an accredited force tyre supplier.

Appendix 4 - Section 87 Exemption Notices:

The legal basis for this section of the Driving Standards Policy is contained in Section 87 Road Traffic Regulation Act 1984, as amended by the Road Safety Act 2006 which states: **No statutory provision imposing a speed limit on motor vehicles shall apply to any vehicle on an occasion when it is being used for Fire Brigade, Ambulance or Police purposes, including training, if the observance of that provision would be likely to hinder the use of the vehicle for which it is being used on that occasion.**

Warwickshire Police and West Mercia Police recognise the primacy of public safety and its responsibility in that regard. It accepts that any use of a police or other emergency service vehicle in excess of the speed limit increases the danger to other road users and to the safety of all emergency services' staff.

Training in this context is interpreted to mean a formal training course, driving assessment or check drive with an accredited driver trainer. Under no circumstances will drivers be considered for an exemption outside this remit. In addition the exemptions will not apply to any vehicle familiarisation undertaken by an officer or member of police staff.

The public has a right to expect that public servants do not abuse their position, and that public servants do not assume they have an automatic right to exemption. Similarly, staff have a right to guidelines on how best to undertake their work, and full support when conscientiously serving within those guidelines.

This policy is aimed at all police officers and police staff working within Warwickshire Police and West Mercia Police who are required within their role to drive Police Vehicles and or hire vehicles used for a policing purpose. It outlines the conditions where discretion will be exercised not to pursue a prosecution in light of the statutory exemption. It is open to Warwickshire Police and West Mercia Police to consider a range of managed interventions where it appears that this policy may have been breached. **Such interventions will range from management support based upon the circumstances, low level advice and temporary removal of driving authorization through to investigation that could result in the permanent removal of authority and internal disciplinary action. In the most serious cases prosecution through the courts will be considered based upon the circumstances.**

It is Warwickshire Police and West Mercia Police's position that any of its staff driving in excess of the speed limit should only have done so following a clear decision based upon Necessity, Proportionality and Reasonableness in light of the circumstances existing at the time. As a result it will be expected that those drivers will make appropriate use of visual and audible warning equipment available together with driving training to minimise danger to other road users. Due consideration must be given to the purpose to which the vehicle is being used and to whether driving within the speed limit will hinder the purpose to which the vehicle is being put. Each case will need to be considered on its merits due to the large number of factors informing the necessary risk assessment for driving at speed for emergency service purposes.

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Case law indicates that the exemption is still available notwithstanding that the vehicle is not displaying blue lights or making use of other warning equipment available and that the purpose does not have to be an emergency call involving the public. The test is not a self-fulfilling one of being in a hurry. The "need" to speed cannot be based on the drivers own fault or mere wish to engage in more work or tasks than would not be possible if complying with the limit. Similarly, the test Warwickshire Police and West Mercia Police will apply is not merely whether the vehicle was being used for legitimate emergency services purposes, but whether there was a legitimate reason for it to be used at a speed in excess of the limit for those purposes.

While an exemption from adhering to speed limits exist, there still remains a statutory requirement to maintain safety margins. The use of the exemption needs to be **Reasonable, Necessary and Proportionate** in the circumstances, at that time. Legal exemptions do not include driving at a speed or in a manner which would amount to driving without due care and attention or dangerous driving. In the Court of Appeal case (R v Bannister [2009]) the court prohibited a jury from taking into account a police officer's skill and training in determining whether the driving was dangerous. As a result, a police officer cannot argue that their driving ought not to be considered dangerous because he had the skills to deal with the apparent hazards.

Warwickshire Police and West Mercia Police have imposed Maximum speeds for some driver grades. These are detailed as:

Basic Authorisation: Drivers are **NOT** authorised to exercise any exemptions under S.87 Road Traffic Regulations 1984.

Standard Drivers: **Maximum 2 x** The Posted speed limit with a **Maximum** of 90 mph on Single Carriageway Roads, eg,

40 mph in a posted 20 mph area.

60 mph in a posted 30 mph area.

80 mph in a posted 40 mph area.

Where there is a posted 50 mph the **Maximum** authorised speed is 90 mph.

Single Carriageway where National speed limit applies, **Maximum** authorised speed is 90 mph.

100 mph **Maximum** speed on dual carriageways and Motorways where the officer is authorised and suitably trained to be deployed to these roads.

These speeds are the **Maximum** permitted speeds for **Standard Grade Drivers. In many cases it will be necessary to travel at speeds much lower than those detailed above due to the prevailing environmental factors present at the time. In line with their training It will be essential for the driver to apply the tests of NECESSITY, PROPORTIONALITY and REASONABLENESS to their actions together with an on**

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going Risk Assessment. In all cases it is the individual driver who will be responsible for their actions. Where it is established that these maximum speeds have been exceeded then there will be management intervention as detailed above.

Advanced Drivers: The requirement for limits in relation to Advanced Drivers has been removed in light of the higher level of training delivered to them and their experience. This means that the individual officer will be responsible for justifying the **Necessity, Proportionality and Reasonableness** of their actions and the associated speeds. Where there is no operational justification for exceeding the speed limit then speed limits will be adhered to.

Personnel Carriers: As per 3.27.1 on Pages 22-23 these vehicles are restricted to a **Maximum** speed of 80 mph on all roads due to their design and handling characteristics.

Drivers must apply an ongoing dynamic risk assessment when driving and often it will be necessary to travel at much lower speeds than those set out above to maintain safety margins, as the maximum speed may be too fast dependent upon the prevailing conditions, location, and circumstances.

Procedure:

When vehicles are recorded exceeding the speed limit via Safer Roads Partnership Technology, actionable subject to service level agreement, Recorded vehicle data, Complaint or Endorsable Fixed Penalty ticket the following procedure must be undertaken in order to facilitate any appropriate exemption from the alleged offence.

A Notice of Intended Prosecution (or combined Notice of Intended Prosecution and Conditional Offer) will be sent to the Registered Keeper of the vehicle involved. The Registered Keeper should comply with the legislation relating to the duty to provide information.

If the vehicle is identified as a vehicle being used for policing purposes a senior officer / Manager / Supervisor will arrange for an examination of the use to which that vehicle was being put at the time and date of the alleged offence. If on completion of the examination that person is satisfied the evidence supports a request for exemption under Section 87 the request will be conveyed to the Central Ticket Office with supporting documentation.

A Decision Maker at the Central Ticket Office will review the evidence and consider withdrawing the section 172 notice. If the notice is to be withdrawn written confirmation will be sent to the Senior Officer / Manager / Supervisor. This will confirm that the original offence is no longer being pursued.

Where the evidence provided to the Decision maker does not fit the criteria for exemption the Central Ticket Office will provide the necessary documentation to complete the legislative process.

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If the vehicle is identified as a vehicle being used for policing purposes a Police Superintendent should arrange for an examination of the circumstances in relation to the use of the vehicle at the time and date of the alleged offence.

They will ensure the Section 172 notice is complied with. (Full name of driver required) and if satisfied that the circumstances support an exemption under the criteria set out within this document they must sign an Exemption Certificate in support of the driver.

A copy of the evidence considered in support of the exemption plus the signed exemption certificate should be returned to the Central Ticket Office Manager. Potential evidence could include the Incident report and/or Operational Information System log. Normally a report from the driver giving detailed reasoning for his/her request for exemption (i.e. outlining circumstances and reasoning behind decision to exceed speed limit, along with measures taken to control risk to the public).

Where supporting evidence comprises of sensitive information which would not in normal circumstances be released into the public domain the officer supporting the exemption should clearly outline this on the certificate. The information must be retained by the officer supporting the exemption for auditing purposes.

In the case of a police driver's request for exemption being refused at any stage, or where its initial endorsement appears inconsistent with the force's corporate approach, the matter may be forwarded by any party via the Superintendent (Criminal Justice Support Department) to the Deputy Chief Constable for a final decision.

In cases where the exemption is not signed the Central Ticket Office will ensure the driver is in receipt of the appropriate paperwork to complete the legislative process.

In cases where the above procedure does not result in the identification of the driver the corporate body is liable to prosecution under Section 172 Road Traffic Act 1988(as amended) which places an obligation on a corporate body to maintain accurate records of drivers for fleet vehicles. The decision to lay an information in these circumstances will be sanctioned by the Deputy Chief Constable.

Nothing in the above procedure overrides the right of the driver to request a court hearing in relation to the alleged offence.

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Appendix 5 - Road Traffic Incidents / Repetitive NIP Issue Process:

It is essential that the manner of police driving is kept to the highest standard at all times and that the safety of the public is paramount.

All motor vehicles that are owned or under the control of Warwickshire Police and West Mercia Police are covered by third party insurance only. This means that in the event of a road traffic collision where the force is considered blameworthy, existing cover only provides compensation to third parties. As such, any damage to police vehicles (where the force is to blame or the cause is unknown), is paid for from existing force budgets.

Under the sustainability strategy, the force is seeking to reduce waste, i.e. expenditure that does not directly contribute to the protection of our communities. Damage to police vehicles can be an unavoidable consequence of taking appropriate and proportionate operational action in the apprehension of offenders or the prevention of offences. However, there is evidence to suggest that police drivers could do more to reduce the frequency and nature of the damage.

Road traffic collisions involving police vehicles are not only costly but can also have a negative impact on public confidence where the standard of driving has fallen below that expected.

It is also important that police drivers understand that there is a clear and transparent process, which will be followed on every occasion that they are either:

- Involved in a road traffic collision or.
- Are subject to repetitive Notices of Intended Prosecution or,
- Where concern is raised about the standard of their driving.

Where the driver of a police vehicle is involved in a road traffic collision (RTC), the line manager investigating should grade the incident in accordance with the criteria attached and take action as shown.

Collisions should be fully investigated by managers using available investigative tools such as force vehicle examiners and collision investigators. There should be an audit trail from initial investigation to local / team Inspector to TPMU/Decision maker. This process will be linked to the reporting process to the fleet manager with a clear audit trail.

Drivers must be aware that they are not above the law and where the manner of their driving falls short of the standards expected, consideration will be given to temporary or permanent removal of authority, misconduct proceedings / prosecution.

Where the installed data recording device fitted to the vehicle has not activated then consideration should be given to manually activating it. If in any doubt supervisory advice should be sought immediately. When activated arrangements must be made to download the data.

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Grade	Criteria	Action re Driver
A1	Serious Injury/fatality to any person And or Extensive damage to vehicle and or Property. Blame attached to police driver and or manner of driving considered unreasonable.	<ul style="list-style-type: none"> • Consider CIU callout and full investigation. • Immediate withdrawal of driving authorisation pending review. • Report to department head and Driver Training. • Formal driving assessment and further course if necessary. • Entry on Driving Record.
A2	Serious injury/fatality to any person And or Extensive damage to vehicle and or property No blame attached to the driver.	<ul style="list-style-type: none"> • Consider CIU callout and full investigation. • Report to department head and Driver Training. • Formal driving assessment and further course if considered necessary and proportionate by all interested parties. • Entry on Driving Record.
B1	Injury to any person And or Damage caused to any vehicle/property. Blame attached to police driver and or manner of driving considered unreasonable.	<ul style="list-style-type: none"> • Consider CIU callout and full investigation. • Immediate withdrawal of driving authorisation pending review. • Report to department head and Driver Training. • Formal driving assessment and further course if necessary. • Entry on Driving Record.
B2	Injury to any person and or Damage caused to any vehicle/property including TPAC tactic. No blame attached to police driver.	<ul style="list-style-type: none"> • Consider CIU callout and investigation. Pursuit Review B40 submitted for TPAC. • Report to Driver Training. • Entry on Driving Record.
B3	3 x Injury/damage RTC's in a rolling 12 month period.	<ul style="list-style-type: none"> • Formal assessment by Driver Training and course if necessary.
C1	Damage to police vehicle beyond the driver's control, eg police vehicle rammed.	<ul style="list-style-type: none"> • Supervision to attend and deal as a POLAC. • PVD1 (insurance) damage report.
D1	Concern raised by staff witnessing poor driving behaviour. Also complaints from members of the public re driving behaviour/standard.	<ul style="list-style-type: none"> • Supervision intervention and resolution of complaint. • Consider suspension of authorisation, temporary or permanent. • Formal assessment by Driver training.
E1	Repetitive issue of NIP's.	<ul style="list-style-type: none"> • Each NIP to be subject of separate Exemption report where appropriate. • Formal assessment/refresher through Driver Training if considered necessary.

Appendix 6 – Surveillance Driving:

The nature of Mobile Surveillance means that the driver should be unaware of the police presence. However the tactics employed often calls for surveillance drivers to make progress out of the subjects view to ensure that contact is maintained. Although

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surveillance driving does not seek to emulate a pursuit, the circumstances under which surveillance drivers carry out their duty will require the same degree of proficiency as pursuit driving.

The National Pursuit Codes of Practice (See [Appendix 9](#)) draws attention to the proportionality, necessity and intrusion of the decision to continue to pursue a Subject vehicle and the personal responsibility that a police driver has in such circumstances. Given the similarity in the driving conditions the same criteria will apply to a surveillance driver.

Only officers who are appropriately trained and who have attained advanced driving grades should take part in mobile surveillance. Members of the force Surveillance Unit are the only unit in Warwickshire Police and West Mercia Police who can carry out mobile surveillance. Drivers will be trained in mobile surveillance as outlined in the APCO Manual of Surveillance Standards.

Unmarked cars, capable of performance at high speeds and covertly fitted with fully operational emergency warning beacons and audible warning systems will be supplied for the use in mobile surveillance.

Surveillance drivers should give due consideration to notification of respective Force Control Room or Motorway Control Room, where actions may impact on the respective force resources.

6.1 Deciding factors when making progress in surveillance operations:

One of the first factors when making progress out of the view of a subject is the covertness of surveillance drivers and their vehicles. Exceeding speed limits and making unusual manoeuvres may in themselves draw attention to the presence of a surveillance vehicle. This would be counter productive, especially when repeatedly operating in a local area or where counter surveillance may be active.

Any action taken by a surveillance driver has to be proportionate, necessary and least intrusive to the operational objectives and the offence being investigated. The gravity of the offence has to be set against a risk assessment, the responsibility of which rests with the surveillance driver.

The safety of everyone, which includes the subject driver and any passengers carried in/on the subject vehicle, police personnel, other roads users and the general public is of paramount importance.

Consideration has to be taken of the weather and road conditions, topography of the area and any other relevant factors, which increase the risks beyond an acceptable limit. In built up areas, once full consideration has been given, excess speed should be used in short controlled measures, minimising the dangers identified.

Training and operational discipline will generally achieve the operational objectives and the expectations of a surveillance driver will be based on these practices.

There will never be any expectations of a surveillance driver to take unnecessary risks in order to maintain operational objectives. He / she must accept responsibility

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for their actions and the fact that they are involved in mobile surveillance will not reduce their liability in law.

Where video evidence is obtained the tape may be used as an exhibit and should be retained in accordance with disclosure rules.

6.2 Training:

There is a need to replicate operational conditions within a safe training environment to enable students to develop skills.

A balance has to be made between creating a realistic training scenario, proportionality and necessity of actions taken and the safety of all road users. Public safety must always take priority over police training.

The driver and not the trainer will always take responsibility in the safe use of a motor vehicle on a public road. The driver will draw from his / her training and experience when making decisions affecting the safety of other road users and occupants within the vehicle. Trainers will provide feedback regarding the appropriate use of any manoeuvre effecting surveillance tactics or issues over general road safety.

Excess Speed: No specific limit will be set authorising the use of excess speed, as circumstances will vary in each case but the manner of driving must never constitute Dangerous Driving.

Contravening Traffic Signs / Signals: Similarly no specific guidance can be given on this issue, but as a general rule extreme care should be taken when contravening prohibitive instructions. In a training environment, red traffic signals, one-way streets, no entry, stop signs and give way signs are to be observed.

6.3 Pursuit and Grave Circumstances:

The fundamental aspect of surveillance is that the driver is unaware that he / she is being followed.

Circumstances may arise where a surveillance subject becomes aware of the presence of a surveillance operation and his / her driving behaviour may consequently deteriorate, endangering other road users. At this point the senior surveillance officer in charge of the surveillance operation will categorise this aspect as a pursuit and the force pursuit policy will then apply ([Appendix 8](#)).

The senior surveillance officer in charge of the surveillance operation will terminate the surveillance at this point.

Only in the gravest of circumstances will surveillance vehicles engage in a pursuit, with the intention of affecting the arrest of the occupants of the vehicle for indictable offences, or to prevent the commission of such offences, examples include murder, rape, kidnap or similar offences such as terrorism or firearm offences.

Gravest of circumstances will include circumstances where the subject vehicle and occupants constitute an immediate threat to life or a risk of Serious injury, significant levels of damage to property / infrastructure or issues of National Security.

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In the event of any collision involving a surveillance driver, the duty of care to any casualty will be given priority.

Any collision involving a police surveillance vehicle during mobile surveillance will be dealt with in accordance with the force collision policy. After any collision all drivers, including surveillance drivers, will be breath tested.

Any collision during a surveillance operation which has evolved into a pursuit which involves a Subject vehicle, or police vehicles, will be deemed to be a 'police collision' and includes circumstances where there is no injury to a police officer or damage to a police vehicle. The collision will be reported to a uniform supervisor who will attend the scene and complete all relevant documentation.

In cases of collisions arising from pursuits, the supervisor in charge of the surveillance operation will submit a separate report to Head of Operations. The report should consider the blameworthiness or otherwise of the officer.

Where there is prima facie evidence of blame against the police driver, he / she will have their driving authorisation withdrawn in line with the policy at [Appendix 5](#).

Collisions involving surveillance drivers may attract media and public attention, particularly if a collision where injury is involved. Senior management and the Press Office will be closely involved in media management.

In the case of cross border incidents, the force on which any incident is resolved will take the lead in any subsequent media handling. However, all forces involved must reach an early and clear agreement as to the information to be released and how press liaison will be managed.

Appendix 7 - Post Incident Procedure for Fatal / Serious (Life Changing) Injury Road Traffic Collision Involving a Police Vehicle:

This guidance covers the procedures to be implemented following a fatal or serious (life changing) injury road traffic collision involving a police vehicle. This appendix should be considered together with the force policy related to Post Incident Procedures following death in custody/police contact.

Incidents of this type are, by their very nature, highly emotive and stressful to all involved. As a consequence, both investigative and welfare considerations are to be afforded a high priority. The manner in which the Police Service responds to such incidents, and the professional standards applied, are naturally of great interest to the public as well, providing further reason to investigate such matters thoroughly and sensitively.

Any incident of this nature requires mandatory referral to the 'Independent Police Complaints Commission' (IPCC) via PSD who will decide upon the format of the investigation, i.e. Managed, supervised, etc.

It is essential that an impartial, rigorous and transparent investigation is undertaken to establish a true and factual account of the incident. A Senior Investigating Officer (SIO, trained in accordance with the Manual of guidance for investigation of Road Deaths) of Inspector rank or above will be appointed to facilitate this who will draw on relevant expertise, e.g. Forensic Collision Investigators.

Comprehensive investigations into all deaths are an essential element of Article 2 of the European Convention on Human Rights. Failure to carry out such an investigation has been found to be in breach of Article 2.

Principal Officer is a term used to identify members of staff most involved in, and most affected by an incident. The welfare needs of Principal Officers must be attended to whilst maintaining the accuracy and integrity of the investigation.

7.1 Senior Investigating Officer (SIO)

The SIO will consider application of the Road Death Manual including:

- Management of the scene.
- Commencement of the investigation.
- Welfare considerations for officers and their families including appointment of family Liaison Officer(s), FLOs.
- Preservation of evidence.
- Media.
- Community Impact Assessment through Local Commander.

7.2 Post Incident Manager (PIM)

The role of the Post Incident Manager is to facilitate the investigation, whilst ensuring the Principal Officer's welfare needs are met. This will include procedural explanations and practical assistance.

Where appropriate the Post Incident Manager in consultation with the Senior Investigating Officer should arrange to convey the Principal Officers to the pre-determined designated location identified as a PIM suite.

The force Duty Inspector in liaison with the SIO and PIM should make arrangements for representatives of the Police Federation or Unison, to attend the location to provide appropriate care and support for the staff involved.

7.3 Statements

Formal statements should not normally be required immediately and can be left (providing initial notes are made) until witnesses have overcome any initial shock of the incident usually 24 – 36 hours later and prior to a Critical Incident (Stress) Debrief.

7.4 Critical Incident Stress Management / Therapeutic Debriefing

The purpose of such processes is ancillary to the investigation - to provide appropriate support to police staff (and sometimes others) who have been involved in traumatic events. There is a strong expectation that, as a general principle, matters discussed during a therapeutic debriefing will remain confidential to those present. To do otherwise may deter a full discussion and undermine the purpose of the exercise.

However, although courts often take account of the ethical considerations of disclosure in these circumstances, such confidentiality cannot be guaranteed. This should be made clear at any therapeutic de-briefing. It remains the individual police officer's responsibility to retain and record any information they perceive as fresh, different, or relevant that comes to light during the session and is not recorded elsewhere.

Ideally, critical incident debriefing should take place 48 to 72 hours after the incident, thus allowing operational procedures to take place and participants to get over possible shock. This will occur on a one to one or a group basis. The aims of the procedure are to:

- Provide a safe environment to talk about the event
- Help organise people's thoughts and feelings
- Put events and feelings into context
- Reduce feelings of isolation
- Promote mutual support, encouragement and group solidarity
- Facilitate change, by raising awareness, of post traumatic stress reactions and self-care.

7.5 Identity of Officers

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As would be considered with any witness or suspect, concerns for the safety of some Principal Officers and their families may make it necessary to address the maintenance of their anonymity at an early stage. However, it should be clear to officers that anonymity cannot be guaranteed once the case is heard at a public forum, such as a court. In such circumstances the preservation of anonymity is no longer within the control of the police service.

7.6 Media

Actions within the Policy will be the initial responsibility of the Host Force Press / Media department in consultation with ACPO, SIO and IPCC. Fatal accidents involving police vehicles will always attract extensive media attention. Immediately following such an incident, the force Duty Officer, Communications Room / Control room should inform the force Press officer, who will make the necessary arrangements to co-ordinate a media response.

Subject to any operational imperatives an open media strategy should be adopted. The media strategy should be formulated in consultation with the IPCC. At the earliest opportunity, a clear factual account of the incident should be provided. Care must be taken to avoid compromising any future inquiry.

7.7 Officers' Families and Home

The Principal Officer's force will extend support to all Principal Officers and their families. Their families should be alerted as to the possible normal reactions of those involved in such incidents. They will be afforded the opportunity to discuss matters with:

- Occupational Health Unit.
- Post Incident Manager.
- Head of Operations.
- Police Federation / Unison.

7.8 Crown Prosecution Service

In cases where initial indications are that a criminal offence may have been committed by a Police driver, consideration should be given to early contact being made with a Senior Lawyer from the CPS. Where the IPCC is supervising an investigation, such liaison should only take place after consultation with them.

7.9 Notice of Investigation

The service of misconduct notices should **not** be automatic; each case will be considered on its merits, with consultation with the IPCC Senior Investigating Officers should brief staff associations at the earliest opportunity where the service of such notices will be discussed.

If there is a formal complaint from the public, then the service of the notice is a requirement. It should be made clear to the officers that the notice is being served as

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the result of a complaint. Any notices will be served on an individual as soon as practicable and in line with regulations.

7.10 Progress of the Enquiry

It is important that as far as possible, anyone under investigation is kept informed of the progress of the inquiry. It will be the responsibility of both the Senior Investigating Officer and the Post Incident Manager to perform this role throughout the course of the whole inquiry.

**Appendix 8 - Management of Police Pursuits
Authorised Professional Practice of Police Pursuits
Tactics Directory**

This **Authorised Professional Practice of Police Pursuits (APP)**, is designed to provide a point of reference to any person who may become involved in a pursuit within Warwickshire Police and West Mercia Police force areas, whether directly or indirectly. The document also contains the Tactical Pursuit & Containment Tactic Directory including Pre-emptive Options (located on the page “Initial authorisation to conduct a pursuit”).

[APP Police Pursuits](#)

All pursuits undertaken in Warwickshire Police and West Mercia Police will be subject to a debrief. This will be conducted by either a Sergeant or Inspector and must take place as soon as practicable after the conclusion of the pursuit. The purpose of the debrief is to highlight any examples of best practice, problem areas, training implications and welfare needs. All parties involved in the pursuit including control room staff should be consulted during this debrief process.

A B40 Record of Pursuit form must be submitted for every pursuit. This form, located on “Force Forms”, will be generated by the FDI / Control Room supervisor and will be forwarded electronically to the relevant individuals for their completion. It is the responsibility of the FDI / Control Room supervisor to ensure that the form is completed and forwarded to the appointed Force Operations lead. Any in car visual recording of the pursuit must be made available for review together with the control room audio recordings. The pursuit will then be reviewed and forwarded to the Driver Training department for final review and retention.

This process will look to identify the following:

- Examples of best practice.
- Identify training needs and requirements.
- Provide advice on the use of tactics.
- Provide advice regarding any breaches of policy.
- Develop future training packages.

Once completed the findings of a review may be recorded on an individual’s driver training record, for example to highlight good practice.

Appendix 9 – Hollow Spike Tyre Deflation System, (HOSTYDS):

This guide explains the operational guidance for the deployment of Hollow Spike Tyre Deflation System, (HOSTYDS) vehicle stopping equipment by Warwickshire and West Mercia police officers.

9.1 Legality:

The legal basis for this guidance comes from:

S.3 Criminal Law Act 1967
S.117 Police and Criminal Evidence Act 1984
Health & Safety at Work Act 1974
Management of Health & Safety at Work Regulations 1999
Common Law.
Article 2 Human Rights Act 1998.

9.2 Background

HOSTYDS equipment is **ONLY TO BE USED BY AUTHORISED POLICE OFFICERS**. The deploying Officer has the responsibility for ensuring the safe deployment of the HOSTYDS device and that other motorists do not come into contact with it, other than in exceptional circumstances as outlined at 9.6(b). It should be fully recognised that the deployment of this equipment is not appropriate for use in all cases. The strategic and intelligent use of a HOSTYDS device will enable Police Officers to have a viable alternative in dealing with potentially dangerous pursuit situations.

The deployment of this type of equipment comes under the ethos of 'Reasonable Force' under S.3 Criminal Law Act 1967 and S.117 of the Police and Criminal Evidence Act 1984. Factors influencing the decision to use the HOSTYDS device will be:

- (a) The driver of the subject vehicle, when required to stop in an approved manner, and having had the opportunity to do so, indicates by their actions or continuance of driving that they have no intention of stopping, and the police officer believes that the driver of the subject vehicle is aware of the requirement to stop.
- (b) The driver has shown an intentional and criminal disregard for the safety of other road users.
- (c) The driver or occupants have committed an offence or are suspected of doing so.
- (d) To prevent a motor vehicle leaving the scene of a crime in a pre-planned operation with the authority of the Tactical Advisor or Silver Commander or as directed by an Operational Order.
- (e) A HOSTYDS device will not be applied simply to halt a vehicle that has failed to stop, where no factors falling within (a) (b) or (c) apply.

9.3 Objectives

- (a) To protect the lives of the public and the police.
- (b) To safely terminate a pursuit in a moderated and controlled manner with minimal risk to life and property.
- (c) To reduce time-consuming vehicle pursuits which are a drain on resources.
- (d) To assist police officers in the apprehension of offenders by disabling the suspect vehicle as quickly and as safely as possible.

9.4 Training

In order to be authorised to deploy HOSTYDS devices officers must have successfully completed an accredited training programme delivered by appropriately qualified instructors from the Driver Training Department. An authorisation will last for a **maximum of 5 years** from the date that the course was successfully completed. Where an officer has not received accredited refresher training within that Five year period then their authority to deploy HOSTYDS will cease pending the successful completion of a further HOSTYDS course.

A record of authorised officers will be held within the Driver Training Department.

UNDER NO CIRCUMSTANCES WILL AN OFFICER BE AUTHORISED TO DEPLOY HOSTYDS OR HANDLE THE EQUIPMENT WHERE THEIR 5 YEAR AUTHORITY HAS EXPIRED.

9.5 Deployment

Officers will check the HOSTYDS equipment at the start of their tour of duty to ensure it is safe to use and that all the spikes are in place, together with the safety goggles. Officers should be in possession of suitable gloves. It is envisaged that the HOSTYDS equipment will be considered as an appropriate enforcement option in the following two areas of police work:

- (a) In a pursuit management situation, which will include pre-emptive tactics.
- (b) In a specific / pre planned crime operation.

It is acknowledged that there may be extreme circumstances where self authorization to deploy has to be considered. Every effort must be made to communicate with the OCC but where there is an immediate threat to life and communication cannot be effected then self authorized deployment can be considered. It must be stressed that extreme circumstances only relate to an immediate threat to life and officers can expect to be asked to fully justify their actions where there has been a deployment in these circumstances.

Factors to be considered:

- (a) The deploying officer must consider the use of the equipment to be safe, having full regard to the public, the offender, the operator and other police officers. In reaching the decision to deploy the device, the officer should take account of prevailing road and weather conditions along with the existence of good radio communications with the other officers involved.

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9.6 PUBLIC SAFETY MUST REMAIN THE PRIME FACTOR WHEN HOSTYDS DEPLOYMENTS ARE CONSIDERED

(b) There may be occasions when other vehicles are in such close proximity to the subject vehicle that it is not possible to deploy the HOSTYDS device without puncturing the tyres of the other vehicles. In circumstances where it is essential to bring the target vehicle to a halt, because of the seriousness of the offence or the potential harm to other persons, the device may be deployed even though it will affect other vehicles. Officers may only have a brief period of time in which to consider the options and must act in accordance with their training.

(c) **The use of this equipment to bring a motorcycle or Quad bike to a halt should only be considered when there is an immediate threat to life.** This is due to the very real risk of fatal / serious injury to the subject. In **all** cases the permission of the Operations Control Centre (OCC) Inspector must be obtained before Stinger is deployed / considered in such circumstances.

(d) **All officers are reminded that deployment of the HOSTYDS device is an individual responsibility, which may have to be justified in any subsequent legal proceedings.**

(e) A police vehicle does not offer sufficient protection for the deploying officer. Some other form of physical, immovable object, ie a tree, wall or building should always be sought where possible to afford physical protection for the officer deploying the HOSTYDS. If some form of immovable cover is not available then cover from view is acceptable. If the HOSTYDS deploying officer is out of sight and therefore not a visible target to the subject vehicle then, "IF SAFE" out of view site selection may be appropriate.

9.7 NO PROTECTION - NO DEPLOYMENT

(f) It is recognised that an officer standing conspicuously could become a target for the subject vehicle. So far as is practicable, an officer's activities should be covert. If this is the case, to eliminate conspicuity of the HOSTYDS deploying officer then fluorescent jackets need not be worn. **However, if an officer needs to walk into a live carriageway with a HOSTYDS device they must still wear their fluorescent jacket.**

(g) In every circumstance where the deployment of the HOSTYDS device is considered, if there is no communication with a supervisor at the communications centre no deployment should be made, and all officers should be aware that any decision by the supervisor that the device is NOT to be deployed **IS FINAL.**

9.8 'NO COMMUNICATIONS – NO DEPLOYMENT'

(h) It is unlikely that the deployment of such a device will stop a vehicle on its own and experience has shown that in most cases the driver will choose to abandon the vehicle and attempt to escape on foot. This may not be the case with vehicles fitted with run flat or deep treaded tyres on larger vehicles. Should the vehicle continue following a deployment of HOSTYDS, other Tactical Options must be considered to bring the vehicle to a controlled stop.

9.9 Pursuits

As in all pursuit situations the overall responsibility for the authorisation, continuance and abandonment of a pursuit lies with the OCC Inspector or OCC Sergeant. However any person involved in a pursuit can call for it to be abandoned at any time.

For guidance on the deployment of HOSTYDS as part of Pre Emptive tactics, and in relation to single and multi lane deployments please refer to the “**Tactical Pursuit & Containment Tactic Directory**”. This can be located within Appendix 8 of the Driver Standards Policy within the Pursuit Management APP.

Whenever available, Air Support should be used to assist in the siting of the equipment and as a visual liaison between the deploying officers and the officers involved in the pursuit. The non availability of Air Support should not preclude the deployment of HOSTYDS. Officers are encouraged to heed the advice from the Air Support where it is considered that the deployment is unsafe.

If circumstances change from the time that the HOSTYDS device is sited to the time that the pursuit approaches the site and public safety may be compromised then there should be no deployment.

9.10 Cross Border Pursuits

In the event of a pursuit crossing force boundaries **all** officers involved, including those with HOSTYDS will comply with the directions of the OCC Inspector. This will include all directions in relation to Airwaves channels and communications.

9.11 Pre Planned use of HOSTYDS

There will be operational circumstances where known offenders are likely to be leaving a specified area after committing crime or in the commission of crime. To safeguard the public and to affect arrests in such circumstances it may be tactically advantageous to immobilise the subject vehicle(s) using an appropriate HOSTYDS device in order to prevent a potentially dangerous pursuit from developing.

9.12 Communication

At all times there must be clear communication between those involved in the pursuit and its resolution and also between those officers and the OCC. The clear direction is “**No Communications No Deployment**”.

The OCC Inspector or Sergeant will direct officers to use INTEROPS1 where appropriate and all officers must ensure that they are familiar with how to locate this channel on handheld and vehicle airwave sets.

9.13 Accidentally Damaged Vehicles

Where an innocent member of the public incurs tyre / vehicle damage as a direct result of a HOSTYDS deployment, arrangements should be made with a garage or tyre supplier to recover the vehicle from the road if necessary and replace the tyres with new ones of an equivalent quality. All costs will be met by the deploying force.

9.14 Post Deployment Procedure

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Whenever HOSTYDS are deployed the deploying officer must complete the relevant section of the B40 Post Pursuit review form. This form can be located on Force forms. The information provided will then form part of the post incident review process. The device is regarded as deployed when the deploying officer intentionally throws or pulls it across the carriageway(s). Removing the device from its box and placing it on the carriageway is not classed as a deployment.

9.15 Safety Guidelines

All authorised officers should familiarise themselves with the manufactures safety guidelines.

Gloves are to be worn at all times when handling and using the equipment. Uniform leather gloves should be used. Safety glasses are provided to protect the deploying officers' eyes from coming into contact with dirt or debris thrown up by the passing of the subject vehicle. **These glasses must be used on every deployment.**

When not in use, the equipment **MUST** be carried within its safety case at all times.

After the device has been used any missing spikes should be replaced as per the manufacturers' instructions. This procedure is covered during training but where there is any doubt assistance should be sought. The deploying officer is responsible for ensuring that the HOSTYDS device is fully operational before being made available for use again.

9.16 Health & Safety Risk Assessment

All officers qualified in the use of HOSTYDS should familiarise themselves with the associated Risk Assessment. This can be located at the Occupational Health & Safety Site located on the Force Intranet under Risk Assessments.