



Pursuit Policy (Surrey and Sussex) (617/2026)

Abstract

This policy governs how a pursuit must be conducted and details the approved tactical options available within Surrey Police and Sussex Police with clear guidance on their use.

Policy

1. Introduction

1.1 This policy is required to ensure that Surrey Police and Sussex Police (collectively the 'Forces') have in place an unambiguous pursuit policy which is congruent with the structure of the respective Forces, vehicle fleet and command and management processes, but recognises the collaboration of Operations Command (OC) and adheres to the principles of the College of Policing (CoP) Authorised Professional Practice (APP) for Police Pursuits.

1.2 This policy applies to all police officers and police staff who use a Police and Crime Commissioner (PCC) police vehicle whether hired, leased or owned by the Forces and includes unmarked vehicles. It also applies to special constabulary and police support volunteers. It MUST be read in conjunction with Police Driving Policy (Surrey and Sussex) (616), APP for Police Pursuits and Tactical Pursuit and Containment (TPAC) Tactics Directory.

2. Scope

2.1 The procedures associated with this policy and APP detail the various pursuit tactics available to the Forces and the scenarios when they could and must be deployed. It also incorporates the command structure and specific role responsibilities when a pursuit begins.

3. Policy Statement

3.1 The Forces will only use approved tactics, as detailed in Tactical Pursuit and Containment (TPAC) Tactics Directory, which will ensure that safety is the main consideration in any pursuit. On occasion this may involve continuing to pursue a vehicle when the 'pursued' driver is engaged in activities which may increase the risk to other road users and the wider public. A pursuit may only be continued when there are tactical options available for deployment within a timescale which strikes a balance between operational need and the potential risk to other road users and the wider public.

Procedure

1. Pursuit Definition

1.1 A police driver is deemed to be in a pursuit when:

- A driver indicates by their actions or by continuing their manner of driving that they have no intention of stopping for the police and the police driver believes that the driver of the subject vehicle is aware of the requirement to stop and decides to continue behind the subject vehicle with a view to reporting on its progress or stopping it.
- Pursuits may be spontaneous or pre-planned.

2. Pre-Planned Operations

2.1 Pre-planned authority must be sought from appropriately placed supervisors deemed suitable for that role, e.g. Pursuit Manager, person in overall charge of the operation or the principle decision maker.

2.2 Requirements for authorities are detailed within the APP Pursuits and TPAC Tactics Directory.

2.3 The granting of the authority and the justification must be recorded contemporaneously or as soon as practicable.

2.4 The officer in operational control or the operation planner must always seek the advice of a Pursuit Tactical Advisor.

3. Pursuit Management – Authorisation for a Pursuit

3.1 Pursuit Manager

The term 'Pursuit Manager' will mean a Force Incident Manager (FIM) or Control Room Supervisor who have attended and successfully completed a Pursuit Managers Course.

3.2 Granting authorisation to pursue gives agreement in principle to use the tactics set out in the TPAC Tactics Directory, with the exception of those which require authorisation from a senior officer.

3.3 Any Use of Force / specific tactic is the responsibility of the officer initiating the tactic and therefore the officer must consider the proportionality and effectiveness of the tactic in line with the Dynamic Risk Assessment (DRA), National Decision Model (NDM) and European Convention on Human Rights (ECHR) considerations.

4. Tactical Options

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5. Discontinuing a Pursuit

5.1 The decision to discontinue a pursuit can be made by:

- Initial or Tactical Phase Drivers engaged in the pursuit.
- Pursuit Manager - If unavailable, this will fall to Control / Communications staff to decide (this would only happen in exceptional circumstances)

Only pursuit trained drivers or managers must be considered suitably qualified and experienced to discontinue a pursuit. Other persons in the pursuing police vehicles or aircraft with knowledge supporting a discontinuance have an obligation to articulate this dynamically so an informed decision can be made by the Pursuit Tactical Advisor, Pursuit Manager or Control Room Supervisor.

Staff must discontinue a pursuit as soon as the risk becomes disproportionate to the reasons for undertaking it, or where no tactics are available.

6. Analysing and Debriefing Pursuits

6.1 The Forces will comply with the National Police Chief's Council (NPCC) requirement to monitor all Pre-emptive stops, Fail to Stop and Pursuit situations. The information and assessment will also be used to consider the effectiveness of training and help develop future training programmes.

6.2 Operations Command will administer the system for the recording and analysis of pursuit activity in both Forces.

6.3 The initial safety review process will be undertaken by an independent supervisor immediately, or as soon as reasonably practicable. This supervisor must be accredited to at least the same level of the pursuit (IPP / TPAC). If the accredited supervisor is not available locally, then it must be reviewed by another suitable supervisor. The review findings must be forwarded to the Driver Training Unit (DTU), for a subject matter expert review or investigation.

A debrief must all be completed for all cases where a pursuit has occurred spontaneously, planned, and then gone into a pursuit, or pre-emptive tactics were authorised regardless of whether used.

Pursuit Management Debrief Return form must be completed by the authorising officer of the pursuit once the pursuit has finalised.

6.4 If criminal or misconduct issues are identified, if policy has been significantly breached, or if the incident results in the death or serious injury (DSI) of any person, then the officers involved will have their driving permits withdrawn by the investigating officer until the circumstances have been reviewed by the Head of Roads Policing Unit (RPU) or nominated deputy. Elements of a driving permit (e.g., TPAC / Initial Phase Pursuit (IPP)) may be withdrawn at the discretion of the initial reviewing supervisor or Driver Training should poor practices be identified that may require further review and action.

6.5 If any misconduct is considered, then the relevant Professional Standards Department (PSD) will be notified. If any incident results in a death or serious injury then the Post Incident

Management (PIM) process will be started in accordance with the Post Incident Management Policy (Surrey and Sussex) (1067). The Independent Office for Police Conduct (IOPC) will also be notified.

6.6 The Driver Behaviour Working Group (DBWG) will meet and review performance in this area and assess any need to change or review working practices. The DBWG meets quarterly and will report on a quarterly basis to the Command Oversight Board (COB) via the Head of Operations Department.

7. Vehicles used for Pursuits

7.1 As defined in the Pursuit APP.

8. Roles and Responsibilities

8.1 Drivers will need to inform the control / communication room staff of their driving authority level and which police vehicle they are using (e.g., untrained, Initial Phase Trained or TPAC Trained in a suitable vehicle), together with any other relevant Pursuit Considerations as per the Pursuit APP and TPAC Tactics Directory.

8.2 Exceptional Circumstances

Nothing in this policy seeks to prevent the Control Room Supervisor authorising a pursuit by a non-pursuit trained driver in exceptional circumstances, having regard to the NDM and DRA defined at section 10 below.

9. Cross-Border Pursuits Interoperability

9.1 Pursuit APP details how forces operate during cross-border policy pursuits.

9.2 When a pursuit moves between Surrey and Sussex Force areas, Pursuit APP cross-border protocol 9.1 will be followed. However, as agreed within local protocol, the originating Force Pursuit Manager may continue to manage the pursuit across either force area when a pursuit moves between Surrey and Sussex Force areas, unless to do so would unnecessarily compromise the safe management of the pursuit.

10. Dynamic Risk Assessment (DRA)

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11. Pursuits involving children and vulnerable persons

11.1 If a police pursuit is conducted and any occupant of a subject vehicle is found or believed to be under the age of 18 years and there is a risk, or likely risk, of significant harm to that person then a referral to children's services must be completed.

11.2 In cases of a police pursuit whereby a person under the age of 18 is identified as being involved, consideration must be given to contacting the duty Detective Sergeant or, if unavailable, the duty Detective Inspector to ensure that all safeguarding is suitably completed.

11.3 If a police pursuit is conducted and any occupant of the subject vehicle is identified to be an 'adult at risk' (as defined under [The Care Act 2014](#)), a SIGNS form must be completed.

11.4 Officers are reminded that persons falling within this section will form part of an officer's DRA / pursuit considerations when engaging into a pursuit.

Team: Operations Command. Roads Policing Unit