



WEST VANCOUVER POLICE DEPARTMENT

Operational Policy

OA0130: PURSUIT DRIVING

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1.0 PURPOSE

1.1 The purpose of this policy is to:

- a) ensure that the safety of the public, Members and occupants of a pursued vehicle are properly considered in the decision to initiate, continue or discontinue a Pursuit;
- b) ensure the proper balance exists between regulated requirements and the use of discretion during a Pursuit;
- c) provide direction to Members with respect to the initiation, conduct, discontinuation and reporting of Pursuits; and
- d) ensure that Members adhere to all applicable laws, regulations and guidelines with respect to the emergency operation of a police vehicle during a Pursuit.

2.0 DEFINITIONS

2.1 For the purposes of this policy, the following definitions will apply:

“Boxing” means the safe positioning of police vehicles around a stationary suspect vehicle to prevent the movement of that vehicle.

“CCC” means the Criminal Code of Canada, R.S.C. 1985, c. C-46, as amended from time to time.

“Close the Distance” means to close the distance between a police vehicle and another vehicle but does not include a Pursuit.

“Department” means the West Vancouver Police Department.

“Director of Police Services” means the Assistant Deputy Minister and Director of Police Services, Policing and Security Programs Branch, Ministry of Justice for the Province of British Columbia.

“Duty Officer” means the on-call Executive Officer (Inspector rank or above and includes Acting Inspector), outside normal business hours.

“Emergency Equipment” means:

- a) an audible signal bell, siren or exhaust whistle; and
- b) a flashing red or blue light.

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“Emergency Vehicle” means a police vehicle being operated while exercising the privileges granted under S. 122(1) of the Motor Vehicle Act, that is:

- a) exceeding the speed limit;
- b) proceeding past a red traffic control signal or stop sign without stopping;
- c) disregarding rules and traffic control devices governing direction of movement or turning in a specified direction; or
- d) stopping or standing on the roadway.

“Executive Officer” means a Member who has been appointed to the rank of Inspector or above, and includes an Acting Inspector.

“IFIS” means the Lower Mainland District Integrated Forensic Identification Service.

“IIO” means the Independent Investigations Office as authorized in Part 7.1 of the Police Act of British Columbia.

“LMD ICARS” means the Lower Mainland District Integrated Collision Analysis and Reconstruction Service.

“Marked Police Vehicle” means a police vehicle which is clearly marked as a police vehicle and is equipped with emergency lights and siren.

“Member” means a sworn peace officer employed at the Department.

“MVA” means the BC Motor Vehicle Act, [RSBC 1996], Chapter 318, as amended from time to time.

“NCO” means a Non Commissioned Officer (Corporal/Detective, Sergeant and Staff Sergeant).

“OIC Operations” means the Inspector in charge of the Operations Division and includes an Acting Inspector.

“OPCC” means the Office of the Police Complaint Commissioner of BC.

“Patrol Duty NCO” means the Patrol Duty Sergeant and includes an Acting Sergeant.

“Pinning” means the use of a police vehicle to safely and effectively make physical contact with, and contain, a suspect vehicle.

“Primary Unit” means the Member operating an Emergency Vehicle during a Pursuit who is responsible for control and direction of the Pursuit, subject to the direction of their Supervisor.

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“PSD” means Police Service Dog.

“Pursuit” means the driving of an Emergency Vehicle by a peace officer for the purpose of apprehending the driver of another vehicle who refuses to stop as directed by a peace officer and intentionally attempts to evade apprehension. The determination of whether a Member is engaged in a Pursuit does not depend on whether or not the Member has activated their Emergency Equipment.

“Pursuit Supervisor” means the Member who assumes supervisory control over a Pursuit.

"Secondary Unit" means the Member operating the second Emergency Vehicle in a Pursuit under the control or direction of the Primary Unit or their Supervisor.

“Serious Harm” means an injury that may result in death, may cause serious disfigurement, or may cause substantial loss or impairment of mobility of the body as a whole or the function of a limb or organ.

“Serious Offence” means an offence under the CCC or other federal statute that involves threats or acts of violence to any person, including weapons offences, or other serious risks to public safety.

“Service Firearm” means any Department issue firearm.

“Supervisor” means a Member promoted to, or acting in, the rank of Corporal or above.

“Tire Deflation Device” means a device that is comprised of hollow spikes and a deployment system. When a target vehicle passes over the device, the spikes penetrate the tire(s) and pull free from the deployment system. The result is a smooth, regulated deflation of the tire(s), effectively reducing the vehicle speed. Of critical importance however, is that steering control of the vehicle is maintained, eliminating the dangerous loss of control associated with blowouts.

“Tire Deflation Immobilizer” means a handheld device which consists of only two or three hollow spikes, and is intended to be placed under one front and one rear tire of a parked and unoccupied vehicle in a covert manner. The Immobilizer penetrates a tire in the same manner as a Tire Deflation Device.

“Unmarked Police Vehicle” means a police vehicle which is not marked as a police vehicle, but is equipped with emergency lights and siren.

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3.0 POLICY

- 3.1 The police have a duty to apprehend offenders, and often encounter persons who use a motor vehicle in an attempt to avoid apprehension. However, Pursuits are inherently dangerous and the safety of the public, Members, and occupants of the pursued vehicle is the paramount consideration in any decision to initiate, continue, or discontinue a Pursuit, and must be constantly weighed against the seriousness of the offence and the need to immediately apprehend and/or identify the offender.
- 3.2 All Pursuits will be conducted in compliance with this policy, the MVA, and the Emergency Vehicle Driving Regulation published by the Police Services Division of the Ministry of Justice which establishes the circumstances and conditions that apply to exercise the privileges granted by S. 122 (1) of the MVA. Where this policy is more restrictive than the MVA or the Emergency Vehicle Driving Regulation, Members will adhere to this policy.
- 3.3 All Members are accountable for their actions during a Pursuit and will be required to justify their decisions and actions.

4.0 PROCEDURES

- 4.1 All Members will be familiar, and comply with the MVA and the Emergency Vehicle Driving Regulations as they pertain to Pursuits.
- 4.2 In some cases, the intent of a driver of a vehicle is not immediately evident to a Member, and the Member, while exercising the privileges granted in S. 122 of the MVA may be attempting to “Close the Distance” between the police vehicle and the driver. However, if the driver attempts any evasive action before the distance is closed, Pursuit policy will be followed.

Pursuit Criteria

- 4.3 A Member will only engage in a Pursuit if the following criteria are met:
- a) the driver of a vehicle exhibits the intention to avoid apprehension through evasive or unlawful acts;
 - b) the driver of the vehicle refuses to stop at the direction of a Member;
 - c) the Member has reasonable grounds to believe that the driver or passenger of the vehicle has committed, is committing, or is about to commit, a Serious Criminal Offence involving the imminent threat of grievous bodily harm or death to any person; and

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- d) the Member has reasonable grounds to believe that the seriousness of the offence, the immediate need to protect life and public safety, and the need for immediate apprehension outweigh the risk to the public that may be created by the Pursuit.
- 4.4 When engaging in a Pursuit, a Member must activate their Emergency Equipment.
- 4.5 A Member will not engage in a Pursuit if the suspected offence is:
- a) a MVA infraction;
 - b) an infraction under any other provincial statute or municipal bylaw; or
 - c) a property crime, including possession of a stolen vehicle.
- 4.6 Contact between a fleeing vehicle and a police vehicle does not elevate the offence to one justifying a Pursuit unless the Member has reasonable grounds for believing that it was the driver's intention to cause bodily harm or death to a police officer, rather than merely an effort to escape.

Risk Assessment

- 4.7 In assessing whether to engage in, continue or discontinue a Pursuit, Members involved, the Pursuit Supervisor, and any other NCO or Executive Officer monitoring the Pursuit will continuously assess the risk associated to a Pursuit, and must consider the following factors:
- a) the nature and circumstances of the suspected offence or incident;
 - b) the risk of harm posed by the manner in which the police vehicle is being operated;
 - c) the volume and nature of pedestrian and vehicle traffic that is, or might reasonably be expected to be, in the area;
 - d) the seriousness and frequency of driving infractions committed by the driver of the suspect vehicle;
 - e) the likelihood of successful apprehension;
 - f) the availability of other methods of apprehension;
 - g) whether the driver's identity is known or can be determined at a later time;
 - h) the age and condition of the driver;

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- i) the presence of passengers in the pursued vehicle and their apparent age;
- j) the weather conditions;
- k) the nature, condition and use of the highway;
- l) the nature and use of the highway and surrounding area;
- m) whether there is a break in radio communications that is more than momentary;
- n) the type of police vehicle and the type and apparent condition of the pursued vehicle;
- o) the speed, length of time and distance of the Pursuit; and
- p) any other relevant information.

4.8 For the purposes of this risk assessment:

- a) the need for immediate apprehension will be low if the driver or passenger in the suspect vehicle has not committed an indictable offence, or if identification or apprehension of the suspected offender may be achieved by other means at that time or at a later time;
- b) the greater the distance, speed or length of time required or likely to be required for the Pursuit, the greater the risk to the safety of members of the public; and
- c) an attempt to evade apprehension is not a factor to be considered in determining the seriousness of the offence or the need for immediate apprehension.

4.9 All Members involved in a Pursuit will be held accountable for the continuation of the Pursuit when circumstances indicate it should have been terminated.

Pursuit Alternatives

4.10 Members are encouraged to find safe and effective alternatives to a Pursuit if at all possible. If time and circumstance allow for alternate tactics to resolve a situation that has the potential to become a Pursuit, those measures should be implemented.

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4.11 Alternative tactics which may be employed **prior to commencing** a Pursuit are:

- a) Boxing and Pinning. The initiating Member maintains discreet observation and co-ordinates the movement of other Members to Box or Pin the suspect vehicle. Only Members trained in Boxing and Pinning may use these techniques, and in doing so they must comply with Department Policy **OA0140: Boxing and Pinning**;
- b) stopping the flow of traffic to effectively jam the suspect in traffic. This tactic should be employed in a location which provides the driver of the pursued vehicle sufficient time to observe the stopped traffic and safely stop the vehicle, and provided there is no reason to believe that the driver of the pursued vehicle will ram other vehicles;
- c) the use of vehicle stopping devices such as the “Tire Deflation Device” or “Tire Deflation Immobilizer”, in compliance with Department Policy **OA0150: Tire Deflation Devices**;
- d) the use of air support. Under certain circumstances, and when practical, consideration should be given to requesting support from the Air 1 helicopter; and
- e) disabling the vehicle and/or surveillance – if practicable. A properly trained surveillance team may be utilized to follow a suspect vehicle until the suspect vehicle can be stopped in a safe and effective manner. If surveillance is to be conducted on a parked and unoccupied stolen vehicle, that vehicle **must** first be disabled, unless the vehicle is part of an ongoing surveillance operation. In the event a stolen vehicle is disabled, that vehicle will be subject of continuous surveillance until the associated persons are arrested or the vehicle is recovered by police.

Pursuit Prohibitions

4.12 A Member will not:

- a) engage in a Pursuit without the constant use of all Emergency Equipment;
- b) continue in a Pursuit if, within a reasonable time, a Pursuit Supervisor fails to identify himself/herself and assume control of the Pursuit;
- c) discharge a Service Firearm from a moving vehicle;
- d) discharge a Service Firearm (Lethal Force) at the driver of a moving vehicle unless:

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- i. the driver of the vehicle is attempting to strike the Member or another person with the vehicle and the Member believes on reasonable grounds that an immediate danger of death or grievous bodily harm (as defined by the CCC) to themselves or another person is present;
 - ii. the Member has no other reasonable option other than the use of the Service Firearm to stop such an action; and
 - iii. the Member reasonably believes that the discharge of their Service Firearm towards the driver of the vehicle creates no substantial risk of injury to innocent persons;
- e) become involved in a Pursuit when accompanied by a civilian in the police vehicle, regardless of whether or not a waiver has been signed;
- f) attempt to pass another police vehicle engaged in a Pursuit, unless specifically requested to do so by the Primary Unit or the Pursuit Supervisor;
- g) other than the Primary Unit and the Secondary Unit, become involved in a Pursuit unless otherwise authorized to do so by the Primary Unit or the Pursuit Supervisor; or
- h) continue in a Pursuit after the Pursuit has been terminated.

4.13 Members not assigned to a Pursuit will stay clear of the Pursuit and off the Pursuit route, but will remain alert to its progress and location. Those Members will maintain strict radio discipline and provide priority access to the radio system to the Members involved in the Pursuit and the Pursuit Supervisor.

Pursuit Restrictions

- 4.14 The following restrictions will apply to all Pursuits. In exceptional circumstances, the Pursuit Supervisor can specifically waive these restrictions:
- a) a Member operating an Unmarked Police Vehicle, or a motorcycle in a Pursuit will relinquish their position in the Pursuit to a Marked Police Vehicle as soon as practicable;
 - b) a Member will not use a police unit as a roadblock; and
 - c) a Member will not parallel a Pursuit route unless authorized to do so by the Primary Unit or the Pursuit Supervisor.

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Primary Unit Responsibilities

- 4.15 The Primary Unit will be responsible for the decision to commence, continue or terminate a Pursuit unless relieved by the Pursuit Supervisor. If two Members are in the Primary Unit, the senior Member will be responsible for these decisions.
- 4.16 The Primary Unit will have radio priority, until the involvement of a Secondary Unit.
- 4.17 Upon engaging in a Pursuit, the Primary Unit will immediately broadcast the following:
- a) call sign, a request for radio priority (Code 4) and that they are in Pursuit;
 - b) justification for the Pursuit including the Serious Offence which led to the Pursuit;
 - c) a full description of the pursued vehicle and a description of the occupants;
 - d) location, direction of travel and speed of the pursued vehicle;
 - e) road and traffic conditions;
 - f) whether they are in a Marked or Unmarked Police Vehicle; and
 - g) any other factors which may affect the Pursuit.
- 4.18 As the Pursuit continues, the Primary Unit will, until relieved of these duties by the Secondary Unit, continually update the progress by broadcasting:
- a) the direction and speed of the pursued vehicle;
 - b) the speed through intersections;
 - c) compliance with traffic control devices; and
 - d) any other information which may affect the Pursuit.

Secondary Unit Responsibilities

- 4.19 Where possible, a unit will be designated as the Secondary Unit by the dispatcher or Pursuit Supervisor and will join the Pursuit and immediately broadcast its status.
- 4.20 The Secondary Unit will assume responsibility for radio communications upon taking up position and entering the Pursuit. The Secondary Unit will continually update the progress of the Pursuit, as described in Sections 4.17, and 4.18.

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4.21 Upon the request of the Primary Unit or the Pursuit Supervisor, or in the event that the Primary Unit becomes disabled or unable to continue the Pursuit, the Secondary Unit will assume the responsibilities of the Primary Unit.

Pursuit Supervisor's Responsibilities

4.22 The Patrol Duty NCO, unless directly involved in a Pursuit, will assume the role of the Pursuit Supervisor and has overall responsibility and authority for the Pursuit unless a senior NCO or Executive Officer assumes that responsibility. In the event the Patrol Duty NCO is directly involved in the Pursuit or is otherwise unable to assume the Pursuit Supervisor role, the Patrol Team Corporal will assume the Pursuit Supervisor duties, unless a senior NCO or Executive Officer assumes responsibility.

4.23 Upon notification of a Pursuit or of an incident likely to become a Pursuit, the Pursuit Supervisor will:

- a) immediately identify himself/herself on the air, assume control over and coordinate the Pursuit, and not engage in other duties;
- b) coordinate communications and ensure proper radio channels and procedures are in use;
- c) determine the reason(s) for the Pursuit and assess whether there are grounds to continue the Pursuit when weighed against the risk of harm to members of the public;
- d) ensure that only the necessary number of units are involved in the Pursuit;
- e) ensure that the Primary and Secondary Units have radio priority;
- f) monitor the progress of the Pursuit and order other support units as necessary;
- g) ensure adherence to the regulations, policies and procedures and order termination of the Pursuit if circumstances warrant or if alternate tactics are available;
- h) ensure that other agencies are notified should it become necessary;
- i) where the address of the registered owner of the pursued vehicle is known and is within a reasonable distance, consider dispatching a Member to that address to standby and/or conduct inquiries;
- j) consider air support availability and practicality;

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- k) immediately terminate the Pursuit if there is a failure by the Primary Unit or Secondary Unit to transmit a constant and comprehensive flow of information;
- l) ensure that a Supervisor immediately responds to the termination point;
- m) ensure that post incident notifications are completed, including but not limited to, the OPCC, IIO and Duty Officer; and
- n) ensure that Pursuit reports are completed and forwarded regardless of the outcome of the Pursuit.

4.24 When a Pursuit has been discontinued or the pursued vehicle has been lost, the Patrol Duty NCO will direct any further action.

Use of a Police Service Dog Team

4.25 A PSD unit should be employed as the Primary Unit whenever possible. However, a PSD Unmarked Police Vehicle will not be used as a Primary Unit unless the circumstances are exceptional and authorization is received from the Pursuit Supervisor.

4.26 When authorizing a PSD unit to enter a Pursuit already in progress, the Pursuit Supervisor will consider the distance required to be travelled by the PSD unit to enter the Pursuit.

4.27 When a PSD unit is able to assume the Primary Unit role, the Primary Unit will assume the Secondary Unit responsibilities and the Secondary Unit will discontinue participation in the Pursuit, unless otherwise directed by the Pursuit Supervisor.

Air Support

4.28 Where practical, the Air 1 helicopter may be employed to assist in a Pursuit. The use of Air 1 should be requested through the dispatcher.

4.29 Air 1 will become the Primary Unit when the Air 1 crew has visual contact with the pursued vehicle. Once Air 1 confirms it has identified the pursued vehicle, all ground units will discontinue the Pursuit, turn off their Emergency Equipment and turn off the Pursuit route, in order to give the pursued driver the impression the Pursuit has been terminated.

4.30 The intent is to allow Air 1 to maintain visual contact with the pursued vehicle until the pursued vehicle slows or comes to a stop.

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4.31 The Pursuit Supervisor will direct the ground units in support of Air 1.

Terminating a Pursuit

4.32 A Pursuit can be terminated by the Primary Unit, Secondary Unit, the Pursuit Supervisor, a senior NCO or any Executive Officer. No criticism will be levelled against a Member whose judgement dictates the need to terminate a Pursuit. When the decision to terminate a Pursuit has been made, the decision should not be overridden except in extenuating circumstances.

4.33 The decision to terminate a Pursuit must be based on an assessment of the risk of harm to members of the public and whether it is reasonable in the circumstances to continue the Pursuit considering the factors and presumptions set out in the Emergency Vehicle Driving Regulation and this policy. The Primary Unit will terminate, or the Pursuit Supervisor will order termination of the Pursuit when the risk to the public, the Members and/or the occupants of the pursued vehicle can no longer justify the continuation of the Pursuit.

4.34 The failure by the Primary Unit or Secondary Unit to transmit a constant and comprehensive flow of information will result in the immediate termination of the Pursuit by the Pursuit Supervisor.

4.35 A Member will not terminate a Pursuit by Boxing and Pinning a vehicle unless all safety considerations have been made and the requirements of Department policy **OA0140: Boxing and Pinning** can be met.

4.36 The use of a Tire Deflation Device should be considered and must receive authorization from the Pursuit Supervisor or Patrol Duty NCO prior to deployment. The requirements of the Department policy **OA0150: Tire Deflation Devices** must be met.

4.37 Once a Pursuit is terminated, a Member will not re-engage in that Pursuit unless a new Serious Offence or other circumstances alters the assessment of risk that resulted in the termination of the Pursuit, making it reasonable to re-engage in the Pursuit. Authorization from the Patrol Duty NCO is required prior to a Member re-engaging in a Pursuit.

4.38 When a Pursuit is terminated, the Members involved in the Pursuit will:

- a) acknowledge the termination of the Pursuit to dispatch;
- b) turn off their Emergency Equipment;
- c) return to the legal speed limit;
- d) immediately turn off the Pursuit route;

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- e) advise dispatch of their location and the last known location of the pursued vehicle; and
- f) for all follow-up related to the Pursuit, take direction from the Pursuit Supervisor.

Inter-jurisdictional Pursuits

- 4.39 When a Pursuit moves toward and is reasonably close to an adjacent police jurisdiction, the Pursuit Supervisor will request that the dispatcher notify the appropriate police department or RCMP detachment.
- 4.40 The decision to continue or terminate a Pursuit will be made by the jurisdiction controlling the Pursuit.
- 4.41 When a Pursuit enters an adjacent jurisdiction, that jurisdiction should be requested to assume control of the Pursuit at the earliest opportunity due to the fact that the Members involved in the Pursuit will likely be unfamiliar with the area and are operating at a disadvantage with respect to the road and traffic conditions in the adjacent jurisdiction.
- 4.42 In the event that the adjacent jurisdiction is unable to assume control of the Pursuit, Members may continue the pursuit unless:
 - a) the Primary Unit decides to discontinue the pursuit;
 - b) a Pursuit Supervisor directs the units to discontinue the pursuit; or
 - c) a Supervisor from the jurisdiction through which the pursuit is passing directs that the pursuit be discontinued.
- 4.43 In circumstances where an adjacent jurisdiction assumes control of a Pursuit, the Primary Unit will assume a back-up position immediately on being satisfied that a Member of the neighbouring police agency has assumed Primary Unit responsibilities. Once a Member of the neighbouring police agency is able to assume Secondary Unit responsibilities, all Members will discontinue involvement in the Pursuit and return to West Vancouver. The only exception to this is where there is a request by the adjacent jurisdiction for a West Vancouver Member to continue in the Pursuit and the Pursuit Supervisor authorizes the continuation by that Member.
- 4.44 When a Pursuit from an outside jurisdiction enters the boundaries of West Vancouver, the Patrol Duty NCO will become the Pursuit Supervisor and will immediately assume control of the Pursuit and ensure Members assume Primary Unit and Secondary Unit roles. The Patrol Duty NCO will immediately assess the

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situation according to the Department guidelines established in this policy and will not continue the Pursuit unless it is authorized according to this policy. Upon entering West Vancouver, the police officers involved in the Pursuit will likely be unfamiliar with the area and would be operating at a disadvantage with respect to the road and traffic conditions. In the event that the outside jurisdiction declines to relinquish responsibility for the Pursuit, the Patrol Duty NCO will contact the NCO of the outside jurisdiction and request the Pursuit be terminated.

- 4.45 The dispatcher of the originating agency will maintain dispatch control throughout the Pursuit until termination, regardless of the duration or changes in jurisdiction. In the event that the dispatcher of the originating agency fails to do so, the Department's dispatcher will assume dispatch control.
- 4.46 In the event of a cross-jurisdictional Pursuit, charges resulting from a Pursuit should be jointly decided upon by the police agencies involved in the incident.

Pursuit Related Collisions

- 4.47 In circumstances where a Pursuit-related collision results in any person suffering Serious Harm or death as a result of the actions of a Member, the IIO will be notified to investigate, and Department policy **OB0250: Independent Investigation Office** will be adhered to.
- 4.48 Specifically, the IIO has authority to investigate any Pursuit-related collision where it appears that:
- a) a person may have died or suffered Serious Harm as a result of the actions of a Member;
 - b) a Member may have contravened a prescribed provision of the CCC or of another federal or provincial enactment; or
 - c) any other alleged act, or alleged omission of an act by a Member where the B.C. Minister of Justice or Director of Police Services orders that an investigation be conducted by the IIO.
- 4.49 LMD ICARS will investigate and maintain conduct of all forensic collision investigation calls for service occurring within West Vancouver. The level of service will be determined by the NCO i/c ICARS, or delegate, in consultation with the on-scene investigator.
- 4.50 LMD ICARS will conduct forensic collision investigation that will mean to identify, document and interpret physical evidence in relation to motor vehicle collisions. These will include:
- a) collisions involving death or serious injury;

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- b) police motor vehicle collisions involving death, injuries or collisions which are contentious; and
 - c) property damage collisions involving multiple vehicles, complex collisions, e.g. heavy commercial vehicles and/or collisions involving unusual circumstances.
- 4.51 Pursuit-related collisions not investigated by LMD ICARS will be investigated by a Member of the Department Traffic Unit. The Corporal i/c the Traffic Unit will be in charge of the collision investigation.
- 4.52 All Pursuit-related collisions in which a Member is involved and which occur outside the jurisdiction of West Vancouver will be investigated by the police agency responsible for that jurisdiction.
- 4.53 The Patrol Duty NCO may request IFIS attendance at a Pursuit-related collision resulting in serious injury or death to any person.

Police Vehicle Video Recorder

- 4.54 At the conclusion of a Pursuit, the Pursuit Supervisor will obtain a copy of the video recording of the Pursuit from each police vehicle outfitted with a video camera involved in the Pursuit and will submit the recording(s) as an exhibit for any subsequent review. Further guidance in retrieving Video Recorder data can be found in Department policy **OD0071: In-Vehicle Video Systems**.
- 4.55 In the event a police vehicle is involved in a collision related to a Pursuit and rendered inoperable, a Member assigned to investigate the collision will remove the video recorder hard drive and ensure the data is downloaded to the Department server. That Member will make a copy of the Pursuit-related data and submit it as an exhibit.

Reporting Procedures

- 4.56 Members of the Primary and Secondary Pursuit units will submit a report of the Pursuit to the Pursuit Supervisor, which must include:
- a) a chronological narrative of the Pursuit;
 - b) specific reasons for initiating the Pursuit including a description of the Serious Offence which precipitated the Pursuit;
 - c) the reason the offender fled, if known;
 - d) speeds attained and relevant speed limits along the route;

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- e) speed through intersections and any traffic infractions;
- f) the degree of danger to the public and persons involved;
- g) weather and road conditions;
- h) age and description of the driver and passengers in the pursued vehicle;
- i) whether or not alcohol or drugs were a factor, if known;
- j) the effectiveness of communications;
- k) details of injuries and/or property damage, when applicable;
- l) details of all charges; and
- m) file numbers of all related reports.

4.57 Other Members involved in a Pursuit will submit a report detailing their involvement.

4.58 If a Pursuit results in a collision, the Member assigned to investigate the collision will submit a copy of all reports to the OIC Operations.

4.59 The Pursuit Supervisor will submit a Departmental report to the OIC Operations containing a review of the Pursuit, with emphasis on the degree of danger to the public, Members, the offender, and the degree of compliance with this policy and the relevant legislation. A copy will also be forwarded to the S/Sgt Patrol Division.

4.60 The Pursuit Supervisor will make a copy of the police radio recording of the Pursuit and a copy of any police vehicle video recording and forward both with the report to the OIC Operations.

Review and Follow-up

4.61 The OIC Operations will review the entire incident which may include a debriefing of the Pursuit with the Members involved.

4.62 The OIC Operations will submit a report to the Deputy Chief Constable on his/her findings of the Pursuit, the adherence to policy and the legislative requirements, adequacy of command, and any recommendations he/she deems appropriate.

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4.63 To ensure each Pursuit receives the appropriate follow-up, the OIC Operations will:

- a) ensure each Member involved in a Pursuit receives a proper debrief and feedback. The debrief and feedback may be delivered by the Patrol Duty NCO, Pursuit Supervisor or Executive Officer and will be dependent on the circumstances and significance of the event;
- b) ensure any identified training issues are documented and forwarded to the Training Sergeant for attention. The training Sergeant will report back to the OIC Operations once the training has been completed. Each Member's Supervisor will also be notified of the relevant training issues; and
- c) ensure any identified training issues related to the dispatcher's performance be documented and forwarded to that dispatcher's supervisor and receive a report back on the actions taken to address the identified issues.

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