Hollow Spike Tyre Deflation System

Standard Operating Procedure

Notice:

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Compliance Record

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Version Control Table

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<tr>
<td>1.00</td>
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Please Note:

Version 4.00 of the Hollow Spike Deflation System Standard Operating Procedure contains changes so significant from that published as v3.00 dated 03/08/2016 that it should be regarded as having been Completely Revised

Consequently, changes from v3.00 are not highlighted in yellow and reader should therefore take care to read all sections when referring to this document
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1. **Purpose**

1.1 This Standard Operating Procedure (SOP) aims to provide police officers and relevant staff within the Police Service of Scotland (hereafter referred to as Police Scotland) guidance on the use and deployment of Hollow Spike Tyre Deflation Devices in operational situations.

1.2 There are occasions when, for whatever reason, motorists fail to stop for police officers requiring them to do so. Under certain circumstances, the use of the Hollow Spike Tyre Deflation Device System (HOSTYDS) may be authorised to cause controlled deflation of tyres.

1.3 **The pursuit of a motor vehicle, which has failed to stop for a police signal, is a potentially dangerous situation, which needs to be safely curtailed at the earliest possible opportunity** (See also Police Vehicle Pursuit Tactics Directory).

2. **HOSTYDS**

2.1 An Authorised Officer using a HOSTYDS device must realise that safety is the prime factor when carrying out a deployment and they must not only consider their own safety but that of the public, the offender and other police officers.

2.2 Deployment of a HOSTYDS device is an individual’s responsibility, which may have to be justified in any subsequent Inquiry.

2.3 To clarify the obligations placed on an Authorised Officer when deploying a HOSTYDS device and offering guidance regarding the action to be taken this standard operating procedure covers six specific areas:

- Purpose.
- Device deployment, retrieval and maintenance procedures.
- Hazard appreciation and identification of suitable locations.
- Authorisation for deployment of HOSTYDS and associated communication issues.
- Communication and training.
- Risk Assessment and Health & Safety issues.

2.4 Adherence to the Standard Operating Procedure will ensure a standardisation of deployment, which will assist in minimising the likelihood of injury.
2.5 The Hollow Spike Tyre Deflation System (HOSTYDS) is a multi spike device, which is designed, when driven over, to release hollow spikes into the tyres of the subject vehicle thereby causing a gradual deflation of the tyres and slowing the vehicle. The devices are multi spike and are capable of being deployed at short notice across the roadway into the path of a subject vehicle. Successful deployment of such a device causes controlled deflation of a vehicle’s tyres. The use of a HOSTYDS device, however, will not necessarily bring a vehicle to an immediate halt as a determined driver can travel considerable distances on deflated tyres. The effectiveness, or otherwise, of the device on vehicles fitted with “Run Flat” tyres should also be considered.

2.6 A number of devices are available to assist in curtailing such pursuits under the banner of Hollow Spike Tyre Deflation Systems (HOSTYDS). namely

- Stinger Spike System;
- Rat Trap II;
- Stop Stick;
- Piranha;
- Road Spike.

2.7 HOSTYDS will only be deployed by authorised officers. Under no circumstances will any officer who is not authorised deploy the device. (See section 3.2)

2.8 A HOSTYDS device will not be deployed simply to halt a vehicle that has failed to stop. (See Police Vehicle Pursuit Tactics Directory)

2.9 HOSTYDS should only be deployed in the following circumstances:

- The driver has shown an intentional and criminal disregard for the safety of other road users; or
- The driver or occupants have committed a serious offence or are suspected of doing so.

2.10 The device may also be used to prevent a motor vehicle leaving the scene of a crime in a pre-planned operation.

2.11 Records of deployment will be maintained and returns submitted as described at Section 7.

2.12 The potential dangers must be considered prior to the deployment of any HOSTYDS device. The need for dynamic risk assessment cannot be understated and you must always be able to justify your actions.
3. **HOSTYDS Deployment**

3.1 When deploying a HOSTYDS device officers should be familiar with their powers to stop vehicles (Road Traffic Act 1988 Section 163).

3.2 Only officers who have successfully completed the HOSTYDS training programme will be ‘Authorised’ to deploy a device.

3.3 **Under no circumstances** will any officer who is not ‘Authorised’ deploy a device.

3.4 A HOSTYDS device must only be deployed using the methods shown in training with safety being the highest priority.

3.5 A HOSTYDS device must only be deployed from a safe position where suitable cover and protection from the subject vehicle and other traffic is available.

3.6 An individual who deploys a HOSTYDS device must at all times be aware of the subject vehicle’s position and anticipate erratic vehicle movement when attempting to evade contact with the device or following contact with it.

3.7 A HOSTYDS device may be deployed against a motorcycle or a quad but only after the application of the national decision making model which will then determine whether or not the deployment of such tactics is proportionate and justified.

3.8 HOSTYDS may be deployed on Motorways and Dual Carriageways providing there is suitable cover and an appropriate device is available.

3.9 At present the only HOSTYDS device which is designed for this purpose is the Stinger Spike System Model 2025 which is 25 feet long. Devices that are shorter than this may be used after application of National Decision Model.

3.10 When deploying a HOSTYDS device, officers should consider the impact on other vehicles in the vicinity which could come into conflict with the device. Every effort should be made to minimise this risk.

3.11 If a change in circumstances occurs from the time a HOSTYDS deployment site is identified to the time the pursuit arrives and the Authorised Officer is unsure if the device will be effective then they should not attempt to use it. It is far better to relocate and use the device later than to put any person at risk.

3.12 The Authorised Officer is responsible for ensuring the safe deployment and retrieval of the HOSTYDS device. If they are accompanied by an officer who is not trained in the use of HOSTYDS then the Authorised Officer is responsible for ensuring their safety.

3.13 A record must be kept of all HOSTYDS deployments, whether successful or not. This will be recorded on the Command and Control System.
3.14 Remember safety must always be the highest priority when deploying a HOSTYDS device and this must not be compromised for any reason.

4. **Identification of Location for Deployment**

4.1 **Hazard Appreciation**

4.1.1 Any deployment site for a HOSTYDS device must be selected carefully taking into consideration all hazards and Authorised Officers **must** ensure that they are afforded suitable protection.

4.1.2 Consideration must also be given to the area into which the offender’s vehicle may continue to travel once a successful deployment has been made.

4.1.3 Factors which should be considered are:

- Traffic density.
- Escape route for subject vehicle.
- Physical features of the location, e.g. bend, hill, roadside furniture.
- Weather.
- Road surface condition.
- Protection.

4.1.4 Vehicles will not generally be considered suitable for protection as they may move in an unpredictable manner should the pursued vehicle collide with them.

4.1.5 In addition, police vehicles should not be parked on the route where a HOSTYDS deployment is to take place. Previous incidents have shown that the subject vehicle may drive at stationary police vehicles, which has very obvious safety implications.

4.2 **Air Support**

4.2.1 Whenever available, Air Support should be used to assist in the siting of a HOSTYDS device and as a visual liaison between the Authorised Officer and the pursuing vehicle(s).

4.2.2 Officers are encouraged to accept any advice given by the Air Support crew with regard to whether a deployment may be safe or not as they will be in a position to observe dangers not apparent to the Authorised Officer.

4.2.3 The non-availability of Air Support will not preclude the use of a HOSTYDS device.
5. **Device Retrieval**

5.1 A HOSTYDS device should only be retrieved after deployment if there is no chance of coming into conflict with any pursuing vehicle or other traffic.

- The methods of retrieval shown in training should be followed.
- Following successful deployment of a HOSTYDS device, suitable warning stickers must be affixed to any deflated vehicle tyre. This should prevent a member of the public, recovery operative or Police Officer sustaining “spike” injuries whilst disposing of tyres.

6. **Device Maintenance**

- Guidelines given in training regarding the safe handling, storage and transport of a device must be followed.
- Any safety equipment provided with a device must be worn when handling or deploying it.
- The device should be checked by the crew of each vehicle prior to commencement of road patrol to confirm its suitability for use.
- If a device is found to defective it must be withdrawn from use.

7. **General**

7.1 Authorised Officers should be aware that their prime responsibility is to **deploy** and **recover** the device safely. They should not be concerned with the arrest of any offenders.

7.2 While a device is deployed it is a source of potential danger to pedestrians and other road users. As such once deployment is complete the device should be retrieved and stored as appropriate.

7.3 HOSTYDS will be carried by road policing patrol vehicles and other designated vehicles. It will be available on a 24 hour basis.

7.4 **Pre-Planned Operations**

7.4.1 It is recognised that there may be operational circumstances where known offenders are likely to be leaving a specified area after committing crime or in the commission of crime using a motor vehicle. To affect arrests in such circumstances it may be appropriate to immobilise such a ‘get away’ vehicle using the appropriate HOSTYDS device prior to a pursuit situation developing.
8. Authorisation

8.1 Prior to deploying a HOSTYDS device an Authorised Officer should seek “authorisation” from an ACR supervisor.

8.2 In giving such authorisation the ACR supervisor should consider this Standard Operating Procedure.

8.3 Any decision by the ACR supervisor that the device is not to be deployed is final and no deployment should take place.

9. Communication

9.1 In every situation where a deployment of a HOSTYDS device is considered there must be communication with the relevant Area Control Room.

9.2 When attempting to find a suitable location to deploy a device officers should update their control room of their intentions and provide sufficient information so that the pursuit vehicle(s) can be made aware.

9.2.1 If it is considered safe to deploy a HOSTYDS device then the Authorised Officer should:

- inform the ACR supervisor of the Area Control Room of the type of device and its location stating: “Stinger/Stop Stick/Roadspike (as appropriate) ready at [location]”

- and thereafter repeat “Stinger/Stop Stick/Roadspike (as appropriate) ready at [location]”

- If there is sufficient time and distance between subject and Operational Commander’s vehicles, then the deploying officer will communicate deployment giving the pursuing vehicle sufficient time to react once the device has been deployed

- Good communications are vital to the safe and effective deployment of a HOSTYDS device

- **Remember no communication, no deployment.**

10. Training

10.1 Only **authorised** officers are allowed to deploy HOSTYDS.

10.2 **Authorised** officers will have undergone an in-service training course based on national guidelines.

10.3 This course will be led by HOSTYDS training instructors who have received national training in line with current guidelines.
11. Risk Assessment and Health & Safety Issues

11.1 The instructions given in this standard operating procedure should be read in conjunction with the Risk Assessment Document, which has been produced.

11.2 Records of all HOSTYDS device deployments whether successful or not will be maintained using the Pursuit Return Form (126-022). The completed forms should be submitted to the address as indicated on the form and retained by Road Policing Management Support.

11.3 The purpose of maintaining such information is to identify best practice and thereby inform future training and operational developments.

11.4 HOSTYDS Training for Trainers is centralised at Police College Scotland - Tulliallan and it is only by means of this training package that any changes to procedures or processes will be introduced.

11.5 Trainers will be subject to a three yearly re-qualification. The issue of “User” re-training should be considered a local issue.

11.6 This standard operating procedure and the tactics accompanying them are designed and intended to control routine acts of criminality likely to be encountered by officers in the course of policing.

11.7 No policy can dissect, risk-assess, encapsulate and then carry in text, every potential tactical option necessary to protect the public in extraordinary circumstances where people prepare to commit atrocities. In such circumstances, it is acknowledged significant actions may be considered and taken in very short timescales outside the scope of this guidance.
Appendix ‘A’

List of Associated Legislation

- Police and Fire Reform (Scotland) Act 2012
- Road Traffic Act 1988
Appendix ‘B’

List of Associated Reference Documents

Standard Operating Procedures
- Record Retention SOP
- Vehicle Pursuit SOP
- Diver Training SOP
- Vehicle Standards and Safety SOP

Guidance Documents
- Police Vehicle Pursuit Tactics Directory