



**AXIELPD**

**M08 Training Document**



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# Introduction



# Introduction

## Purpose & Coverage

M08 is the Roads Policing Team, within the Metropolitan Police Service. They cover different areas in London such as motorways, pedestrianised areas and the city centre.

M08 will cover things such as the following:

- Fail to Stops
- ANPR Markers
- Drink / Drug Drivers
- Trafficking Offences
- Traffic Stops
- RTC
- Multi-lane Road Closures
- Specialist Operations



# Driver Levels



# Driver Levels

## Level 3

Level 3 trained drivers undergo fundamental driver training, primarily focusing on response-based actions. They operate within Incident Response Vehicles (IRVs). Some M08 drivers may initially be at level 3 when transferring and will utilize standard cars, until receiving training for advanced vehicles.

These drivers are authorized to participate in interventions to stop vehicles, that may fail to stop. However, upon the arrival of a more advanced driver, they are required to drop back to the rear of the pursuit. Level 3 drivers are not permitted to engage in vehicle contact, as they lack TPAC training. Nevertheless, as a level 3 driver, one can undergo IPP training and execute a valid IPP. The Metropolitan Police Communication Centre (MetCC) will then determine whether the pursuit continues.



# Driver Levels

## Level 2

Level 2 trained drivers undergo advanced training. There are two divisions within the Metropolitan Police that that this is most commonly seen in, namely ERPT and M08. ERPT level 2 trained drivers receive training from an M08 officer on advanced car operation, covering various tactics, suitable speeds for advanced cars, the scope of an advanced car, and its primary purpose. ERPT's level 2 drivers operate area cars equipped at the level 2 standard.

M08 also consists of level 2 trained drivers. Designated as 'Advanced Tactics Drivers', level 2 drivers possess the authority to initiate a fail to stop situation and remain in the primary position. They are eligible to participate in tactics provided by the control centre.

While level 2 trained drivers are not as advanced as level 1 Trained Drivers, they are adequately trained in appropriate driving techniques. Additionally, level 2 trained drivers may often operate slightly slower or less advanced cars.



# Driver Levels

## Level 1

Level 1 Trained Drivers represent the pinnacle of driver training, undertaking responsibilities that involve high-speed driving across London and efficient response to urgent assignments. This elite category is predominantly comprised of ARVOS and M08 officers.

These drivers are proficient in advanced maneuvers, including briefly navigating on pavements when necessary, and effectively managing their surroundings. Level 1 trained drivers are obligated to consistently consider the National Decision Module (NDM) while executing specialized maneuvers.

Often serving as pursuit commanders, level 1 trained drivers are entrusted with the task of overseeing tactics provided by METCC. For instance, in a TPAC scenario, the pursuit commander coordinates the positions of each vehicle and issues codes for the progression of tactical maneuvers.





# Tickets to Consider



# Tickets to Consider

## Specialist Tickets

When becoming an advanced driver within the MPS, you will hold certain tickets for your driver levels when trained. The following levels will show you what you hold:

### Level 3:

- Response
- IPP

### Level 1 & 2:

- Advanced
- IPP
- TPAC
- Stinger



# Initial Pursuit Phase



# Initial Pursuit Phase

## Introduction

Pursuit activity and use of pursuit tactics are likely to place members of the public and police officers under a significant degree of risk. Wherever possible, trying to prevent a pursuit from taking place must be a primary consideration. Pursuits should only be carried out if deemed to be necessary, use the NDM to evaluate this making sure the original offence committed is substantial enough for the pursuit to continue due to the dangers potentially being caused.

This is the period of time of a pursuit before any tactical solutions can be considered or actioned on the suspect vehicle. IPP trained or advanced drivers using suitable vehicles may be authorised to continue the pursuit by METCC. Tyre deflation (stingers) can be used once (Initial Pursuit Phase) IPP has been granted depending on conditions.



# Initial Pursuit Phase

## Dynamic Risk Assessment

During the initial phase, the following information should be passed over to the control room to allow an informed decision of if the pursuit can continue and with what actions:

- Vehicle Description
- Direction of Travel
- Road Name
- Borough
- Speeds
- Driver Level & Ticket
- Vehicle Density
- Pedestrian Density
- Road Conditions
- Weather Conditions
- Dynamic Risk Assessment (Low, Normal or High)



# TPAC Safety



# TPAC Safety

## Introduction

A TPAC, also known as Tactical Pursuit and Containment is the term for the tactics used to bring the pursuit to a safe conclusion, such as tactical contact or box and stop. TPACs are conducted when the officer deems it safe to do so.



# TPAC Safety

## Box & Stop

Box and stop is where you use 3 or 4 vehicles to surround a suspect vehicle to bring it to a controlled safe stop. Typically 3 vehicles would be used to contain the subject vehicle at least one other vehicle may remain behind to create a safe zone for the 3 vehicles to operate in, this is usually only necessary on dual carriageways or motorways.

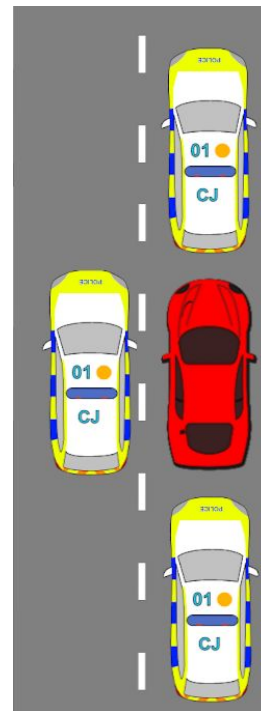
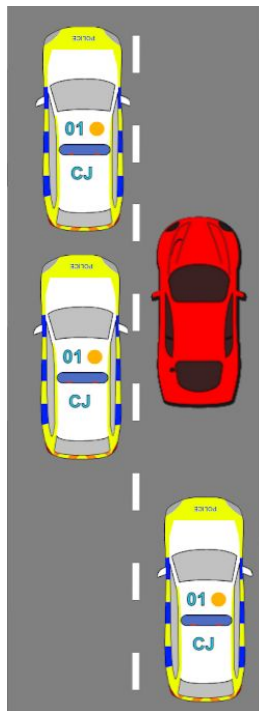
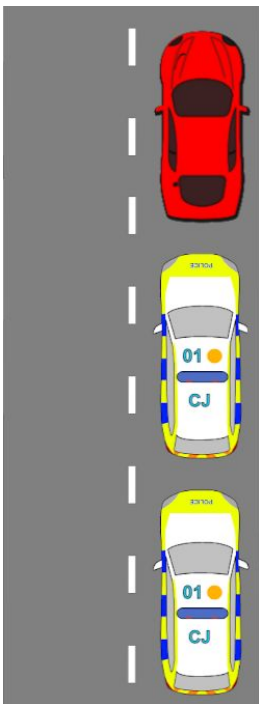
The communications for a box and stop are as follows, the TPAC commander will call up positions. Once positions have been established the TPAC commander would then call up “**State amber state amber**” which signifies units to start getting into their positions. The TPAC commander would then call up “**State red state red**” which allows the unit positioned in front of the subject vehicle to move in front of it. Finally, the TPAC commander would then call up saying “Strike, strike strike” which means all units should initiate and close any potential gaps the subject should get out of.





# TPAC Safety

## Box & Stop | Visual Demonstration





# TPAC Safety

## Box & Stop | Video Demonstration





# **TPAC Safety**

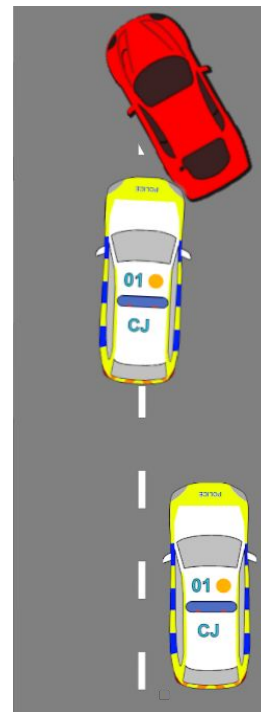
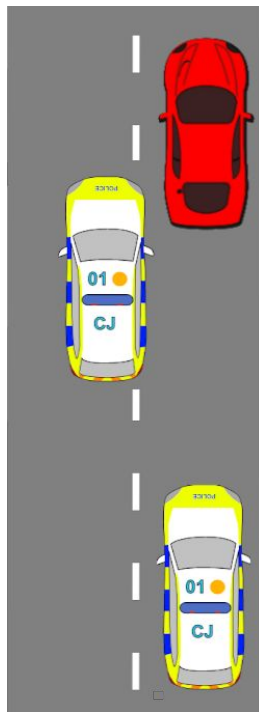
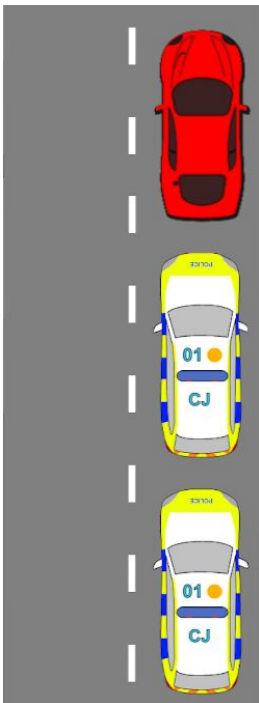
## **Tactical Contact**

Tactical contact is where you would strategically make contact with the subject vehicle in order to attempt to bring the vehicle to a safe stop this can include at the officers discretion PITing the vehicle, which is where you would bring the front section of your vehicle in line with the opposing rear section of the subject vehicle and then turn in the opposite direction to which you want the front of the subject vehicle to go. This is usually done in extreme circumstances where the pursuit needs to be brought to a conclusion. This is because it can cause serious damage to the pursuit vehicles.



# TPAC Safety

## Tactical Contact | Visual Demonstration





# TPAC Safety

## Tactical Contact | Video Demonstration





# Stinger Deployment



# Stinger Deployment

## Overview

To begin, it is essential to confirm that you are positioned in a suitable area to deploy the stinger. Inform fellow officers about the stinger's location, allowing them ample time to decelerate before reaching the site. Instruct officers to maintain a safe distance from the target vehicle. Retrieve the stingers from the boot of your vehicle and position yourself by the roadside behind a solid barrier, such as a guardrail. This precautionary measure ensures your safety in the event the vehicle spins out, minimizing the risk of being struck

When you see the target vehicle incoming you must deploy your stingers across the length of the road. As soon as the vehicle goes over the stinger you must retract them as quickly as possible to ensure no officers vehicles get stung. If after doing this, you have sight on the vehicle you must radio to units informing if the stinger was successful or not & how many tyres have been punctured so they can get prepared for a possible decamp.



# **Commercial Vehicle unit**





# Commercial Vehicle Unit

## Overview

These specialized units focus on commercial vehicles, specifically Heavy Goods Vehicles (H.G.Vs). Officers undergo training to comprehend all aspects of these vehicle types. In certain operations the unit operates marked and covert lorries to monitor whether HGV drivers are using their mobile devices whilst driving. These officers are also regular officers therefore can respond to regular jobs and aid officers in managing scene closures.



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