



AXIELPD

Met Operations 8 Guide





Roads Transport Policing Command



Index:

Introduction

Driving Basics

Driver Levels

Advanced Driving

Traffic Stops

Road Closures

Pursuit Driving & Tactics

Pursuit Overview

Stinger

Tactical Pursuit and Containment (TPAC)

Tactical Contact

Commercial Vehicle Unit (CVU)

Legislation

Useful Links



Introduction



Roads Transport Policing Command

What is M08 and what do they do?

M08 Roads & Transport Policing Command (RTPC) is the largest policing command in the UK, with over 2,000 uniformed officers. The RTPC's focus is to deny criminals use of the roads and surface transport network and reduce serious injury and road deaths within London.

The RTPC works towards the Majors Vision Zero action plan to eliminate all road deaths and serious injuries on London's roads by 2041. The Vision Zero commitments ensure an increase in road danger reduction activity by intensifying police focus on the most dangerous drivers and amplifying the deterrent effect at identified high risk locations, through widespread high-visibility roadside operations. The RTPC primarily focuses on the biggest causes of death and serious injuries on the road, which are Speed, Seatbelt, Mobile phone, No Insurance and Drink/Drug driving. These are known as the fatal 5 offences. In addition, the MPS are working with TfL to increase the levels of safety camera enforcement and has recently purchased additional speed-detection equipment to support this. The RTPC also supports and advises Borough Policing Units and other specialist Operation Command Units, with their unique skills and training.



Driving Basics



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Driver Levels

There are multiple levels that constables can be trained to, previously these were known as; Level 1, Level 2 and Level 3. However these have recently changed. Now there is;

- Basic - Those that are permitted to drive vehicles and may only use blue lights to stop another vehicle.
- Response - Those that are permitted to drive vehicles with blue lights that are not considered advanced.
- Advanced - Those that are permitted to drive vehicles with blue lights that are considered advanced.
- Specialist - Those that are permitted to drive vehicles with blue lights that are not used for standard duties, e.g. the HGV or the Jankel.

In addition, there are extra qualifications in which a constable can hold. These are:

- Stinger - A bed of spikes designed to slowly deflate tyres.
- IPP - Initial Pursuit Phase, a driver which is suitably trained to pursue a vehicle and provide the necessary information to allow for a safe pursuit.
- TPAC - Tactical Pursuit and Containment, an umbrella term given to a driver which is trained in suitable tactics for a safe resolution to a pursuit.



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Advanced Driving

Depending on their duties some officers are trained in 'advanced driving'. This is a qualification that allows the officers to driving high performance vehicles on fast roads and allows them to respond to calls quicker and safer.

As the driver of a vehicle you are responsible for the safety of yourself and others around you.

While responding to calls and driving in pursuits you should be constantly conducting a Dynamic Risk Assessment (DRA), this should include the following:

- Speed - You should only drive at speeds that are safe for the road type and conditions
- Road Conditions - You should be aware of the weather and road conditions and adapt your speed accordingly
- Traffic/Pedestrians - You should consider the number of pedestrians and other road users and ensure you are driving safely
- Visibility - You should make sure that you can see far enough ahead of you to react to any dangers ahead

While responding officers should be aware of their legal exemptions:

- Observing speed limits.
- Observing keep left/right signs.
- Treating red lights as give ways.

This is covered in more detail in the blue light driving document.



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Traffic Stops

As part of your duties as a traffic officer you will find yourself conducting traffic stops. This can be for a variety of reasons but the most important thing is your safety.

The 3 main things you can do to reduce risk are:

- Increasing your visibility - wearing a high visibility jacket, This is not compulsory during the day on residential roads but is compulsory on motorways at all times or in reduced visibility.
- Parking your vehicle in a 'fend-off' position - Increasing visibility and providing protection, the fend-off position provides a visual indication of which direction traffic should flow. Rear blue and red lights should be activated.
- Remove yourself and the suspect from the road - take the suspect to your vehicle or the pavement. This provides safety to yourself and the suspect while also reducing the risk of them failing to stop. The suspect should bring all of their documents with them to your vehicle.



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Road Closures

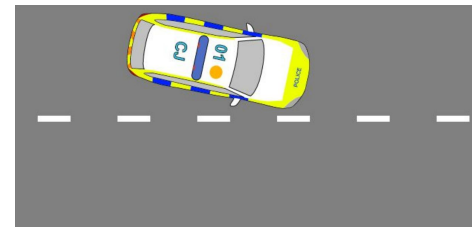
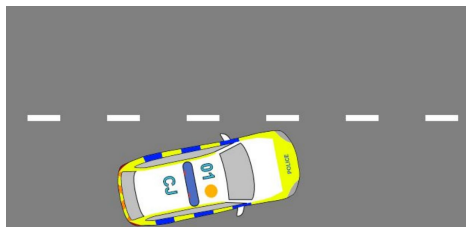
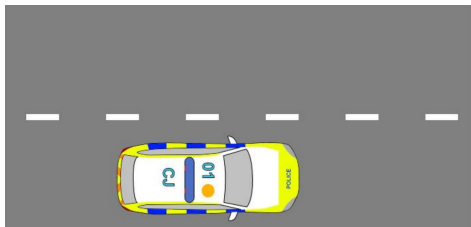
Roads may be closed for a variety of reasons but you should always prioritise your safety and the safety of others.

There are 3 main ways to close a lane:

In-line - your vehicle is parallel with the direction of travel and maximises rear-facing lighting.

Fend-off: Your vehicle is angled in the direction of travel this allow traffic to filter to the next lane but reduces lighting visibility.

Fend-on: Your vehicle is angled in the direction of travel this allow traffic to filter to the next lane but reduces lighting visibility. This is the opposite of a "fend-off"



You should position your vehicle giving as much warning as possible, on roads more than 40mph you should be at least 50 meters from the incident. When closing a road or lane your vehicle should remain unoccupied at all times. And wear high visibility clothing at all times.



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Road Closures Continued...

In some cases a rolling roadblock should be used, this involves using your vehicle to gradually bring motorway traffic to a stop by slowing down while preventing other vehicles from overtaking you. If a closure is needed the ACE CARD acronym should be used.

- A - Approach. When possible all incidents should be approached from the rear to put immediate safety measures in place.
- C - Caution Signs. Use of early warning signs is critical. Overhead gantry and police signs can be used to provide warning.
- E - Examine the Scene. The scene should be examined to determine if assistance is needed, using METHANE may also be useful
- C - Casualties. You should identify any casualties and first aid should be provided. Provide patient information to other services over radio.
- A - Ambulance, Fire and other agencies. Other services should be contacted where needed including Highways England.
- R - Remove Obstructions. Obstructions and debris should be removed after an investigation has occurred.
- D - Detailed Investigation. An investigation should occur to establish the cause of the incident



Pursuit Driving & Tactics



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Pursuit Overview

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 during 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. Tyre deflation (stingers) can be used once (Initial Pursuit Phase) IPP has been granted depending on conditions.

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)



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Stinger

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.



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Tactical Pursuit and Containment (TPAC)

Tactical Pursuit and Containment is a term for the tactics used by TPAC drivers to bring a pursuit to a safe conclusion.

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 (typically the front vehicle) will tell each officer where they should go. 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.



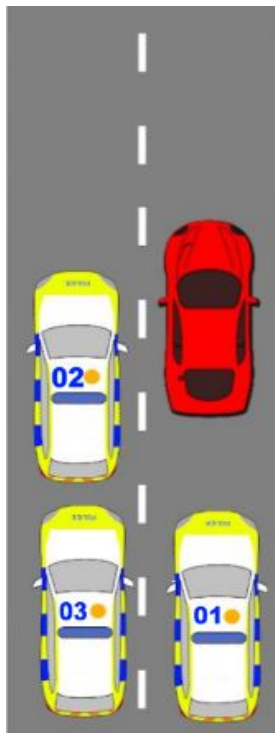
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Tactical Pursuit and Containment (TPAC) Single Lane Box Demo

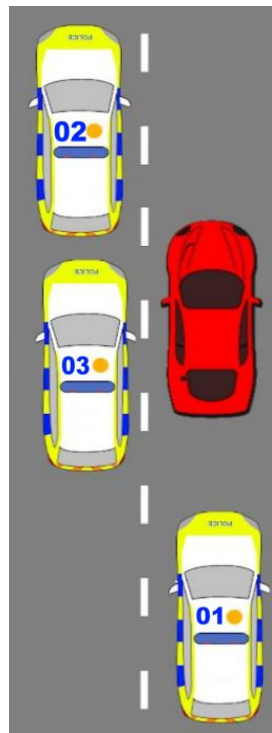
Pursuit



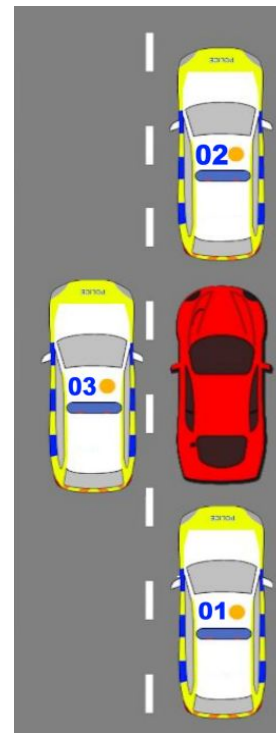
State Amber



State Red



Strike





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Tactical Contact

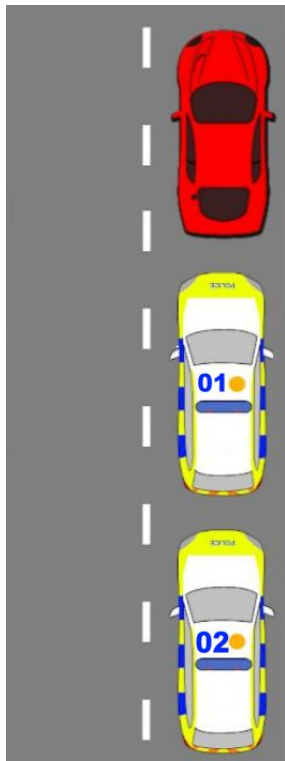
Tactical contact is where you would strategically make contact with the subject vehicle in order to attempt to bring the vehicle to a safe stop this can include at the officers discretion PITing the vehicle, which is where you would bring the front section of your vehicle in line with the opposing rear 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.

When it comes to suitable contact speeds no officer should conduct tactical contact with a vehicle at any speed higher than 40mph. However this differs with motorcycles. With motorcycles an officer should not conduct tactical contact at any speed higher than 20mph. Contact can only be conducted against a motorcycle if its rider is wearing a helmet, if they are not then no contact should be conducted and the suitably trained assets (Scorpion) should be contacted to take over the pursuit.



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Tactical Contact (Precision Immobilisation Technique) Demo





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Tactical Contact Example Video





Commercial Vehicle Unit (CVU)



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Commercial Vehicle Unit

Commercial Vehicle Unit - The CVU concentrate their patrols in collision hotspots and use various tactics to detect and enforce offences causing danger to other road users. They also police at pre planned stop sites removing the most dangerous vehicles from the road. They also conduct operations with Counter Terrorism (CT) Command to capture high risk individuals travelling to and from the UK using HGVs. They also provide Pan London response to serious and fatal collisions involving large vehicles, and attend all bridge strikes. Training includes tachograph examination, vehicle examination, response driving, drug impairment, heavy vehicle vocational driving & HAZMAT training.

CVU complete roadside examinations on commercial vehicles such as HGVs, LGVs and Busses. Examiners may prohibit the use of the vehicle on a road if deemed unsafe. They may also check tachographs for any misuse. It is important to conduct all the necessary checks when stopping a HGV as there is always the possibility for a seemingly minor issue to be missed and it turn into a major problem later on.



Legislation



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Useful Legislation

Road Traffic Act 1988:

- Section 2 - Dangerous driving.
- Section 3 - Careless and inconsiderate driving.
- Section 4 - Driving or being in charge of a vehicle when under the influence of drink or drugs.
- Section 6 - Power to administer preliminary tests.
- Section 6A - Preliminary breath test.
- Section 6B - Preliminary impairment test.
- Section 6C - Preliminary drug test.
- Section 16 - Wearing a protective headgear whilst on a motorcycle.
- Section 28 - Dangerous cycling
- Section 163 - Power to stop a vehicle.
- Section 164 - Power of a constable to require a production of a driving licence and in certain cases statement of date of birth.
- Section 165 - Power of a constable to obtain names, addresses of drivers and others, and to require production of evidence of insurance.
- Section 165A - Power to seize vehicles driven without a licence or insurance.
- Section 170 - Duty of driver to stop, report an accident and give information or documentation.



Useful Links



Roads Transport Policing Command

Useful Links

Legislation.gov website: <https://www.legislation.gov.uk>

Road Traffic Act 1988 on Legislation.gov: <https://www.legislation.gov.uk/ukpga/1988/52/contents>

Roads policing on the College of Policing website: <https://www.college.police.uk/app/roads-policing>



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