

AXIEL PD



Davis

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Advanced Response driving

Whilst carrying out advanced response driving, you must ensure that the safety of yourself and others around you is your main priority. If at any point you deem any situation to be unsafe, you should then take the appropriate steps to make the situation safe again.

During response driving you must think about the following influences:

- Speed
- Road Conditions
- Visibility
- Traffic or Pedestrian density

Traffic/Pedestrian Density: When responding 1 grade you should be constantly be thinking about how many vehicles and pedestrians are around you as this will ultimately affect the speed in which you drive. An example of this is that if it is a built up area during rush hour traffic your speed is obviously going to decrease by a significant amount.

Visibility: Factors such as weather can impact your visibility. Therefore you need to always be aware of your surroundings and how your visibility can affect any further actions you take. If your visibility is for whatever reason reduced, you need to make a decision if you deem it safe for yourself to continue driving as you are or if reducing speed will aid you.

Speed: MO8 (Met Operations 8) also known as RTPC (Roads & Transport Policing Command) are advanced drivers therefore should take into account the National Decision Module (NDM) to determine suitable speeds.

Note: This may vary on road conditions and what the officer deems safe.

Road Conditions: Based on the conditions of the road, your approach to response driving will need to adapt to ensure safety to everyone around you. For example, if the road was wet, you need to ensure you have suitable time to stop the vehicle in the event of heavy braking. However, conditions are just based on weather but the road surface also. If you were driving on a dirt tracked road then you would need to use less speed as opposed to a motorway with tarmacked surfaces.

Conducting a safe traffic stop

When on a traffic stop your utmost priority is making sure you, the person you have pulled over and other members of the public are safe.

There are three things you should do when on a traffic stop:

Position: This means that you need to think about your positioning of your vehicle. Make sure your vehicle is in a “Fend off” position, this is when the front of your vehicle is pointing towards the road in the direction traffic should pass. This is to ensure visibility of your police vehicle and the safety of yourself and other members of the public. **Note:** Both your rear blue lights and rear reds should be activated to warn other road users of your presence ahead.

High visibility jacket: When getting out of your vehicle it's advised that you put your high visibility jacket on to ensure other road users are aware that you are in the road. (Not compulsory on residential roads in the middle of the day).



Removing the suspect: When approaching the suspect, ask them to grab all their documents (if they have any, if not they can bring them to a police station within 7 days) and get out of the vehicle then assist them into the back of your vehicle. At this point they should **NOT** be in cuffs or restrained in any way unless necessary. By having the member of public in your vehicle allows you to communicate easier as well as reducing any possibility of them fleeing from police. Also, this will allow all involved to remain in a safe place, away from any potential road hazards.

Giving an accurate IPP

Pursuit prevention: 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.

In the event that a decision is made to engage in a pursuit the officer must call up “MP MP active message” followed by IPP that will be granted by MP (pursuit controller). In the event that MP grants IPP officers involved should then move to an incident channel, where they should continue to keep up commentary so that responding units can locate the pursuit. Additionally, when requesting tactics criteria and IPP should be provided to MP or Met Brass so that tactics can be issued safely, to bring the pursuit to a safe conclusion.

Initial phase: 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 MP or Met Brass. 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
- Training Level (IPP, Advanced etc)
- Vehicle Density
- Pedestrian Density
- Road Conditions
- Weather Conditions
- Dynamic Risk Assessment

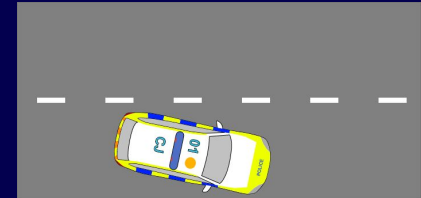
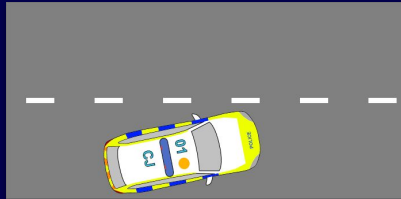
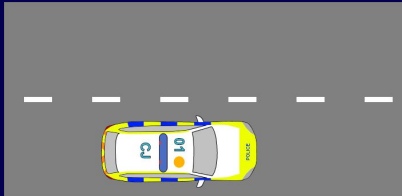
Road/Lane closures

Roads can be a high-risk environment so as much preparation as possible can result in less of a risk for everyone involved. When stopping on a carriageway, there are 3 main methods of positioning your vehicle:

In-line: The police vehicle is parallel to the direction of travel. This will maximise rear-facing lighting and markings for other road users.

Fend-off: The police vehicle is angled with the front end pointing towards the carriageway in the direction traffic should pass. This will allow road users to acknowledge that that lane is closed and to filter into the next lane. This acts as more of a visual reinforcement for road users.

Fend-in: The police vehicle is angled with the front end directed towards the nearside, in the direction of travel. This is an opposite position to the “fend-off” position.



When positioning your vehicle on a road, you should give as much warning to other road users as possible. On roads with a speed limit of more than 40mph, the police vehicle must be positioned at a minimum of 50 metres to the rear of the incident. When providing advanced warning of a scene, police vehicles should always remain unoccupied.

When out of vehicles, officers must wear high-visibility safety clothing. Also when dealing with any motorists you must do so at the safest side of the vehicle.

Road/ Lane closures

Closures on a motorway causes delays, economical loss, traffic congestion and increases the risk of collisions on diversion routes. Therefore any closure on a motorway must be done so in a prompt but effective manner to reduce any issues for road users.

Partial closure: A partial closure can involve a rolling road block. This is when a number of vehicles, police and/or Highways England traffic officers drive at a reduced speed to cause a gentle slow in traffic flow, eventually resulting in a full stop of travel. If a rolling roadblock isn't a viable option, then a lane closure can be completed, in accordance with "ACE CARD".

A - Approach

The first officer at the scene are expected to implement the immediate safety measures to control the incident and will then be responsible for the overall management of the scene until a more suitable control officer takes over.

C - Caution signs

Officers are to alert other road users of the incident and their presence by using rear vehicle lighting, positioning of their vehicle and placing signs and cones where needed.

E - Examine the scene

After providing the sufficient warning, the scene should be examined to determine if further assistance is required. This could be either be police or other emergency service assistance.

C - Casualties

An early check should now be made and all casualties have been located. Any injuries of casualties should be obtained before they are removed from scene where possible. If any injuries are considered life threatening or life changing, it may be necessary to deploy a continuity officer.

A – Ambulance, fire and rescue and other partnership agencies

The cooperation of all emergency services and other partners is required to maintain free passage to and from the scene, and to keep traffic moving at a safe speed. In a multi-agency response that requires police attendance, coordination and scene management rests with the police.

R - Remove the obstructions

The police are responsible for securing evidence at the scene of an incident on the road. No vehicle should be removed from the scene until the investigating officer is satisfied.

D - Detailed investigation

At this point, a detailed investigation can take place to discover the cause of the incident as well as how injuries have occurred.

Taser training

A taser is classed as a firearm therefore should be used in limited scenarios. A taser can be used in many different ways to de-escalate a scene when a suspect may be getting violent towards officers, one of which is just simply having the taser in your hand. These are the different ways you are able to use a taser...

- Having your hand gripped around your taser
- Having the taser out by your side
- Having your taser pointed at the suspect
- Arcing the taser
- Tasering the suspect
- In some cases dry stunning the suspect

Note: The X2 taser that we currently have in service can reach a distance of up to 25 foot.

Before tasering someone you **MUST** give the suspect clear commands for example “Taser armed officer put your hands up now, your red dotted 50,000 volts, hands above your head!”. Furthermore, just before you are about to deploy your taser you **MUST** shout “TASER TASER TASER” this is because people may mistake your taser as a gunshot therefore its your responsibility to make sure they know it's a taser.

When in close proximity/enclosed environment with a violent suspect and you believe it's necessary to deploy your taser then to avoid any potential injuries to yourself and others the best option is to dry stun the suspect therefore less likely to potentially get yourself injured or anyone else around you.

Please remember that you do have other less lethal options like your ASP, PAVA and you physically. However, if you are approached by someone with a knife for example then that would be the time to grab your taser.

NOTE: The taser is NOT to be used as a compliance tool.

T-PAC Safety

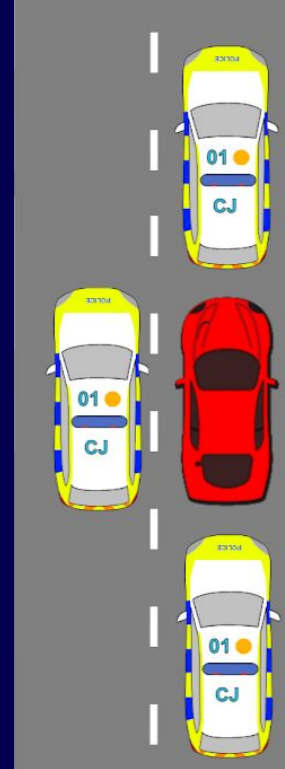
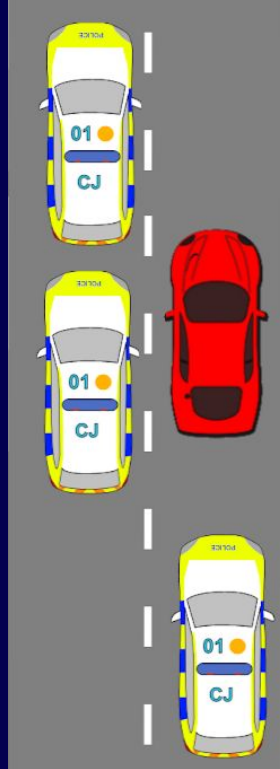
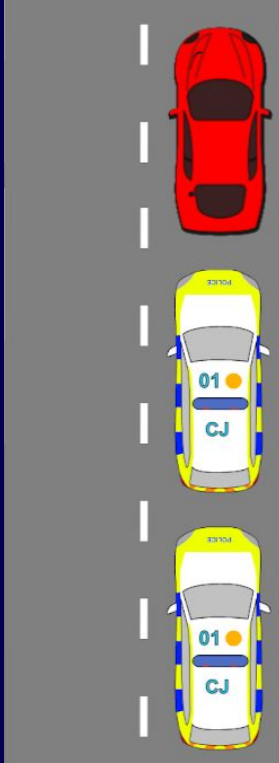
What is a T-PAC?: A T-PAC, also known as Tactical Pursuit and Containment is the term for the tactics used to bring the pursuit to a safe conclusion, such as tactical contact or box and stop.

How to safely use T-PAC tactics: This will explain how to safely use tactics such as box and stop and tactical contact.

- 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 T-PAC commander will call up positions, typically the lead vehicle would remain behind the subject vehicle, the secondary unit would move in front of the subject vehicle and the territory unit would go either to the left or right of the subject vehicle. Once positions have been established the T-PAC commander would then call up “State amber state amber” which signifies units to start getting into their positions so that would entail the secondary and tertiary unit would move into the offside or nearside lane to get ready to move up, the T-PAC 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 and the territory unit to get alongside the subject vehicle. Once all completed the T-PAC 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 and the front vehicle is responsible for bringing the box to a safe conclusion.
- 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.

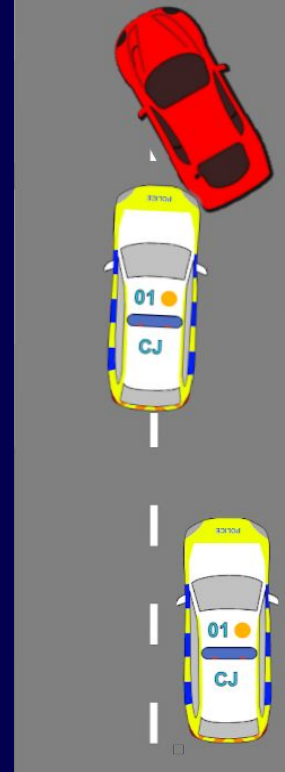
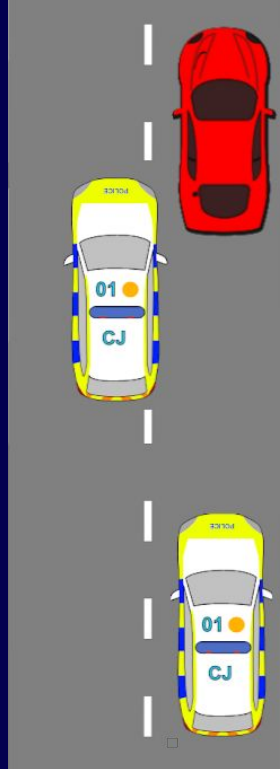
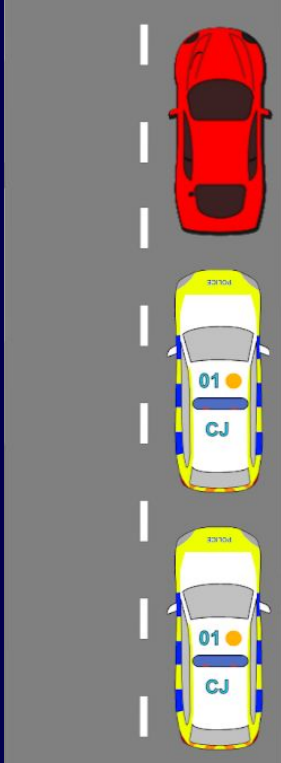
Box and Stop

Below are some pictures of the positioning of how the vehicles should be...



Tactical Contact

Below are some pictures of the positioning of how the vehicles should be...



Stinger deployment

First off, you need to ensure that you are set in an appropriate area to set the stinger. You must inform other officers of the location of the stinger ensuring that they have enough time to slow down before the stinger site, also you should tell officers to back off from the target vehicle. You must get the stingers from the boot of your vehicle and stand by the roadside behind a heavy surface i.e a guard rail, smart motorway sign etc due to if the vehicle spins out you are not putting yourself in danger of getting struck by the vehicle.

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 spiked. 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.



Legislation

Roads Traffic Act (RTA) 1988:

Section 1 - Causing death by dangerous driving.

Section 1A - Causing serious injury by dangerous driving.

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 12 - Motor racing on public ways.

Section 16 - Wearing a protective headgear.

Section 22 - Leaving vehicles in dangerous positions.

Section 25 - Tampering with motor vehicles.

Legislation

Roads Traffic Act (RTA) 1988:

Section 28 - Dangerous cycling

Section 29 - Careless and inconsiderate cycling.

Section 30 - Cycling when under the influence of drink or drugs.

Section 87 - Drivers of motor vehicles to have driving licences.

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 of insurance.

Section 170 - Duty of driver to stop, report accident and give information or documents.

Section 173 - Forgery of documents.

Section 175 - Power to seize articles in respect of which offences under section 173 to 175 may have been committed.

More sections may be found at - <https://www.legislation.gov.uk/ukpga/1988/52/contents>

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