

[REDACTED]  
**Chief Constable**

West Mercia Police Headquarters, Hindlip Hall  
PO Box 55, Worcester WR3 8SP

[REDACTED]

2<sup>nd</sup> March 2016

[REDACTED]

Mr J P Ellery  
Senior Coroner  
HM Coroner's Service  
Shirehall, Abbey Foregate  
Shrewsbury  
Shropshire SY2 6ND

4 MAR 2016

Dear John,

**Response to Regulation 28 Report into  
Stefan Neil Boswell deceased  
Inquest: 12<sup>th</sup> to 15<sup>th</sup> October 2015 with a jury  
At the Shrewsbury Crown Court**

Further to my letter of 12<sup>th</sup> January 2016 please find below my response in relation to the issues raised within the Regulation 28 report:-

**Training and Policies - Police Pursuits**

In the intervening time since the collision, West Mercia Police and Warwickshire Police have gone through a period of harmonising policies and procedures. During this time we have taken the opportunity to align these with the Authorised Professional Practice (APP) as set out by the College of Policing. As an Alliance we follow APP and conduct pursuit training to this standard. There no longer exists an Alliance or force policy in relation to pursuit, accepting APP as best practice. All driver trainers train to APP and all lesson plans and learning outcomes refer to it. We have consulted with the National Police Chiefs' Council lead on Pursuits, DCC Anthony Bangham, and he is also reassured that the Warwickshire and West Mercia position does not differ from the APP.

**Local Knowledge**

In order to provide effective command across the Alliance, we have now moved to a model of one Operational Control Centre (OCC) Inspector across the two forces. It is, therefore,



essential that the officer conducting the pursuit gives timely and accurate risk assessment information to the pursuit commander.

It is now emphasised as part of all initial/refresher training, that pursuit drivers must update the pursuit commanders of all changes in risk and not make assumptions based on their own local knowledge. Training of pursuit commanders has also been addressed with a view to calling off pursuits if information is asked for and not received in a timely manner from the pursuing driver. The OCC Inspector will throughout a pursuit prompt for an updated risk assessment from the pursuing driver and challenge the driver if the risk assessment is not sufficient. All these changes have now been completed and are current operational practice.

### Other Issues

All police vehicles entering service are now currently fitted with an Information Data Recorder (IDR). There are now only a few vehicles on the fleet which do not have this capability and they will soon be replaced. The Alliance has put out to tender and is now in the process of signing contracts with a supplier to bring a far more advanced telematics system to all operational police vehicles. We envisage that we will enter the trial phase of the new system in March 2016 with a view to rolling out across the wider fleet by June 2016.

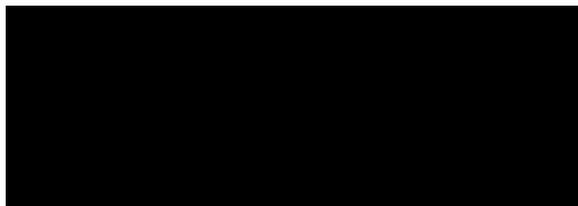
In relation to dash cam footage, I can report that in December 2015 we formally put the contract out to tender which was then followed by an evaluation phase which concluded in January 2016. It is anticipated that we will award the contract at the end of March. Thereafter, it is hoped to begin procurement and configuration in April with a full roll-out across the pursuit and firearms fleet anticipated to commence from 5th July onwards.

As such this particular gap should be resolved during the next nine months or so. The lengthy process was necessitated in order to spend wisely whilst being fully cognisant of the many elements of technological advances being undertaken within the Alliance's ongoing change programme.

Please be assured that West Mercia Police and Warwickshire Police take these matters with the upmost seriousness. We recognise pursuits are a high risk activity that requires effective controls to be in place and trust that you are assured of our commitment to take all actions necessary.

Kind regards

Yours sincerely



Chief Constable