



PROFESSIONALISM HQ

Mr Andrew Walker,
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Matthew Horne
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Your ref:
Our ref: IX/117/17 and 1802_62

Date: 3rd May 2019

Dear Mr Walker,

I refer to Miss Rebecca Smith's e-mail dated 1st April 2019 in which she seeks clarity on DAC Martin's response to your Regulation 28 report following the death of Mr Suleyman Yalcin on the 3rd December 2017. I have succeeded DAC Martin as Deputy Assistant Commissioner Professionalism within the Metropolitan Police Service (MPS) and respond to you in this capacity.

Response to Matters of Concern:

1. Insufficient refresher training in emergency response driving given to the driver of the van.

[REDACTED] was a qualified response driver under the MPS Driving Policy and training regime in place prior to 1st October 2015. The regime in place at the time comprised of 'check tests' being conducted by qualified officers. [REDACTED] completed this in line with the then policy. He is due to receive his next refresher training later this year in accordance with the new MPS Driving Policy, which adheres to the College of Policing's Roads Policing and Police Driving Learning Programme. All MPS officers now undertake refresher training every 3 to 5 years. I trust that this new regime of refresher training addresses your matter of concern.

2. Police under resourcing.

The MPS seeks to balance available resources at times against operational demand, and flexing resources to respond to peaks and critical issues. Since 2017 the MPS has undergone a significant restructure with the implementation of the Basic Command Unit (BCU) model with the final phase being completed in February 2019. The responsibility of implementing the model and operational delivery lies with local

leadership teams, ultimately BCU Commanders. This has enabled a greater level of flexibility to deploy resources across borough boundaries as one policing command areas spans between two and four London boroughs.

This policing restructure allows us to make best use of our available resources and the BCU's will constantly review the availability of officer to respond to incidents.

3. Inadequate police terminology to describe the urgency of the situation to which the driver was responding.

Since DAC Martin's response dated 6th February 2019 I have been updated that our Command and Control Centre (MetCC) informed all call handlers to remind them to always clarify the reason for their request and record this on the Computer Aided Despatch system. This issue has also been incorporated into their professional development days (training days) which started on 5th February 2019. Call despatch courses now include a session on clarifying terminology in these situations.

The use of the terminology 'on the hurry up', is a recognised use of language to request additional support and assistance at the scene of an incident. It is MetCC's responsibility to command and control police radio communications; this involves clarifying the reasons for the request and deploying units according to urgency, risk and operational priorities. The MPS does not propose to a change in the language, but clarity as to the specific needs is now incorporated into the revised training above.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Matthew Horne', with a stylized flourish at the end.

Matthew Horne
Deputy Assistant Commissioner