



Mr Jonathan Landau,
Assistant Coroner
South London Coroner's Court

Email only: [REDACTED]

Date: 9th August 2022

Dear Mr Landau,

Regulation 28 Report – Ms Louise Theresa Bailey

We write on behalf of the National Police Chiefs Council (NPCC) and the College of Policing (the College) in relation to paragraph 7, Schedule 5 of the Coroners and Justice Act 2009, and regulations 28 and 29 of the Coroners (Investigations) Regulations 2013, and the prevention of future deaths reports sent to the NPCC and the College, both received on the 29th June 2022.

Whilst the NPCC and the College have separate and distinct responsibilities, the two organisations frequently work together on national approaches to policing policy. As such, this response is provided jointly in respect of both organisations' separate prevention of future deaths reports. The notice sets out concerns that arose from the information received during the inquest into the death of Ms Bailey. We are very sorry to read of the circumstances of Ms Bailey's death. Our sympathies are with her family and friends and we share your commitment to addressing the issues that contributed to her untimely loss.

The notice sets out your principal concern which states:

“Chapter 13 of Roadcraft, the Police Driver's Handbook, provides that before officers begin their response to an emergency call, they should go through a process of risk assessment. That includes consideration of whether other units are closer. However, in this case the driver and operator did not know the answer to that question. In part that was due to the fact that officers are encouraged to avoid assigning themselves over the radio during an ongoing incident to prevent clogging up of airwaves. However, I heard evidence that several units did in fact assign themselves over the radio, though not all with their location, and that no training is provided as to when to assign over the radio and when not to. Moreover, there is an emergency button which allows the originating officer to override other broadcasts if needed mitigating any risk of clogged up airwaves. My concern is that the current system and training does not facilitate drivers being provided with the information they need to answer the question “are other units closer?” which means they are unable to complete a full risk assessment”.

Within the concern that you raise, you specifically mention Roadcraft and the use of the Airwave emergency button. We would like to highlight the following in relation to these;

Roadcraft:

Roadcraft is not the definitive document for police policy. It is owned and run by a non-police organisation Police Foundation and is used by many emergency services around the world. It is used primarily for driver training and not for force policy.

The Police Foundation describe their publication as; *“Roadcraft, the police drivers handbook and Roadcraft, the police riders handbook, have become essential guides for better safer driving and riding incorporating current best practice, they are recognised as the gold standard in advanced police driver/rider training and are used by all police forces, other emergency services, the armed services and the general public.....”*

Police Driving do use Roadcraft as a reference tool to teach emergency response driving. In Chapter 13 the section entitled “Risk Assessment” is relevant, but it is not an exhaustive list.

Airwave Radio – Emergency Button

All handheld airwave radio devices have an emergency button that is enabled for use. The use of this button is restricted to life threatening (Officer in danger) or critical safety messages when access to the talk group is denied, usually caused by other patrols using the group. When an individual activates the button, this makes the handheld device microphone live for a period of ten seconds, enough time for an officer in need of assistance to give the information.

In the event that officers wish to support their colleagues when a call for assistance is made it is difficult to know how many resources will be required until that incident is under control. It will therefore be for the officers being assigned/assigning themselves to assess the risk, and dispatchers within control rooms to manage their resources appropriately.

We hope that this addresses the concern you raise. Should you have any further questions in relation to our response please send this to [REDACTED]

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

Chair, National Police Chiefs' Council

[REDACTED]

CEO, College of Policing