

	<p><b>REGULATION 28 REPORT TO PREVENT FUTURE DEATHS</b></p> <p><b>THIS RESPONSE IS BEING SENT TO:</b></p> <p>1. <b>The Assistant Coroner for the Coroner area of Manchester North, Matthew Cox of Newgate House, Newgate, Rochdale OL16 1AT</b> in response to a 'Regulation 28 Report to Prevent Future Deaths' following an inquest hearing into the death of Lee David Marsden that concluded on 15 March 2021.</p>
1	<p><b>HIGHWAYS ENGLAND</b></p> <p>I am Superintendent [REDACTED] of Cheshire Constabulary, responsible for the North West Motorway Police Group Regional Control Centre.</p>
2	<p><b>CORONER'S MATTERS OF CONCERN</b></p> <p>The <b>MATTER OF CONCERN</b> for this report:–</p> <p>The language and manner of communication between Highways England and North West Motorway Police Group in that there was a failure to appreciate the significance of the prefix numbers 06/8126.</p>
3	<p><b>DETAILS OF ACTION TAKEN</b></p> <p>Prefix numbers 06/8126</p> <p>Prior to the incident on 20 December 2019, Highways England Regional Operations Centre staff were not aware of the significance and meaning of the prefix numbers transferred from the North West Motorway Police Group (NWMPG) incident logging system via an automatic, electronic interface into the Highways England Incident Management System. Highways England operate a tiered response to reports of incidents on the network, giving a higher degree of priority to information from a 'trusted source' (including police officers) than that received from other sources. In this case, the police operator used '06' the police force identifier for Greater Manchester Police, and '8126' the police officer's force identification or 'collar' number. The prefix numbers were included within the electronic transfer of information to the Highways England incident log however, the textual description did not state that the information had come from a (off-duty) police officer. The Highways England operator has not recognised this as information from a 'trusted' source. Highways England has a national policy and a work instruction in relation to the activation of motorway variable signs and signals. The notification of '<i>unconfirmed pedestrian</i>' on the carriageway initially results in the setting of signs and signals to indicate an advisory 60mph speed limit supported by '<i>unconfirmed</i>' signing, where available. Once the presence of a pedestrian has been confirmed by an approved, trusted source such as a Highways England Traffic Officer or Highways Inspector, or the police, the advisory speed limit is lowered further and supported by '<i>confirmed</i>' signing, where available.</p> <p>Highways England and the NWMPG have agreed that going forward details relating to the source of information will be clearer and a free text description will be added to the log to identify the source of information in clear language.</p> <p>Police operators and supervisors within NWMPG will be briefed to add this plain language to logs.</p>
4	<p><b>TIMETABLE FOR ACTION</b></p>

	<p><u>Date</u></p> <p>25/05/2021</p>	<p><u>Action</u></p> <p>Briefing note for North West Motorway Police Group staff circulated advising of the need to use 'plain language' when identifying Police or other Emergency services employees who are referred to on a log corroborating an incident report.</p>
6	<p><b>SAFETY OF ROAD USERS</b></p> <p>The safety of our road users is an imperative for our business in what we set out to achieve, and a core value of our organisation. We are working hard to make our entire network safer, and consider that the action we have taken will improve safety through enhanced communication.</p>	
7	<p><b>25 May 2021</b></p>	<p><b>Signed:</b> [REDACTED]</p> <p>[REDACTED]</p> <p><b>Superintendent.</b></p>