

Witness Name: DEAN REYNOLDS

Statement No: WITN0035001

Dated: 11 November 2025

## THE NOTTINGHAM INQUIRY

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### FIRST WITNESS STATEMENT OF PC DEAN REYNOLDS

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I, DEAN REYNOLDS, will say as follows: -

1. My name is Dean Reynolds.
2. This witness statement is made to assist the Nottingham Inquiry (the “**Inquiry**”) with the matters set out in the Rule 9 Request dated 20<sup>th</sup> June 2025 (the “**Request**”).
3. In making this statement, I have refreshed my memory by reading the witness statements I made shortly after the incident in which I was involved on the 13<sup>th</sup> June 2023.

#### My Background

4. I joined Nottinghamshire Police in 2018. I served as a police constable until 2023 when I was promoted to the rank of Sergeant.
5. I am a trained police driver to Standard level; I am authorised to respond to incidents using emergency equipment. I am not pursuit trained and therefore not permitted to chase vehicles; if a vehicle fails to stop, I must disengage immediately. In addition, I am First Aid trained and I undertake complete first

aid training every 12 months to ensure I remain competent and ready to provide immediate medical assistance when required.

6. Prior to the 13<sup>th</sup> June 2023, I had no knowledge of, or interactions with, Valdo Calocane, by that or any other name.

#### Events of the 13<sup>th</sup> June 2023

7. On the 13<sup>th</sup> June 2023, I was on duty working a night shift. The shift started at 10:00pm on the 12<sup>th</sup> June 2023 and was due to end at 07:00am on the 13<sup>th</sup> June 2023.
8. I undertook mobile patrol. I was wearing police uniform and driving a marked police vehicle with the registration number FJ23 AEX. The car was equipped with blue lights and a siren. I was single crewed.
9. At approximately 4:00am on the 13<sup>th</sup> June, I was patrolling in the Clifton area of Nottingham. Clifton is to the south of the City Centre. I heard a radio message from the Force Control Room alerting police officers to the fact that there had been an incident at Ilkeston Road, Nottingham involving a stabbing.
10. A description of the person suspected of the attack was given; he was described as a black male, of medium build, wearing all black clothing, including a mask and a hoodie.
11. The message stated that the male had left the scene on foot and had been seen heading in the direction of the centre of Nottingham.
12. I communicated with the Control Room by radio to inform them that I was making my way to the City Centre in order to undertake a search of the area.

13. I activated my blue lights and siren and drove first to the scene of the stabbing on Ilkeston Road. I used my police exemptions under the Road Traffic Regulation Act 1984 and my emergency equipment to get to the scene as quickly and safely as I could. I did exceed the speed limit where it was safe to do so. I drove from Clifton, came off Clifton Boulevard, drove along Queens Drive. I continued into the City Centre along Maid Marian Way and up Derby Road until I got onto Ilkeston Road.
14. I cannot recall exactly what time I arrived at the scene. Other officers were already in attendance as well as emergency medical services. There were many vehicles at the scene blocking the road so I parked further up the street towards the city centre to assist in securing the scene.
15. I put police tape up at the perimeter of the scene in order to keep members of the public outside in order to prevent interference with emergency workers and to help preserve any evidence there may have been.
16. Once I had finished putting tape up, I commenced a search of the area. The area was one I was familiar with, having worked there for a number of years. I had knowledge of alleyways and passageways which the suspect might have used to leave the area quickly.
17. After approximately one hour and thirty minutes, I heard a communication from the Control Room that a white van had run someone over in Milton Street, in the centre of Nottingham.
18. At the time of receiving the message, I was on Ilkeston Road.
19. I activated my blue lights and drove towards the City Centre intending to go to Milton Street.

20. While I was travelling, the Control Room passed another message over the radio identifying the vehicle involved as a white van with no signage and with a roof rack and a metal pole on the roof rack. Other than the information above which is what I remember accurately I cannot recall what, if any, other information about the vehicle and driver were passed over the radio by control.
21. I travelled up Ilkeston Road, around Canning Circus and onto Talbot Street.
22. I travelled down Talbot Street and on to Burton Street, behind the Royal Concert Hall. As I reached the junction of Burton Street with South Sherwood Street, I slowed in order to cross the traffic light-controlled junction.
23. As I moved slowly forward to cross the junction, I saw to my left a white van on South Sherwood Street. The van was stationary at a red traffic light. I formed the view that the van matched the description of the van involved in the incident on Milton Street. It was in the vicinity of the hit and run, the van was identical to the description passed by the Control Room. The vehicle was also in a bus lane, which is unusual, obviously due to the fact that any vehicle not a bus will be fined for driving in the lane he was in, so most people avoid it.
24. As the traffic light changed to green in the van's favour, it crossed the junction left to right, travelling in the direction of Upper Parliament Street. I could see that the driver was a black male wearing black clothing. I could also see him staring at my police vehicle as he drove through the junction. He paid a lot of attention to me, this could have been due to my blue lights being activated still, however the interest in my vehicle from the driver also raised my suspicion that the vehicle and driver may be involved with the hit and run.
25. I turned right on to South Sherwood Street, so that I was behind the white van.

26. My blue lights were still activated in order to indicate to the driver that I wanted him to stop.
27. I contacted the Control Room and reported the registration number of the van. I reported that I believed it was the van which had been involved in the Milton Street incident.
28. I was not sure if the driver was aware of my presence and so I activated my siren for a short period as I drove along South Sherwood Street to attract the driver's attention in order to get him to stop. Should the vehicle have stopped my intention was to make attempts to detain the driver due to my belief that he had been involved in the hit and run incident on Milton Street. At the time, we were both travelling at about 15 miles per hour.
29. The white van turned right at the end of South Sherwood Street, on to Upper Parliament Street. As soon as it turned right, it increased speed and drove towards a pedestrian refuge at the junction of Upper Parliament Street and Market Street.
30. I saw that there were two people standing on the refuge, a man and a woman, waiting to cross the road. The van drove directly at them.
31. I saw the man fly into the air and then disappear from my view in front of the van. I saw the woman fly into the air to the left of the van and strike the curb. I saw the man rolling along the road and pavement finally coming to a stop outside a bar called Copper at the top of Market Street.
32. The van carried on at speed along Upper Parliament Street.

33. I radioed the Control Room as the impact occurred to notify that the van had run over two people and was continuing along Upper Parliament Street in the direction of Maid Marian Way. I also asked for an ambulance to attend.
34. I was not permitted to pursue the vehicle. My first priority was to preserve life and limb. I knew there were other officers in the locality and so I passed on the direction of travel of the white van and I decided I would stop my vehicle and tend to the injured.
35. I stopped my vehicle on the tram track on Upper Parliament Street. This was to ensure the safety of those involved, prevent any tram traffic and to preserve the scene as I knew that I would have to place a crime scene on that location to preserve any evidence. I went over to the woman, who was sitting up and was being attended to by a member of the public who was giving first aid.
36. I then went over to the man. He was conscious and I could see he had a large laceration at the back of his head and was bleeding profusely. After approximately 45 seconds, a number of other police vehicles arrived and I ran to one of them to get a first aid kit as the vehicle I had been driving did not have one. I returned to the man and applied a dressing to his head wound to prevent further blood loss and to protect it from the elements.
37. Another police officer came over to me and asked me if I knew if anyone had attended the scene of the incident on Milton Street. I stated that I had not gone there and that one of the cars should go to that scene. I saw one of the police cars leave and I believe that was to attend Milton Street.
38. A short while after that, an ambulance arrived and the crew took over tending to the man and woman.

39. I returned to my car and got a roll of police tape and created a physical cordon around the area in order to ensure that the scene was secured and to preserve any evidence, as well as to keep people crowding around where the ambulance staff were attending to the man and woman.
40. More police officers arrived and I started to collect the details of the two people who had been struck by the van and also those of potential witnesses. I radioed the details through to the Control Room on my personal radio.
41. A short time later, another ambulance arrived to assist with the victims. Both were placed into ambulances and they were then taken away to hospital, escorted by a police car.
42. I remained at the scene in order to enforce the cordon until about 10:00am, when I was relieved by another officer. I was told I could resume however I informed the Sergeant that I was the only officer on scene and witnessed the incident and hadn't been contacted by CID or an investigator to inform them of what happened. I was told to go to Central Police Station.
43. Once relieved, I went to Central Police Station on foot. I decided to walk in order to clear my head a little as it was around 10:00am and I had been on duty for 12 hours at this point.
44. Once at Central Police Station, I was informed that I would be involved in a Post Incident Process and that I had to return to work at 6.00pm the same evening to take part in that process. I was taken back to my base station by some other officers in a police van in order to go home and get some sleep. By the time I arrived home it was around 12:30pm.
45. I provided a witness statement that evening (NGPF0002576).

46. I subsequently provided a further witness statement to the investigators dealing with the case of Valdo Calocane after having had an opportunity to view Dashcam footage from my police vehicle and also the data from the vehicle telematics. That statement was made on the 20<sup>th</sup> June 2023 (NGPF0002577).
47. My actions on the 13<sup>th</sup> June 2023 were subsequently the subject of an investigation by the Independent Office of Police Conduct. That investigation concluded that I acted appropriately and in accordance with the Nottinghamshire Police Driver Standards and Pursuits Policy (NGPF0005243) in following the vehicle and that no learning was identified.
48. It appeared to me that the driver of the white van acted in a spontaneous and unpredictable manner when he swerved to collide with the two people on the pedestrian refuge and there was nothing I could have done to have prevented it. My decisions on that day were one of a kind as I have never and never expect to be in that situation again. I began the interaction with the thought of detaining a suspect I suspected of being responsible for a hit-and-run collision and that turned into one of the most difficult days I expect to have in my career.
49. My only intention was to stop that vehicle, I then had to immediately go into life saving and evidence preservation mode. That switch was instant and I do not believe I could have done anything different on that day.
50. For all of my dealings that night I used my training in the National Decision Model to guide and steer my decisions. I considered policing's first priority and that is to save life and limb, which I did my best to do in the circumstances. I did not pursue the vehicle and had no intention of pursuing the vehicle as that would be in breach of my driving authority and the driver standards policy. Once

the vehicle failed to stop, I stopped my vehicle and rendered aid which was in line with the policy of not to pursue. I do not have any recommendations in relation to my dealing with the incident on the day.

51. I was only made aware around 3 hours after my incident with the vehicle, when I was stood on the scene, that Operation Plato had been activated. I am aware of what Operation Plato is; it is a police and emergency services response to suspected terrorist attack.

### **Statement of Truth**

I believe the content of this statement to be true. I understand that proceedings may be brought against anyone who makes, or causes to be made, a false statement in a document verified by a statement of truth without an honest belief of its truth.

Signed:

**GRO-B**

Dated: 11/11/2025

### **Index to First Witness Statement of DEAN REYNOLDS**

<b>No.</b>	<b>URN</b>	<b>Document Description</b>
1	NGPF0002576	Witness Statement of Officer J dated 130623
2	NGPF0002577	Witness Statement of Officer J dated 200623
3	NGPF0005243	Policy document dated 12/02/2024 re: PS198 Nottinghamshire Driver Standards and Police Pursuits Policy by Nottinghamshire Police