

Devon and Cornwall Police Authority Resources Committee

29 June 2006

Open for the purposes of FOI

Joint Report of the Director of Finance and Administration and the Chief Constable

Progress on the Installation of Journey Data Recorders

Recommendation(s):

- (i) **It is recommended that the Committee note the report and receive a further report when the results of the data recorder trial have been.**

Introduction

1. The Force decided through the Force Vehicle User Group to invest in a trial of electronic journey data recorders to be fitted to ten road policing vehicles. The rationale behind this was considering two main areas of data capture; a) the utilisation of the resource; and b) detailed information in the event of a road traffic collision.

Background Information

2. The recorders are small electronic units that are connected into the systems of the vehicle, which can be used to record a wide range of functions during the operation of the vehicle. This information can then be downloaded in a number of ways to a computer for analysis.
3. It is expected that the use of this technology will provide detailed information to improve the utilisation of vehicles by identifying not only the mileage covered, but also the number of times a vehicle is used and the times of day when most/ least resources are deployed. In regard to the collision information available, in the event of a collision the information would allow very detailed examination of all contributory factors such as road speed, as well as if blue warning lamps were in use etc.
4. There are a number of products available in the market place to provide this information ranging in cost from about £500 per vehicle to over £1000. Therefore, another aspect of the trial was to assess the financial impact against the potential efficiency / cost savings in the longer term.
5. A number of other forces have used this type of technology including the Metropolitan Police who have embarked on a wide spread use of recorders. After talking to other forces with some experience and reviewing a number of products in the market, this force decided to run the trial using products from a company called RSG.
6. Originally the trial was to have started in November 2005, however due to a number of delays for operational reasons and technical difficulties we have not yet had the opportunity to evaluate any results.
 - There have been technical difficulties in the communication between the GSM (Globe System Monitoring) unit, on the vehicles and the RSG (supplying company) system.
 - Some of the SIM cards ran out of time and had to be replaced

- Two GSM's failed and are being replaced by RSG
 - One data logger and communication cable failed and are being replaced by RSG
 - Slight delays have been caused in obtaining lists of drivers for the issue of keys and the location of vehicles for the trial.
 - There are currently seven fully functional units which have been checked by RSG.
 - The two units waiting for replacement should be ready within a week.
 - The final unit still requires technical issues to be overcome as it is fitted to a BMW rather than a Volvo. Final checks are being carried out and it is expected the trial will commence within the next four weeks.
 - The calibration download trial, should be initiated within two weeks.
 - The requirements for the collision investigation aspects have needed some further development
 - The clarity of information from the manufacturer has also compounded some of the areas of delay
7. In short the technical difficulties incurred during this complex installation programme have been more involved than would have been expected.

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