

Tactical Ethics Committee Report

Date of meeting: 21st May 2020

Item 1: Telematics

Nicki Evans and Damira Woods, Futures, provided an overview of the development and use of telematics within Lancashire Constabulary. Telematics technology is used in many organisations to manage and maintain their vehicle fleet and provide information in relation to the driving standards of their employees. Its diagnostic tools help to inform effective maintenance, prevent breakdowns and minimise time and cost of vehicle repairs. Data in relation to vehicle location, status and use is captured and recorded automatically, and insight from this data enables effective fleet and resource management decisions, as well as offering opportunities to improve driver standards and potentially reduce risks to public safety.

Lancashire Constabulary is undertaking a 6 months feasibility study to test reliability and suitability of this technology for our organisation. The study involves 50 vehicles, both liveried and unliveried. At the end of this feasibility study, its findings will be reported in accordance with Lancashire Constabulary's governance arrangements.

Discussion focused on the following issues as part of the feasibility study.

- Individual drivers will not be automatically identified through telematics data (manual log books will remain in place).
- The primary purpose of data collected during the study will be to identify the range of measures considered to be representative of acceptable driver behaviours, provide a detailed understanding of the management of fleet and assist in improving driver standards. This will determine the pre-set indicators for future reports.
- If an incident¹ occurs, available telematics data related to this incident will be reviewed internally to inform organisational learning. The data may also be used and/or disclosed as part of any relevant legal process such as Inquest, Judicial Review or Civil Claims proceedings.

¹ For the purposes of this Telematics Feasibility Study, "incident" refers to any Police Vehicle Incident involving a Lancashire Constabulary vehicle fitted with UK Telematics equipment. A detailed definition for Police Vehicle Incident (PVI) is available on Sherlock.

- If the severity of the incident dictates (as determined by PSD or Driver Standards Panel), the data related to this incident will be subject to evidential disclosure rules, including PACE.
- Insights from the data will be presented for review to an agreed panel² no later than 2 months following the completion of telematics equipment installation.
- Should the review of telematics data identify any exceptional breaches (as determined by the convened panel) of Lancashire Constabulary's Safe Driving standards, raising concerns with regards to health and safety of the public and/or of police drivers, these may be investigated further.

Privacy notices will be clearly displayed in all vehicles selected for this Telematics Feasibility Study (via dashboard stickers and Log Book inserts), with the detailed Specific Privacy Notice document available to all users on Sherlock.

The TEC concluded that the transparency of the feasibility study was clearly evident and agreed its support of the project. Members agreed that it also formed part of the discussion held at a previous meeting on the Police Vehicle Collision panel where the TEC was asked to consider how the force can increase its accountability for staff and driving standards more generally. The TEC sought clarity on how the data retention and requested an update once the feasibility had concluded.

Item 2: COVID-19

The TEC then spent time reflecting on the force's local response to the national pandemic and agreed it would be remiss not to convene a discussion on this given its impact globally. The TEC as a whole considered that communication, particularly from the Chief Officers and through Senior Management Teams had been extremely effective. The fact that some elements of our policing approach had to change was acknowledged whilst ensuring we continued to provide a service to our most vulnerable. The TEC also acknowledged the personal impact that covid-19 had and continued to have on staff across the organisation. Ethical matters relevant to the control room, PPE and personal safety were discussed in detail.

The Health and Safety measures put in place were the focus of some discussion and the need to ensure staff were taking personal responsibility for their own health and working environment by adhering wherever possible to the

² The panel will consist of representatives from Futures, PSD, Driver Training, Driver Standards Panel, Legal Services, Staff Associations, Data Protection and Information Security.

Public Health guidelines. Some TEC members made the point that there could have been more engagement by departments with the staff networks to support the risk assessments being undertaken (both communal and individual).

The TEC was made aware of the covid-19 recovery steering group and has asked to be sighted on any proposed changes to policy and/or practice.

Actions

- 1. TEC vice chair to attend future panel for Telematics results to represent TEC**
- 2. Chair to discuss with ACC Edwards role of TEC in recovery planning**
- 3. TEC member to share recovery planning documents for comments**
- 4. Chair to discuss role of media and engagement for TEC**
- 5. Future topic: review of force Fraud policy**

Stasia Osiowy, TEC Chair

June 2020