

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member - Environment
Date:	7 September 2010
Title:	Andover Commercial Park and Future Developments – Automatic Number Plate Recognition
Reference:	1951
Report From:	Director of Environment

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1. Executive Summary

1.1. The purpose of this paper is to seek approval for the use of Automatic Number Plate Recognition (ANPR) equipment on the public highway for the monitoring of routes taken by Heavy Commercial Vehicle (HCV) traffic entering and exiting the Andover Commercial Park. The report also seeks approval for the proposed Data Sharing Agreement in relation to this. The Agreement will set out what information is to be collected by the ANPR equipment, how it will be used and what is going to happen to that information, who it will be shared with and when it will be deleted.

1.2. This paper seeks to:

- (i) provide contextual background information on the Andover Commercial Park development and summarise the current stage of the development;
- (ii) detail the need for the ANPR equipment and the requirement to manage routes taken by HCV traffic visiting the site;
- (iii) summarise the detail of the proposed equipment, its operation and its location;
- (iv) outline the financial implications of the project;
- (v) briefly consider the future direction of the project and resource implications; and
- (vi) agree comparable deployment and use for future installations.

2. Contextual information

- 2.1. Test Valley Borough Council issued the development company Goodman with a planning permission for the Andover Commercial Park in March 2010. The Cooperative is to be the end user of the largest plot in the Park where it is currently building a regional distribution centre. As part of the planning permission Hampshire County Council negotiated and entered into a legal agreement with Goodman which secured a substantial package of highway improvements, financial contributions and the implementation of an automatically monitored and enforced routing regime for all HCV traffic and some car traffic using the site.
- 2.2. Under the terms of the legal agreement, the developer is required to obtain the County Council's approval of the proposed routing regime prior to commencement of development. The developer has prepared an acceptable routing regime which is known as the Vehicle Identification System. The system is made up of ANPR cameras and equipment at the access to the site and at various locations on the highway network approaching the site. The ANPR equipment will be erected on the highway prior to the opening of the Commercial Park. The development has now commenced and the Cooperative's regional distribution centre is expected to open in early 2011.

3. Need for the equipment

- 3.1. The Vehicle Identification System is a requirement of the planning permission and it is proposed to monitor and restrict the routes that the Commercial Park traffic can use. The site is located adjacent to the A303 trunk road and it is intended that all HCV traffic should use the trunk road rather than local roads. The Vehicle Identification System will therefore control and minimise the impact of increased HCV traffic on Hampshire's highway network which will maintain quality of life for local residents.
- 3.2. The restricted routes (where HCV will not be permitted) are referred to as 'Barred Routes'. The automatic Vehicle Identification System will monitor the movement of Commercial Park vehicles using local roads and identify and report any breach of the Barred Routes for subsequent action. The 'subsequent action' element is covered further under financial implications in Section 5 of the report. All HCVs and employee vehicles using the Commercial Park will be subject to these Barred Routes restrictions.

4. Proposed equipment location and operation

- 4.1. The following Barred Routes will all be monitored by permanently deployed ANPR cameras:
 - (i) Route 1 – Monxton Road (all Commercial Park HCVs and site employee vehicles are prohibited);

- (ii) Route 2 – A343 Andover Bypass (Commercial Park HCVs only are prohibited);
- (iii) Route 3 – A342 Junction towards Chippenham (Commercial Park HCVs only are prohibited);
- (iv) Route 3a – B3402 Weyhill Road towards Andover (Commercial Park HCVs only are prohibited);
- (v) Route 4 – A3057 Winchester Road towards Southampton (Commercial Park HCVs only are prohibited); and
- (vi) Route 5 – A343 Salisbury Road (Commercial Park HCVs only are prohibited).

4.2. For each Barred Route, the Commercial Park entrance/exit and premises within the Park will be monitored by ANPR cameras known as Outstations. Each ANPR Outstation will capture the vehicle registration number (VRN) together with a still image of the whole of the front of every vehicle and its occupants which passes it. The records will be date/time/location stamped.

4.3. An overview map of the above Barred Routes, the Outstations and Instation is attached as an appendix.

4.4. For vehicles approaching the Commercial Park the vehicle data is captured on the highway (Outstations) where the VRN will be transmitted to the ANPR Control System known as the Instation. The corresponding captured image of the vehicle will be held at the ANPR camera. The Instation will then 'look' for a VRN match with the data captured by the ANPR camera at the Commercial Park entrance. If a match is not observed within one hour all the data (including the image) will be deleted from the system. If the vehicle does arrive at the Commercial Park but is on an exemption list, known as the 'White List', the data will be deleted. If a recorded vehicle does arrive at the Commercial Park and is not on the 'White List' then the Instation will 'recognise' that vehicle movement as a potential violation and request the vehicle image from the Outstation at which it was captured. The Instation will then produce a Violation Record and Goodman will then investigate that vehicle. If it is a confirmed violation then that data will be kept for up to a year.

4.5. Likewise, when a vehicle leaves the Commercial Park its data will be captured including a still image and its VRN will be transmitted to the Instation. If the Instation identifies a VRN match at an Outstation within one hour it will request the image from the ANPR camera at the Park exit and produce a Violation Record for Goodman to investigate. If it is found that there is a violation, again Goodman may keep the information for up to a year.

4.6. It is proposed that the following exemptions apply to the use of the Barred Routes. These exemptions are referred to as the 'White List'. Vehicles on the White List can travel on Barred Routes and these are:

- (i) HCVs travelling to and from the Commercial Park for local deliveries only;
- (ii) local residents working on, and travelling to and from the Commercial Park and living within defined areas; and
- (iii) visitors, which may include Public Service Vehicles, Royal Mail Vehicles, etc or other groups as agreed with the Local Authority.

4.7. The White List will be controlled by the County Council but administered and updated by Goodman. The White List will be populated with several fields such as vehicle classification and expiry date of exemption. Generally vehicles will be added to the White List on or prior to their date of travel. However, it is intended to allow some retrospective inclusion on the White List up to a configurable time period after a 'potential violation' has been raised for those vehicles exempt from Barred Route restrictions. If the Barred Routes are required for vehicular use in the event of an emergency situation arising or a temporary diversion being put in place by the Police or other Statutory body, any violations generated for the duration of this event will be deleted regardless of vehicle class.

4.8. Data will be collated at the ANPR Instation in the form of a 'Violation Record' containing a still colour image of the offending vehicle, ANPR 'plate patch' image showing the Vehicle Registration Mark, time, date and Barred Route location along with vehicle classification where appropriate. The records would then be transmitted to Goodman's terminal at the Commercial Park access for violation enforcement.

4.9. No individual will have access to unencrypted information regarding the general traffic on the Highway. An individual at Goodman will enter details of vehicles on the 'White List' onto the system. The system will automatically match data from the Highway with data from the Commercial Park site but this will not be available to any individual in an unencrypted state. The system will do the data matching and Goodman will be provided with a printout of potential violations only.

4.10. The developer will provide all ANPR equipment at the Outstations and at the Instation. The equipment would then be managed and maintained automatically by the County Council. All public Outstations will be connected to the County Council Instation. Goodman will also have a private terminal. The link between the Instation and Goodman's terminal is for processing automatic requests only and Goodman will not see any public vehicle record except when matched. All unmatched data will be deleted after a short time window in a system which is secure (encrypted, password protected, etc). No data will be stored for longer than the purpose for which it is intended, in accordance with the Data Protection Act 1998. It is due to safeguards, such as the fact that all data other than that of potential violations will be deleted after one hour, that data will be held only by the County Council initially and that no individual can access general traffic data from the Highway which has

led to officers having confidence that this scheme is acceptable from a data protection point of view.

4.11. The data control proposals are considered to be sound and the principles described above are acceptable to Legal and Information officers in the Chief Executive's Department subject to the following points:

- (i) a data sharing agreement between the County Council and Goodman is agreed and implemented prior to occupation of the Commercial Park (including what data will be shared, who has access and under what circumstances they can access it);
- (ii) the County Council and Goodman will be Data Controllers and as such both parties must notify the Information Commissioner appropriately in relation to the holding of the data prior to occupation of the Commercial Park; and
- (iii) signs will be installed on each ANPR camera pole Outstation located in the public domain. Precise wording and contact numbers are to be agreed but the signs will be small 'plate' style signs on each ANPR camera pole providing information about the system and its purpose.

4.12. At present there are no plans for the County Council to have a 'live' link into the System that would enable the Council to provide an instant response to a Police request for vehicle data following an incident. Such a request would probably require a physical visit to the Control System location. At this stage it would therefore only be feasible to provide such general data with prior notice, this would be the case even for data that was requested within the one hour storage window as a visit to Control System location would still be necessary.

5. Financial implications

5.1. Should any HCV, other than an HCV that is on the 'White List', access or egress the Commercial Park via any of the Barred Routes, and this is detected by the ANPR equipment, then the developer shall pay to the County Council a Barred Route Contribution, namely the sum of £500. This arrangement is secured in a Legal Agreement tied to the planning permission.

5.2. Should any non-HCV White List Vehicle (ie private car other than a local resident or visitor) access or egress the Commercial Park via Monxton Road on more than three occasions, then the developer shall pay to the County Council a Monxton Road Contribution, namely the sum of £50, in respect of each and every such breach. This arrangement is secured in a legal agreement tied to the planning permission.

5.3. It will be for the site-wide developer, ie Goodman, to pay the County Council all Barred Route Contributions and for Goodman to recoup this money from the individual offender within the site if they choose. This arrangement is

secured in a Legal Agreement tied to the planning permission. The monies collected will be used by the County Council for local transport improvements.

- 5.4. In order to guarantee that the monies are paid, the Council has required Goodman to submit a performance bond which will allow the Council to access funds to cover breaches immediately, rather than pursue the funds from Goodman on an individual basis.
- 5.5. The ANPR equipment at all Outstations and the Instation will require maintenance from time to time. The ANPR equipment is initially required solely for the development site and therefore the developer has agreed to pay to the County Council the "ANPR Maintenance Sum", being the sum of 20% of the works cost of the construction of these works.
- 5.6. In addition, the management of the ANPR will require some ongoing resource from the County Council, albeit the system is largely automated. In order to cover the Council's cost in this respect the developer has agreed to make payment, on demand, of a sum agreed between the owner and the County Council to be used by the County Council for the purpose of monitoring the ANPR System and ensuring its correct operation within the confines of the agreed data sharing protocol. This will be known as the "ANPR Monitoring Sum" and will be documented in a side agreement.

6. Future direction

- 6.1. The ANPR equipment provided by Goodman will be adopted by the County Council and in the future it is intended that it will form part of a county-wide network of ANPR equipment which will be used to gather data on journey times, origins/destinations and to monitor the network for congestion with links to Variable Message Signs.
- 6.2. Construction of a similar commercial park development at Hartland Park, Farnborough is soon to commence. HCV traffic will be restricted to use of selected routes, which it is anticipated will be enforced via the application of ANPR and associated technologies, based on experience gained with the Andover Commercial Park.

7. Recommendations

- 7.1. That authority be given to site the Automatic Number Plate Recognition equipment on the public highway for the purpose of monitoring of routes taken by traffic entering and exiting the Andover Commercial Park.
- 7.2. That authority be given to enter into a Data Sharing Agreement with Goodman, which will be taking action against the tenants whose vehicles breach the vehicle routeing agreement.

7.3 That authority be given for the deployment of Automatic Number Plate Recognition and associated technologies/procedures as established for the Commercial Park to be applied to future locations where appropriate.

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CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1. No impact.

2. Impact on Crime and Disorder:

2.1. No impact.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

Not applicable.

b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Not applicable.