



Report to Leader (Transport portfolio)

Decision Date:	19 August 2021
Reference number:	TR14.21
Title:	HS2 CCTV Cameras
Relevant councillor(s):	Councillor Steven Broadbent
Author and/or contact officer:	Joan Hancox joan.hancox@buckinghamshire.gov.uk
Ward(s) affected:	All wards with roads and communities impacted by HS2 Phase 1 construction.
Recommendations:	To approve the HS2 Mobile CCTV location policy To agree an initial list of locations for the HS2 mobile CCTV locations including Keepers Lane junction on the A413 (near Little Missenden), Edgcott Road and School Hill/Werner Terrace crossroads (Charndon) and The Willows/Blackgrove Road junction (near Quainton).
Reason for decision:	To ensure there is a consistent approach to the selection of locations for the mobile CCTV cameras to monitor HS2 activity and minimise disruption to local residents.

Executive summary

- 1.1 Buckinghamshire Council has recently purchased three mobile CCTV cameras as part of an Automated Traffic Information System (ATIS).
- 1.2 The CCTV cameras will be used to monitor HS2 activity and minimise disruption to local residents.
- 1.3 The cameras are expected to generate significant public interest and potential requests for them to be relocated.
- 1.4 This key decision paper relates only to the proposed policy on site selection for the CCTV cameras.

2 Content of report

2.1 Background

In April 2021 Buckinghamshire Council (BC) purchased two mobile CCTV cameras as part of an Automated Traffic Information System (ATIS). They were funded as part of a package of measures by Parliamentary Select Committee undertaking in order to address concerns of Buckinghamshire County Council regarding the impact of Phase One HS2 (Appendix 1). A third camera, funded by the HS2 Road Safety Fund, was added in June 2021.

2.2 The cameras provided by WCCTV Ltd (WCCTV) have been procured via TYCO Integrated Fire and Security (TYCO) who are resellers of WCCTV products. TYCO already have a maintenance contract for all CCTV cameras which are managed by Transport for Buckinghamshire.

2.3 Buckinghamshire Council has an existing network comprising fixed CCTV cameras only, which are used for a range of traffic management purposes that can include the monitoring of construction vehicles working for HS2 Ltd and their contractors. The mobile CCTV cameras will provide more flexible coverage for 37 key junctions on the proposed HS2 construction traffic routes which are not covered by fixed CCTVs as well as for additional sites that may also be impacted by construction activities.

2.4 Of the total cost of the cameras (£375k ex VAT), £205k relates to a five-year contract with TYCO which amongst other things includes 10 relocations per camera per annum which covers the physical movement of the camera and associated fencing from one site to another, by TYCO engineers.

2.5 Purpose of the CCTV Cameras

The purpose of the CCTV cameras is to enable monitoring of construction vehicles working for HS2 Ltd and their contractors and traffic at locations where there are road safety concerns or complaints of lack of contractor compliance to approved lorry routes as a result of HS2 construction. Primarily this will be to identify:

- Construction vehicles not sticking to authorised lorry routes
- Volumes of construction vehicles exceeding agreed numbers
- Vehicles speeding or causing other safety concerns at locations impacted by HS2 construction.

The CCTV cameras are not intended for monitoring other road users or events unconnected with HS2 construction traffic or the impact of it, however it is inevitable that other vehicles/events will be captured on CCTV footage and will be dealt with in full compliance with data protection legislation requirements.

2.6 Policy for site selection for CCTV cameras

It is recommended that sites are selected against a range of criteria that will reflect road safety, community impact as well as the likelihood that the issues can be

identified using CCTV footage. These criteria will be assessed for each potential location and scored so that sites can be prioritised. The reason for selecting each site, together with viewing requirements will be specified at this stage.

A copy of the CCTV Site Selection Assessment Matrix is attached as Appendix 2. It is worth noting that:

- All sites will need to meet physical requirements for locating the CCTV equipment e.g. access/at least 3m² space/privacy/safety and must have 4G.
- Sites at which banned HS2 movements are reported will be prioritised.
- Sites at which HS2 has already installed CCTV cameras will not be considered.

Where cameras are relocated on the same day and to within 10 miles of each other, TYCO have agreed that this will just count as one relocation, so where practical and subject to the above considerations, this will be taken into account.

Deployments at each location are generally expected to last no more than five weeks.

- 2.7 The CCTV cameras can be partly programmed in advance for each location by WCCTV to narrow down viewing times by, for example, focusing on high sided vehicles only or vehicle movements only in a defined area such as a central reservation. Footage will be viewed by specific personnel from the HS2 Team who have been trained in the responsible operation of the CCTV camera system and the requirements identified in BC Code of Practice for CCTV, and by way of back-up, by members of the ITS in station, in line with necessary privacy requirements using a bespoke laptop. Identification of non-compliance with agreed construction vehicle numbers, routes, manoeuvres or other road safety concerns will be used to challenge HS2 Ltd and/or their contractors.

Downloaded footage will be retained for a maximum of 30 days unless there is a specific reason for retaining it for longer, in which case a record will be maintained by the HS2 Team in line with BC policy.

During this period, viewing will be undertaken in line with the specified reason for site selection and viewing requirements. Viewing will also be undertaken if, during the period of deployment, any further relevant issues are reported by the public.

- 2.8 The CCTV cameras have been located at the first three sites:
- Keepers Lane junction on the A413, near Little Missenden (in response to reports of construction vehicles making U turns in contradiction of agreed movements)
 - Edgcott Road and School Hill/Werner Terrace crossroads at Charndon (to monitor construction traffic volumes)
 - The Willows/Blackgrove Road crossroads to the south east of Quainton (to monitor the impact of increased traffic at this junction which already has a poor

collision history, following the closure of Station Road for construction enabling works).

The current and next six locations are shown in Appendix 3.

- 2.9 The HS2 Highways Approvals Team Leader will be responsible for developing and maintaining a schedule of future CCTV camera locations, which will be agreed by the Head of Major Projects in consultation with the Cabinet Member for Transport. They will also be responsible for the co-ordination of activities required to relocate the CCTV cameras, and associated communications.
- 2.10 The lack of monitoring capability to date means that there is a ready list of locations that would benefit from CCTV monitoring.
- 2.11 As awareness of the CCTV cameras increases, BC is likely to be made aware of issues by members of the public, parish councils and elected members which they consider could be addressed through CCTV monitoring. In line with current practice, where an issue or potential issue is identified, the first step will be to gather as much information as possible and to try to resolve/mitigate it via the agreed HS2 and Contractor helpdesks. Where, following an agreed period, this approach has not been successful, the location will be assessed using the CCTV Site Selection Assessment Matrix and, where appropriate, will be assessed and added to the list of potential future sites.
- 2.12 The schedule of future CCTV camera locations will be updated on a rolling basis, to provide adequate time for site assessments and any necessary remedial site work to be factored into existing work schedules.
- 2.13 Future sites will be published as a link from the HS2 page on the BC website. Additional specific communications will be issued in advance every time a camera is relocated, e.g. press release and email advice to interested parish councils and members. The CCTV cameras will be sited in public view with clear signage to alert road users and pedestrians to their use, attached to the fencing surrounding the cameras.
- 2.14 **CCTV Camera Relocations**
Although the cameras are mobile and designed to be moved between locations, each move requires careful co-ordination involving cross functional teams within BC, Transport for Buckinghamshire and Ringway Jacobs, together with contractor/supplier personnel. In addition to the costs accounted for in our contract with TYCO, each scheduled relocation is estimated to cost up to £5k. Key activities will include:
- co-ordination of activities and associated administration/record keeping
 - assessment and prioritisation of sites,
 - undertaking Data Protection Impact Assessments (DPIAs),
 - preparing Risk Assessment Method Statements (RAMs),
 - traffic management at old and new sites

- any necessary work on site to ensure safety e.g. clearance of vegetation
- viewing CCTV footage
- communications (website, emails and press releases)
- dealing with stakeholder queries,
- liaising with HS2 Ltd and their sub-contractors regarding identified concerns, plus ad hoc issues.

2.15 **Requests for 'off-schedule' relocations**

Inevitably there may be occasions when deployment of a CCTV camera is requested to address a serious and urgent issue. Off schedule relocations are likely to incur additional costs because the necessary pre-relocation work will need to be done quickly and out of plan. They will also displace a planned relocation so additional work on communications will be required.

- 2.16 Any requests for ad hoc/off schedule relocations should only be considered on an exceptional basis and will require approval from the Head of Service, Strategic Transport & Infrastructure in consultation with the Cabinet Member for Transport or in his absence, the Deputy Cabinet Member for Transport.

3 Appendices

- 3.1 HS2 Ltd Assurance dated 5 May 2016
- 3.2 CCTV Site Selection Assessment Matrix
- 3.3 Schedule of Future CCTV Sites

4 Other options considered

- 4.1 An options assessment on whether to have mobile or fixed CCTV cameras was carried out by the HIP team prior to their procurement. Mobile cameras were the preferred option as they provide greater flexibility across locations that do not benefit from fixed CCTV coverage.
- 4.2 The option of not having a policy was considered, however the costs and logistics of the CCTV camera redeployments suggest that a policy is required to ensure cost effective management, smooth operational procedures and effective communication especially during the initial months as processes bed down. This will be considered further as part of the Post Implementation Review – see section 8.2

5 Legal and financial implications

5.1 Legal Implications

CCTV cameras have the potential to capture personal information about road users and/or pedestrians and accordingly any use must be in compliance with all

applicable data protection legislation and principles as contained in the UK GDPR. As well as a DPIA in respect of the siting of each mobile camera a DPIA for the processing of the information gathered is required. The legal bases for processing are legal obligation and public task. The safeguards and securities required are however likely to be slightly different for each location and where these are not covered by individual DPIAs are to be considered on a case by case basis with legal advice being obtained where appropriate.

5.2 Financial Implications

The capital costs of the CCTV cameras have been fully funded by HS2 Assurance and Road Safety Fund. This includes the costs relating to the physical relocation of the cameras and fencing by the suppliers' engineers for the next five years.

The revenue costs associated with managing the cameras will be managed within existing budgets over the next few months to ascertain whether this creates a budget pressure in the Major Projects service. Any changes to the budget allocation would need to be managed as part of the Council's financial planning (Medium Term Financial Plan) process.

6 **Corporate implications**

6.1 The deployment of mobile CCTV cameras is a new initiative for Buckinghamshire Council. The impact of HS2 construction across the county is unpopular and in places, highly emotive; there will be significant interest and expectations from communities in this initiative. It is imperative that appropriate expectations are set in relation to site selection. It is also essential that early deployments and issues arising are closely monitored and addressed to ensure that maximum benefit is obtained.

6.2 As siting will affect all road users, we do not consider at this stage that there are any equalities implications, however specific siting decisions will be subject to an equalities assessment, eg in relation to pedestrians, locality and other site specific issues to ensure that equalities considerations are taken into account where necessary.

6.3 This decision does not require a DPIA, however processing of data (including security concerns) and some individual decisions following on from the policy will do so. These will be done separately in accordance with Council requirements to ensure data protection legislation is fully complied with.

7 **Local councillors & community boards consultation & views**

7.1 The report has been discussed with Cllr Steven Broadbent & Cllr Peter Martin. It was considered that further consultation at this stage was not required as the initial

locations have been identified following feedback from local communities and members, as hotspots, and they will be informed in advance of the deployment of the CCTV cameras at each location. As part of the ongoing process, a CCTV Deployment Request Form will be available on our website for members of the community to nominate specific sites for consideration.

8 Communication, engagement & further consultation

- 8.1 Prior to CCTV camera deployment, there will be specific communications with local Councillors and Parish Councils. This will provide details of the reason for the deployment and seek the engagement/support of local communities in reporting relevant concerns whilst the CCTV cameras are in situ.
- 8.2 Local communities will be able to submit suggestions for future CCTV camera deployments and these will be assessed and prioritised in accordance with the Site Selection Assessment Matrix. Instructions for submitting suggestions will be made available on the Buckinghamshire Council HS2 website ([High Speed 2 \(HS2\) | Buckinghamshire Council \(bucksc.gov.uk\)](https://www.buckinghamshire.gov.uk/high-speed-2-hs2))
- 8.3 The schedule of future CCTV camera deployments will be published as a link from the Buckinghamshire Council HS2 website.

9 Next steps and review

- 9.1 As the technology and supporting operational procedures are new to Buckinghamshire Council, a Post Implementation Review will be undertaken after the first six months to ensure that the policy is working effectively. The Review will be expanded to review compliance with Data Protection and consideration of equalities issues.

10 Background papers

- 10.1 Privacy Impact Assessment.

11 Your questions and views (for key decisions)

If you have any questions about the matters contained in this report, please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone 01296 382343 or email democracy@buckinghamshire.gov.uk.