

Kempsford Parish Council AutoSpeedWatch Camera Policy

Introduction

This document sets out the policy for the operation of the AutoSpeedWatch system within the parish. AutoSpeedWatch is a system of community owned roadside speed cameras that provide community-assisted support of local authority/police speed enforcement. The operation of AutoSpeedWatch is a collaboration of parties, each of which has responsibilities and obligations for appropriate use; this document sets out the policy for those within this parish.

Community Speedwatch

Community Speedwatch schemes are typically operated in built environments where there is a known persistent road speeding problem, and are used as a means of reducing the frequency and severity of dangerous driving in built environments. Such schemes typically operate in conjunction with local authorities or police forces who will use the information supplied by the community team to take follow-up road safety action. Community Speedwatch schemes tend to use non Home-Office type approved equipment for the purposes of speed enforcement and, even if a police officer was present, cannot provide sufficient evidence for the issuing of fines. Instead these scheme notify the relevant authority with information only. The authority/police force may subsequently deploy an officer using Home Office approved measuring equipment to provide offence evidence of a form suitable for legal action.

AutoSpeedWatch

This is a tool to aid Community Speedwatch, supplied and partially operated by Autospeedwatch Limited. When using AutoSpeedWatch, the community own and deploy one or more “Roadside Unit” cameras in known speeding locations. Much like “yellow box” enforcement cameras, these roadside cameras contain a stills camera with a narrow angle lens that aims to capture the minimum information required to achieve the purpose of community speedwatch; colour and vehicle registration mark, in addition to date & time and speed.

The system improves the intelligence to the police about speeding issues; primarily which specific vehicles speed at high speeds, are persistently speeding, and are speeding whilst also un-MoT'd or taxed.

The system does not use continuous surveillance video (CCTV), and is not an ‘ANPR system’ as defined by the National Police Chiefs (NPCC). ANPR systems automatically recognise and log every numberplate passing the camera, and therefore records law-abiding vehicles. AutoSpeedWatch is more like a “yellow box” speed camera, in that it only takes still pictures of vehicles that are speeding. Each picture is manually checked and the VRN confirmed by registered users, typically being the members of the local CSW team. These validated records are then passed (only) to the local authority/police force as part of their enforcement of speed.

The system does not know about individuals (drivers, keepers, owners, occupants), only the vehicles that are speeding. It is up to the police to determine who is associated with that vehicle and how they wish to follow up on vehicles reported to them.

The Roadside Unit camera is a fixed position, fixed field-of-view, daytime-only camera pointing at the roadway.

The cameras take pictures of the rear of the vehicle so as to avoid the capturing of identifiable individuals. The purpose of this system is to record the speeding of the vehicle, not the identity of the individuals in the vehicle. The narrow field-of-view of the rear of the vehicle helps ensure identities are not captured.

The cameras cover road carriageways only at known speeding areas where other speed management techniques have been considered, and where practicable deployed. .

Images of speeding vehicles are captured by the Roadside Units and immediately securely transferred to a central server managed by Autospeedwatch Limited. These images are deliberately not stored on the Roadside Units themselves. Server records (comprising the location, time, and speed data associated with the image), are restricted to only those registered and authorised to view it under the terms of use of the system. Those people are:

- Autospeedwatch Limited server administration staff for the purposes of data control and management
- Registered community speedwatch team coordinators acting as an interface to police forces or local authority
- Registered community speedwatch team members acting on behalf of the coordinator
- Police Officers and Local Authority Officers for the purposes of speed management and law enforcement.

Need for use of Roadside Unit Cameras

The need for use of these roadside units is evidenced by:

- Approximately 220 UK deaths a year where the cause is directly attributable to speeding, and a recognition that this parish has a known persistent speeding problem.
- Parishioners within this community being supportive of better management of the safety threat caused by speeding.
- Traditional Community Speedwatch schemes are not making persistent reduction on speeding, only whilst they are on-duty, or within a short period afterwards.
- Other measures, such as road calming engineering, installation of Vehicle Activated Signs, and increased presence of Road Traffic Officers being either unaffordable, impractical, or not sufficiently effective.

Objectives for the use of AutoSpeedWatch

The objectives for the use of AutoSpeedWatch system / Roadside Units are to:

1. Improve road safety by deterrence of speeding by the very presence of the system.
2. Improve road safety by reducing speeding by assisting the police and local authorities in enforcement activities by:
 - providing “meta-data” on when and where speeding tends to occur, so as to improve policing efficiencies, and
 - providing specific vehicle information describing when and where they repeatedly noted as generating a road safety threat.
3. Notify enforcement authorities of speeding vehicles that are also not roadworthy or have other safety concerns (un-taxed, un-MoT'd, and potentially un-insured).

Parties involved in using AutoSpeedWatch:

1. This parish; installing and operating the camera
2. Autospeedwatch Limited; Roadside Unit camera production and providing the system infrastructure for operating, storing & processing the information produced. Collating that information into road safety intelligence.
3. Police Force/Local Authority; receiving the intelligence produced by the system to help in the effective deployment of speed enforcement measures.

Policy

Autospeedwatch Limited policy

The published policy of Autospeedwatch Limited in regard to AutoSpeedWatch:

- to not surveil law abiding public
- to reduce surveillance of law-breaking to the minimum required to capture dangerous events
- to only capture vehicles, rather than individuals
- to actively seek to not capture information relating to specific individuals/keeper/owners/operators or other personal sensitive information covered by the Protection of Freedoms Act, the Data Protection Act, GDPR, and the guidelines and codes of practice from the Information Commissioners Office and the Surveillance Camera Commissioner
- to support community desire to help law enforcement of serious road risks without monitoring law abiding citizens
- to limit the access to, the storage, and the use of any collected data to the minimum required to assist the function of the police or local authorities in management of road safety
- to remove images and the related data as soon as practicable.

How this affects the personal data of members of the public is detailed at <https://store.autospeedwatch.org/dataprotect>.

This councils policy

The policy of this council is consistent with the AutoSpeedWatch policy. In addition the policy is:

- to only deploy cameras where speeding is known to be persistent and considered a threat to safety and/or amenity
- to install cameras such that they do not raise safety risks, or unduly invade personal privacy
- to operate the cameras only for the purpose of supporting the enforcement of speeds
- to nominate a community speedwatch coordinator for operational management of the community speedwatch activities using AutoSpeedWatch

- operate within the Code-of-Practice of the Biometrics and Surveillance Camera Commissioner and the Information Commissioners Office codes of practice
- to maintain, and periodically (annually) review, a publicly available privacy impact assessment for the use of AutoSpeedWatch
- to remain aware of, and operate within the AutoSpeedWatch terms of usage protecting privacy
- to remove cameras where they are no longer needed.

The parish is not a local authority for the purposes of GDPR but may need to assign a Data Protection Officer (see <https://ico.org.uk/for-organisations/in-your-sector/local-government/local-gov-gdpr-faqs/>)

Privacy impact assessment

Each proposed camera deployment should be assessed for its potential to impact privacy. The assessment is to be updated at least annually and as need for amendment demands, respecting any amendments and clarifications of relevant legislation. The assessment should follow the template as provided by the Biometric and Surveillance Camera Commissioner and mitigate risks appropriately.