



**Hampshire
County Council**

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Andover Business Park, Barred Routes Enforcement Position Statement – Hampshire County Council 11 August 2017

Background

Planning permission was granted for the Andover Airfield site in 2010 for the construction of a business park, primarily for storage and distribution activities. The site directly adjoins a junction of the A303 and the consent is based on the fact that the majority of traffic should access the site via the A303.

Conditions attached to the planning consent identify a series of 'barred routes' and restrict the passage of Heavy Commercial Vehicles (HCVs) along those routes. Specifically identified HCVs (e.g. those making local deliveries from the site - so called 'white list' vehicles) are permitted to use the routes – all other HCVs are required to use the A303, and the site operator has an absolute obligation to ensure this. It is important to note that the barred route restrictions apply only to HCVs to or from the business park site – it does not affect any other heavy vehicles operating the area, which have a right to use any routes in the area, provided they are in accordance with the prevailing Traffic Regulation Orders (e.g. weight or length limits imposed by the Highway Authority and enforced by the Police).

The 'barred routes' system is monitored and enforced using an Automatic Number Plate Recognition (ANPR) system, which identifies potential violations and triggers a penalty payment where the terms of the barred route scheme are met. The funds collected from penalty payments are retained by Hampshire County Council and utilised in accordance with the terms of the s106 agreement.

Brief Scheme History

The ANPR system operated satisfactorily for a two year period from site opening. However, in January 2014 a fault was notified and it has not been fully operational since that time. Further details on problems with the scheme are set out below.

The County Council fully acknowledges local concerns about the situation and about the length of time that the scheme has been out of commission. Hampshire County Council and Test Valley Borough Council officers have worked with the site operator through that period to try and bring the scheme back into operation, it is acknowledged that this is primarily an issue for Hampshire County Council to lead on. It is a complex scheme and it has been subject to an unfortunate series of faults and events. Most have been resolved and it now appears that the final requirement is to get the vehicle classification element of the system to fully operate and integrate.

The system was not fully operational from January 2014 to September 2016 inclusive. It appears from our investigation that it was partially operational at January 2014 – October 2014 (originally understood to be communication issue – i.e. connectivity problems between the scheme components).

The system was repaired and originally due to resume operation in October 2015. However, at that precise time the system was maliciously hacked and became subject to a serious potential data breach. In view of the data protection issues and the nature of the cyber attack (which included a 'ransomware' element) it was not possible to simply reactivate the system and ultimately the server and communications systems had to be entirely re-specified and rebuilt.

Hampshire County Council as Highway Authority is responsible for the equipment located on the public highway (principally ANPR cameras and the main scheme server). The vehicle classification element (weighbridge and axle detection) is within the site and the responsibility of the operator. The rebuild of the Hampshire County Council part of the scheme was completed at the end of September 2016 and the site operator was informed accordingly. The site operator has subsequently reinstalled the vehicle classification system (which is necessary to detect which vehicles are HCVs and therefore potentially in breach of the barred route provisions). However, the site operator has been unable to bring the system fully back into operation.

The system has retained all data on potential contraventions since October 2016. As the system is non-operational this data needs to be analysed manually. That process has begun and relevant HCV movements will be identified.

Current Position

From a Highway Authority perspective, our parts of the system have been operational for approximately ten months, during which time we have been pressing the site operator to bring the full scheme back into operation. We consider this period a 'reasonable opportunity' for them to secure the operation, and therefore we are now prepared to initiate formal procedures to resolve the problems.

This will be action to seek compliance with the requirements of the Section 106 agreement, which is linked to the planning consent. Hampshire County Council has agreed to take a lead on action to secure the operation of the ANPR system.

Strategic Transport Team
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