

CM13.8. Mobile CCTV

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Purpose of Report

To provide information on the practicality of deploying mobile, wireless Closed Circuit Television (CCTV) at roundabouts and other locations to deter antisocial activity and 'hoon' driving throughout the Albury Local Government Area (LGA).

Background

The matter of preventing hoon driving behaviour was introduced at the 27 August 2018 Council Meeting in consideration of the *Public CCTV Program Evaluation Report – Year One 2017/2018*, whereby Council resolved to provide a further report outlining the feasibility of placing mobile CCTV cameras at roundabouts in Lavington and North Albury in order to deter hoon driving.

At the 26 August 2019 Council meeting, the *Lavington CBD Crime Safety Review* reported on deploying mobile CCTV surveillance systems at roundabouts in the Lavington and North Albury areas as a deterrent for hoon driving. After consideration of the report, Council resolved not to pursue the placement of mobile CCTV cameras at roundabouts in Lavington and North Albury. The predominate factor that led to this decision was that other regulatory bodies govern the use of speed cameras as an enforcement tool to slow vehicles down on the roads. In summary, it was reported that Council's role in preventing and reducing crime is to plan and deliver initiatives that support national and state strategies, and to collaborate with key stakeholders, such as the NSW Police, in addressing crime and safety concerns of the community.

At the 14 September 2020 Council meeting, Council considered the *Lavington CCTV Concept Plans* report that proposed a public CCTV surveillance system in the Lavington Central Business District (CBD), and endorsed that Council:

- a. Receives and notes the findings of the consultant's report;
- b. Directs the CEO to bring a further report to Council detailing the budgetary impact on implementing stage 1 of the project (being the wireless option described in the report) in the fourth quarter of 2020;
- c. Resolves to monitor and, when available, applies for funding to install part 2 and 3 of a CCTV system in the Lavington CBD utilising wireless network connectivity;
- d. Considers the inclusion of all or part funding for the installation of part 2 and 3 of a CCTV system in the Lavington CBD in developing the 2021 – 2025 Four Year Delivery Program; and

- e. Directs the CEO to furnish a further report on the practicality of installing mobile, wireless CCTV at roundabouts and other locations to deter antisocial activity and 'hoon' driving throughout the Albury LGA.

This report addresses recommendation (e), whereby Council resolved to obtain a further report on the practicality of installing mobile, wireless CCTV at roundabouts and other locations to deter antisocial activity and hoon driving throughout the Albury LGA.

Hoon driving, otherwise referred to as hooning, refers to antisocial and dangerous behaviour committed when driving a motor vehicle. It is an offence to commit certain types of hooning in NSW, which are contained in the *Road Transport Act 2013*, the *Crimes Act 1900* and the *Road Rules 2014*, including:

- Speed racing;
- Driving at least 45 kilometres per hour over the speed limit;
- Driving in a manner which causes a loss of traction, this includes burnouts or drag racing; and
- Being involved in a police pursuit.

Specifically, street racing and burnout offences are prescribed under Sections 115 and 116 of the *Road Transport Act 2013*. Police pursuit offences are prescribed under Section 51 of the *Crimes Act 1900*, and speeding by more than 45km/h in Rule 20 of the *Road Rules 2014*.

Generally, antisocial behaviour is defined as any activity that is disruptive to others in the community. According to the NSW Department of Communities and Justice, antisocial behaviour includes:

- Criminal and illegal activities;
- Behaviour that places the safety of others at risk;
- Inappropriate behaviour that disturbs the peace, comfort and privacy of others; and
- Causing deliberate and reckless damage to property.

Issues

Benchmarking

Desktop research was conducted to determine the prevalence of mobile CCTV surveillance managed by local governments across Australia as a measure to detect and deter hooning activity, with final searches completed by 30 October 2020. While there are more than 700 councils across Australia, the findings presented in Table 1 below shows the summary of those LGAs that publicly report the use of crime prevention measures to deter hooning. Attachment 1 provides an overview of these findings.

Table 1. LGAs by State Implementing Hoon Driving Measures

NSW	VIC	SA	WA	QLD
Bayside	Ballarat	Campbelltown	Joondalup	Brisbane
Cumberland	Hume	Mitcham	Swan	Gold Coast
Gunnedah	Melton	Salisbury	Mandurah	Logan
Maitland	Moorabool			Sunshine Coast
Narromine				
Parkes				
Parramatta				
Randwick				
Shoalhaven				
Sutherland				
Tamworth				
Wollongong				

Note all councils in the above table except for Wollongong City Council and Moorabool Shire Council reported using various CCTV surveillance deployment options to specifically monitor hooning.

Further discussions were held with the following four councils to understand in greater depth the opportunities and challenges they experienced in the deployment of mobile CCTV surveillance to deter hooning:

- City of Salisbury;
- Cumberland City Council;
- Sutherland Shire Council; and
- Tamworth Regional Council.

The following is a brief summation of the information obtained from each consultation.

City of Salisbury

The City of Salisbury is located on the northern fringes of Adelaide covering a land area of 158 km² with a population of approximately 143,000 people.

In 2020, they announced a \$1.6M budget for community safety concerns. As part of this initiative, they are currently implementing a six-month trial of mobile CCTV trailers to tackle hoon driving, which will conclude shortly. The trial has yielded high volumes of data. For example, following a typical weekend more than 800 data notifications are received by Council which requires further analysis.

There have been problems associated with theft and vandalism of cameras during the trial. Consequently, they have enclosed the whole mobile unit in a steel cage and encircled the camera mast with barb wire to deter offenders. Further information about the challenges experienced during the trial will be made available when a final report is completed at the conclusion of the trial.

Cumberland City Council

The Cumberland Council area is in Sydney's western suburbs, about 25 kilometres from the Sydney CBD covering an area of 72 km² with a population of approximately 241,000 people.

Council operates an overt mobile surveillance system with 36 solar powered temporarily fixed units and one mobile trailer unit. The entire system is aged with unreliable power and no internet connectivity, using memory card storage with the data downloaded later. They are currently obtaining new equipment based on a \$250K grant received from the NSW Government. They reported incidents of vandalism on cameras in some locations, so now house cameras in tamper proof metal boxes.

Generally, units are fixed to light poles or other infrastructure for a 2-3 week turn-around period. The trailer unit tends to be deployed sporadically because of its size. The local Police determine the locations for deployments based on gathered intelligence reports. Since they straddle two Police Districts, a Memorandum of Understanding with Police helps to govern the operating responsibilities of the mobile surveillance system. Social media is used to raise awareness of the program, based on promoting a positive awareness message and purposefully avoiding sharing instances of crime due to the negative impact on the community relating to perceived safety concerns. Overall, they consider the system a necessary crime management tool.

Sutherland Shire Council

The Sutherland Shire is a metropolitan LGA found 26 kilometres south of the Sydney CBD covering an area of 369 km² and has a population of approximately 230,000 people.

They operate seven temporarily fixed surveillance units with license plate recognition (LPR) capabilities and one mobile trailer unit. The trailer unit is predominantly used for crime prevention purposes at large public events such as Australia Day celebrations and was recently used to capture traffic counts in response to overcrowding at Cronulla Beach as a control measure to manage COVID-19 restrictions.

Typically, surveillance units are deployed for 1-2 month periods to a location and only operate overtly. The location for deployment of a surveillance system is based on community reports to Council, which is followed by an assessment conducted by the Community Safety Officer and the local Police. Both styles of surveillance units appear to encourage reduced criminal activity at the location of the deployment, but do not necessarily stop the behaviour as hooning driving behaviour is displaced to alternative sites.

They are considering upgrading older camera models to improve the quality of footage as they have experienced issues with dismissal of evidence because of the low quality of evidence. Council staff manage all data with any criminal activity referred to the Police for possible action. Overall, this is considered part of the core function of Council's Roads and Traffic Team to manage any antisocial driving behaviours.

Tamworth Regional Council

The Tamworth Regional Council area is found in the New England region of NSW covering a land area of 9,893 km² and has a population of approximately 62,000 people.

They have 273 CCTV surveillance cameras deployed across the LGA, with ten temporarily fixed mobile units and one mobile trailer unit. The mobile surveillance system is an overt operation with signage placed accordingly.

They report an extremely successful partnership between Council and the local Police with quarterly reporting back to Council on crime statistics. For example, they report an 80-90% decrease in the incidents of graffiti, as deployment of the devices appears to function as a deterrent for reoffending. Hotspot locations for hooning are determined by Police intelligence and reports from residents, which is managed through a comprehensive communications campaign to the public.

Mostly, they deploy the temporarily fixed units to the front of residents' properties with permission, experiencing an overwhelmingly positive community response. The trailer unit is mostly used for the remote management of events as it is prone to vandalism at isolated locations and has issues in supporting a reliable power source for longer periods. Overall, Tamworth Regional Council reported great success with their mobile surveillance systems to deter hooning and other criminal activity. However, they favour the temporarily fixed units over the trailer unit.

Legislative Requirements

The legal ramifications of Council deploying mobile CCTV surveillance throughout the Albury LGA was provided by Council's legal advisors, with this preliminary advice summarised below.

It is noted that if Council endorses the use of mobile CCTV surveillance, that due to a myriad of complexities and competing legislative requirements, it is recommended to fully investigate compliance with NSW legislation specific to the adopted deployment method.

Operating CCTV surveillance and privacy

Council can install and operate CCTV surveillance that is either fixed or mobile to monitor public spaces within the provisions of the *Privacy and Personal Information Protection Act 1998* (PIPP Act). However, there are several exemptions for local councils under the PIPP Act regarding filming public spaces that encroach on other land including disclosure of personal information. For example, positioning the field of vision must reasonably avoid capturing images outside of the public space. Additionally, signs should be erected to notify the public of the area under camera surveillance regardless of whether cameras are fixed or temporary.

The ability of Council to operate a covert means of surveillance, other than by a court order or warrant, is permitted under the *Protection of the Environment Operations Act 1997* for the purpose of monitoring illegal dumping without the need for notice. However, under the *Local Government Act 1993* (LG Act) Council has no authority to undertake covert surveillance for any other purpose.

Council operated overt surveillance is allowed for purposes of crime prevention, but it is a presumption under the PIPP Act that signage is erected to ensure that people are aware that information is being collected. It is noted there are other options that would satisfy the notice requirements such as publishing a notice in the local newspaper or via other publicly available means on television and/or radio, to alert the public that Council operates surveillance in certain locations from time to time.

CCTV surveillance to monitor hooning is not permitted under the legislation without some form of notification to the public. The continued focus here is on proposed overt CCTV surveillance methods.

Powers and functions of Council

The powers of Council are legislated under the Local Government Act, with broad functions that extend to 'crime prevention' in the context of enforcement; that is, providing surveillance is being undertaken within a public space and that Council complies with its legislative obligations and in accordance with the publication by the NSW Justice Department, *Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places (2014)*. Council adopted these principles and guidelines on 24 July 2017, which are contained in the *AlburyCity CCTV Policy* that governs the use of CCTV surveillance to safeguard the integrity and accountability of the program.

Powers of other agencies

It is beyond the scope of this report to detail the legislative basis for other agencies to operate CCTV surveillance devices. However, the following is a summary of each different situation.

- Private Business Operators – can take steps to protect their business so long as it does not encroach upon the privacy of others. Note, the restrictions imposed by the PIPP Act does not extend to business operators, such capturing discreet images of private property, as it applies only to public sector agencies. The *Surveillance Devices Act 2007* (SD Act) details the legislative requirements of private business operators.
- Transport for NSW (TfNSW) – has several unique and broad powers under specific legislation contained in the *Road Transport Act 2013* that allows the installation and use of approved traffic enforcement devices such as cameras, regardless of the image captured. These powers do not apply to Council.
- NSW Police – do not generally take an active role in managing CCTV surveillance devices except for body worn cameras carried by members of the NSW Police Force. However, Police actively support and use CCTV footage for the purpose of crime detection and apprehension. The SD Act details the legislative requirements of body worn cameras by the NSW Police in addition to the requirements to comply with their obligations under the PIPP Act, since they are also a public sector agency.

Police can request access to CCTV surveillance footage from all sectors of the community. In a separation of powers between local government and Police and where CCTV surveillance is operated and managed by Council, a Memorandum of Understanding (MoU) between the

parties is established to define responsibilities and actions. AlburyCity signed an MoU with the NSW Police Murray River Police District on the 6 September 2017, following the installation of the public CCTV system in the Albury CBD.

Managing Antisocial Driving Behaviours

In 2018, the NSW Government released the *NSW Road Safety Plan 2021* that details targeted initiatives to improve road safety and recognises the role local councils play in reducing road trauma. The *Local Government Road Safety Program* (LGRSP) co-funds AlburyCity's Road Safety Officer position. It is proposed from July 2021, to issue a *Program Funding Agreement* between Council and TfNSW every four years for local road safety projects. In May 2020, the *Local Government Road Safety Program Guidelines* were released to ensure local councils can integrate road safety goals into their four-year strategic planning and budget cycles. Therefore, it is vital to develop a planned and integrated approach to any proposed treatments that addresses road safety and antisocial driving behaviours into the future.

Council's Traffic and Transport Team undertakes a variety of ongoing initiatives to help deal with and manage antisocial behaviour on the road. A Road Safety Program is generally delivered in conjunction with TfNSW and the NSW Police.

Some of the current and earlier program initiatives have included but are not limited to the following projects:

- School Zone Safety – targeting dangerous driving behaviour in and around school zones;
- Speed Check – Stop It or Cop It – this program aims to target speeding vehicles and poor driver behaviour within local streets; and
- Arrive Home Safely – is a road safety project that promotes alternative transport and the Centre for Road Safety's Plan B – Drink Drive messaging during the festive season each year.

Other projects that Council undertakes to help manage antisocial behaviour on the roads includes Local Area Traffic Management initiatives through the implementation of infrastructure, such as the recently installed Wombat Crossing in Swift Street or administrative controls such as proposed speed reduction signage from 60kmph to 50kmph on Ryan Road, Tenbrink Street and Gap Road. The Local Traffic Committee (LTC) is the vehicle by which these actions are considered and recommended to Council for implementation. LTC consists of representation from Councillors, Staff, Police, TfNSW and the Local Members Office.

Safety in Design is also considered when new works are undertaken to ensure that infrastructure does not encourage antisocial behaviour. It is noted that it is not always possible to fully design out this type of behaviour.

Older areas such as Lavington and North Albury are characterised by wide, straight streets in a grid pattern, with intersections controlled by now non-compliant, undersized roundabouts. This creates an environment where speeding and hooning can and does occur.

Discovering the locations of hot spots and other problem areas are generally highlighted through community requests and by systematic collection of data, such as traffic counters and traffic surveys. Table 2 below, presents a count of reports logged in Council's Customer Request Management system for the last five years relating to antisocial driving behaviours across the LGA.

Table 2. Count of Customer Reports from July 2015 to June 2020 for Antisocial Driving

	Hooning (speed)	Burnouts & Donuts	Roundabouts	Diesel/Oil Spills
Albury	11	5	1	
East Albury	9	2		
North Albury	15	5	1	1
South Albury	2	1		
West Albury	4	2		
Hamilton Valley	1			
Lavington	10	3		1
Springdale Heights	2			
Table Top	1	1		
Thurgoona	1			
Totals	56	19	2	2

Further data made available to Council by NSW Police shows there have been 3,620 Driving Complaint incidents reported across the whole Albury LGA for a 12-month period from the 05/11/2019 until the 05/11/2020.

It could be concluded from the disparity in reporting rates between Council and the NSW Police, that local people do not consider the issue to be related to the function of Council. Nevertheless, there is opportunity to address hooning and other driving safety concerns by investigating and developing holistic infrastructure and educational programs which target the broader community, rather than individual hot spots and compliance measures in isolation. These initiatives are known as 'mass action' programs, as they aim to implement a variety of traffic calming approaches across a community.

The use of traffic calming treatments that use physical design to reduce the impact of vehicles on urban areas may for example include:

- Road humps;
- Median treatments; and
- Tactile surface treatments.

In committing to a coordinated and integrated approach in the delivery of Mass Action programs, in conjunction with the NSW Police and other community partners, Council can create community spaces that physically prevent instances of speeding and hooning. The Traffic and Transport Team will be well placed in 2021 to deliver a Mass Action program which could potentially be developed as a new budget initiative.

CCTV Deployment Options

It is acknowledged there are different types of CCTV surveillance deployment methods available. As technology advances, and with the surge in artificial intelligence (AI) development, such as facial recognition camera systems recently deployed by the City of Perth and the release to the market of internet connected 'smart' streetlights, surveillance systems continue to evolve. Only those systems that are currently in use across Australia to deter hooning have been reviewed.

There are four identified CCTV deployment options, which include Remotely Piloted Aircraft Systems (drones), vehicle mounted CCTV systems, temporarily fixed CCTV systems and trailer mounted CCTV systems. A summary of each option is provided below.

Drones

System overview – Drone technology is increasingly being used for security and surveillance applications. A drone can be fitted with high-performance day vision zoom cameras and thermal imaging cameras for night observations as illustrated in Figure 1 below. Options include tethered stations that extend the flying time because the base unit supplies AC power rather than from an internal DC power source. A tethered drone can fly for many hours per day in comparison to a 20-40 minute sortie for a DC powered drone. The system sends a live feed to a monitoring point via internet connectivity.

Figure 1. Tethered CCTV Drone Flying



Figure 2. Tethered Drone Powered Trailer



The benefit of using drone technology to monitor road traffic is it provides data in continuous and real-time across a large area. The Queensland Police in partnership with the Brisbane City Council have recently expanded their fleet of drones to crackdown on hooners in a multi-million-dollar investment into the road safety program across the state, which has improved police access to live intelligence.

Deployment logistics – A drone deployment will require the drone operator to have pilot certification and the organisation to hold a Civil Aviation Safety Authority (CASA) operator's certificate. While AlburyCity holds an operator certificate, amendments to the Remotely Piloted Aircraft Systems (RPAS) Operations Manual will need to reflect a tethered operation and endorsement obtained from CASA if this option was endorsed.

The equipment can easily be transported by vehicle to a location or for a tethered drone operation contained within a trailer as illustrated in Figure 2 above.

Resourcing and costs – A typical tethered station is approximately \$35K with the current marketplace offering limited hiring opportunities. The human resourcing requirements to deploy drones will require an additional two pilots for ongoing operations, as Council has only one licensed pilot. The training and licensing costs are estimated to be \$3K per person. An initial establishment cost to complete CASA requirements is approximately \$5K. Other potential increases to internal human resourcing requirements for managing data requests from the Police and other administrative functions to manage the system will need further consideration if endorsed.

Legal context – Potential issues, such as other sanctions imposed by CASA and notice requirements of section 10(a) of the PIPP Act to inform the public that the information is being collected, will need further legal advice.

Albury context – There are challenges that Council would need to resolve before this type of deployment was a practical choice. AlburyCity would need to provide further training for staff to upgrade license requirements, and to develop and seek flight planning approvals from CASA for operating within the three nautical mile 'no-fly-zone' of the Albury aerodrome.

The Councils that use this type of technology are supporting State Police operations to manage road traffic offences such as mass public gatherings that take place in the Brisbane Hinterland where groups of more than 1,000 people gather for a hoon event. Traffic control at this level is not comparable to the Albury context. Overall, it can be concluded that drone surveillance is not practical to implement at this stage because of the significant challenges it poses to become operational in the short term.

Vehicle Mounted CCTV Systems

System overview – Security Patrol vehicles and/or Council Ranger vehicles are fitted with 360-degree CCTV surveillance cameras on the roof of the vehicle, as illustrated in Figure 3 below.

Figure 3. CCTV System Mounted to Council Ranger Vehicle



The surveillance cameras record in real-time and the recorded data is either downloaded to a main storage device on return of the vehicle to the depot or is installed with communications connectivity for a live feed to a monitoring point. They can be deployed for unattended or manual operations to support traffic management applications as well as community safety and crime prevention activities.

Mobile enforcement vehicles are becoming increasingly popular in larger councils in Australia. For example, the City of Melbourne operates a surveillance vehicle that patrols the city on Friday and Saturday nights from 10pm to 6am, all year round. The system can be enhanced with a suite of automated enforcement and monitoring applications for detecting parking offences or antisocial behaviour for example. The City of Swan in WA had been operating a 24/7 Community Security Patrol service for more than 15 years to improve community safety; however, it was recently suspended based on community feedback.

Deployment logistics – This system is easily deployed to locations and either parked and left unattended or used as a manned and moving system as required by the situation.

Resourcing and costs – New fleet vehicles are needed because Council's current Ranger vehicles are not able to be retro-fitted with a surveillance system. Notwithstanding the vehicle costs, surveillance equipment for this type of deployment is approximately \$10K for each vehicle. Staff resourcing within the Compliance Team would need to be reviewed as there would be Industrial Relation implications regarding the spread of hours. As previously stated, potential increases to internal human resourcing requirements for managing data requests from the Police and other administrative functions will also need further consideration.

Legal context – As Council must act in accordance with the PIPP Act, which is unlike the ability to utilise a dashcam on a private vehicle, it will be problematic to manage that the field of vision does not encroach on private property. To comply with public notice requirements, which is in alignment with the previously adopted principles and guidelines for implementing CCTV in public places, the vehicle would require signage. However, further legal investigations of the *Evidence Act 1995* would be recommended if Council was to endorse this option.

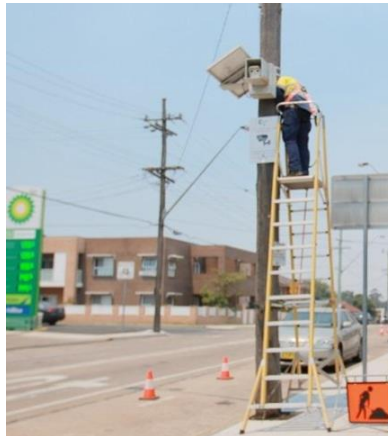
Albury context – This type of deployment as a practical choice for capturing hooning is complex, as currently it is not a core function of the Compliance Team either in scope or function. After discussion with the Albury Police, it was suggested this would not be an effective crime management strategy as Council Rangers have no powers to enforce compliance of offenders. Overall, a vehicle mounted CCTV surveillance system is not considered a suitable option as it would not meet the current corporate direction.

Temporarily Fixed CCTV Systems

System overview – Temporarily fixed CCTV systems are a robust solution for monitoring a site, which are quickly and simply installed. They are available with wireless connectivity to enable a live feed to a monitoring point or to a smart phone app. There are systems available that would be compatible with Council's current surveillance software, Milestone Corporate XProtect. The system can also be configured for alerts to be received of any unexpected behaviour. The units are energy efficient with

solar or low voltage power options. Units can be configured with interchangeable lenses and infrared lights to ensure coverage day and night in most situations.

Figure 4. Installation of Temporarily Fixed CCTV System on Light Pole



Deployment logistics – As shown in Figure 4 above, a temporarily fixed unit is secured in this instance to a light pole with signage fixed below. The deployment of fixing mobile CCTV cameras to structures is relatively straight forward. However, they need to be secured in a manner where they cannot be tampered with or stolen. Ease of access to the cameras needs to be considered when fixing them to a structure. Staff may need to access the cameras to rectify technical issues. If they are attached to structures such as light poles, then traffic management principles may need to be applied before accessing the devices.

Resourcing and costs – The costs for one complete stand-alone system is approximately \$10K per unit. There is availability within the marketplace to hire or lease equipment with an indicative price around \$800 per month, depending on system set-up such as camera capabilities and power options.

An estimate on the actual resourcing costs would be dependent on the number of available units and estimated time of placement in situ. As for earlier deployment options, potential increases to internal human resourcing requirements for managing data requests from the Police and other administrative functions will also need further consideration. These include amending Council's current CCTV Policy and Procedures, signage requirements, staff resourcing including determining hardware and software needs for the establishment of a live data feed to the Albury Police Station and to Council's Administration building in Kiewa Street.

Legal context – As with Council's current fixed public system in the Albury CBD, a mobile system that is temporary will need to comply with all provisions of the PIPP Act and have appropriate signage located within the vicinity of the camera surveillance.

Albury context – Albury Police have suggested that installing temporarily fixed CCTV cameras across the Albury LGA may be a valuable overt method to manage and prevent crime. Locations such as service stations, reserves, industrial areas and car parks are known hot spots within the Albury

community where people come together to plan and partake in hooning activities and associated antisocial behaviours including vandalism and graffiti. Using temporarily fixed CCTV cameras in these locations may support Police in the prosecution of offenders and reduce crime at these locations.

To improve effectiveness, a partnership with NSW Police to determine the highest priority locations for camera deployment that is based on current patterns of offending and ongoing crime hotspots is essential. This would include working with police and the media on a planned community 'call to action' media campaign.

Given it is likely that a significant proportion of sites for mounting cameras could potentially be on Essential Energy power and street light poles, exploring a blanket agreement between Council and Essential Energy to accelerate the approval process and enable a rapid deployment response could be key to full utilisation of this system.

Overall, the deployment of a temporarily fixed CCTV system is a practical deployment option for Council to consider. Therefore, it is recommended for Council to consider conducting a pilot study with two temporarily fixed CCTV systems for a period of six months to determine the efficacy of this deployment method as a solution to deter hooning and other antisocial activities in the Albury LGA.

Trailer Mounted CCTV Systems

System overview – Trailer mounted CCTV systems offer a rapid deployment option to be used for a variety of purposes such as live traffic monitoring, event management and surveillance for vandalism, graffiti and illegal dumping. Models are available with a range of camera specifications, power sources and mast heights. They can be used for live streaming and or video recording with compatibility with third party software applications such as Council's Milestone Corporate XProtect package. Some models offer GPS tracking and notification of any unlawful movement of the trailer. Figure 5 and 6 below show two types of trailer designs which vary according to the manufacturer.

Figure 5. Solar CCTV Trailer in Tow



Figure 6. Solar CCTV Trailer Setup



Deployment logistics – The trailers are mobile and easily towed by a vehicle from location to location as shown in Figure 5 above. They can be set-up for temporary or longer-term applications on different surfaces.

Resourcing and costs – The cost of a trailer CCTV system is approximately \$90-100K. There is an opportunity to source from a local supplier to hire the trailer system with costs approximately \$20K per unit for a six-month period.

Legal context – Utilising a CCTV surveillance system on a trailer may offer an effective method of crime prevention. The erection of signage in the vicinity of the trailer and cameras could easily be satisfied. However, further investigation of the Road Transport legislation is needed in terms of placement of the trailer.

Albury context – Based on consultation with other councils and the local Police, this deployment option compliments the temporarily fixed units described earlier. A mobile trailer would offer Police an opportunity to monitor events at the Mungabareena Reserve or Noreuil Park on Australia Day for example. The visibility of the trailer provides the community with a sense of surety that monitoring safety is a priority for Council. Overall, the deployment of a trailer mounted CCTV system is a practical deployment option for Council to consider. Therefore, it is recommended for Council to consider conducting a pilot study with one trailer mounted CCTV system for a period of six months to determine the efficacy of this deployment method, as a solution to deter hooning and other antisocial activities in the Albury LGA.

Albury 2030

A mobile CCTV system will provide a framework to deliver on the following Albury 2030 strategic themes and actions:

- Theme One – A Growing Sustainable Economy:
 - 1.2 Improve visitors and residents' experiences.
 - 1.2.4 Continue to enhance Albury and Lavington CBDs.
- Theme Three – A Caring Community:
 - 3.2 Albury's key community safety indicators continuously improve.
 - 3.2.1 Develop and implement strategies to improve community safety and amenity.

Risk

- **Business Risk** – For this project to be successful further work is needed in developing policies and procedures, organising arrangements with key stakeholders regarding mobile CCTV surveillance systems, determining staff resourcing and ensuring a budget is available. It will be proposed that the project be included in the 2021/22 budget, which will provide sufficient time to develop relevant policies and procedures including resourcing. It will enable funding for the project to be approved in the new initiatives process as part of the budget development for 2021/22.
- **Corporate Risk** – If Council were to endorse a pilot program to use mobile CCTV cameras the community would need to be assured, through a media and communication campaign, that the data collected would not be an invasion of their privacy and that cameras would be positioned in a way to ensure camera overlay do not capture private residences and comply with relevant legislation.

- **WHS and Public Risk** – Each option has issues associated with public and staff safety. They relate to how cameras will be mobilised and installed, traffic management and data retrieval issues. These risks will need to be fully scoped after Council decide on the preferred option.
- **Environmental Risk** – Nil.
- **Delivery Program Risk** – Commencing the project in the first part of the 2021/22 financial year will enable budget's to be allocated and preparatory works to be conducted to allow the project to be delivered on time and in accordance with the legislative requirements.

Community Engagement

Internal

To inform the practicalities of implementing a mobile CCTV system, extensive internal consultation occurred with the following Clusters, including consulting with the Innovation Coordinator:

- Assets, Sustainability & Environment;
- City Projects;
- Community & Place;
- Engagement; and
- People & Culture.

External

Consultation occurred with senior members of the NSW Police Murray River Police District – Albury Operational Command who stated that given the success of the Albury CBD system to assist with police operations in the detection and identification of offenders, they fully support and endorse the establishment of a mobile CCTV system for deployment across the Albury LGA.

Additionally, consultation with members of the NSW Police Murray River Police District – Highway Patrol Command occurred, to ensure the areas of policing closely connected to the proposed project were offered an opportunity to make comment. They signified complete support and endorsement of two deployment methods, being the temporarily fixed CCTV cameras and a trailer mounted CCTV system as a mobile solution, to aid with investigations, prosecutions, enforcing laws and monitoring identified safety issues across Albury.

A request for information was tabled by AlburyCity during the October 2020 meeting of the Local Government Community Safety and Crime Prevention Network (LGCSCP), with a follow up email sent to all NSW Council members. As a result, meetings were held with officers from Cumberland City Council, Sutherland Shire Council and Tamworth Regional Council to elicit further details of the types of mobile CCTV deployment measures implemented by those Councils.

The City of Salisbury was also consulted as a result of the desktop research conducted, as it was found they were trialling a series of portable CCTV surveillance units across the LGA.

Note, the Albury LTC was not consulted due to the timing of the motion by Council as no meetings were scheduled during the reporting period.

Should the mobile CCTV project be approved, there will be a comprehensive engagement plan developed to inform the community. This will ensure that the community are aware of the timing and potential impacts of project implementation.

Options

1. Undertake a pilot study for up to two temporarily fixed CCTV surveillance systems for a period of six months commencing in the 2021/22 financial year, as an option to deter antisocial activity and hoon driving throughout the Albury Local Government Area.

Recommended

This is a preferred deployment method based on the overwhelming level of support from the NSW Police, the feedback received from benchmarking other councils, and because the unit can be deployed for the detection of other crimes such as graffiti. Further development will be needed concerning resourcing and the implementation of protocols.

2. Undertake a pilot study for one trailer mounted CCTV surveillance system for a period of six months commencing in the 2021/22 financial year, as an option to deter antisocial activity and hoon driving throughout the Albury Local Government Area.

Recommended

This is a preferred deployment method based on the level of support from the NSW Police and the feedback received from benchmarking other councils because of the rapid deployment capabilities of the unit. Further development will be needed concerning resourcing and the implementation of protocols.

3. Include funding for the installation and management of mobile CCTV surveillance systems in developing the 2021–2025 Four Year Delivery Program.

Recommended

4. Pursue a drone CCTV surveillance system as an option to deter antisocial activity and hoon driving throughout the Albury Local Government Area.

Not Recommended

This deployment method is not practical to implement at this stage because of the significant challenges it poses to become operational in the short term.

5. Pursue a vehicle mounted CCTV surveillance system as an option to deter antisocial activity and hoon driving throughout the Albury Local Government Area.

Not Recommended

This deployment method would not be an effective crime management strategy because of the implications on corporate identity, due to cost and limits on Councils role and function. NSW Police are not supportive of this option.

Conclusion

On 14 September 2020, Council considered the Lavington CCTV Concept Plans report. Part of the resolution was to bring a further report to Council on the practicality of installing mobile, wireless CCTV at roundabouts and other locations to deter antisocial activity and hoon driving throughout Albury Local Government Area.

Subsequent investigation has found that councils across Australia manage a number of different types of mobile CCTV surveillance deployment methods, to support local policing operations as part of criminal investigations. Also, there are a number of NSW legislative obligations that public sector agencies such as AlburyCity must consider when employing public surveillance activities.

The management of hoon driving and other antisocial behaviours is complex as it requires a suite of initiatives to successfully reduce this criminal activity. While Council has delivered a suite of initiatives for many years through the Road Safety Program, data shows that hoon driving is becoming increasingly of concern to residents, stakeholders and Councillors, including the local Police. This report outlines the proposed practicalities of four mobile CCTV systems, which include Remotely Piloted Aircraft Systems (drones), vehicle mounted CCTV systems, temporarily fixed CCTV systems and trailer mounted CCTV systems to deter and detect hooning and other antisocial activities.

It is proposed to pilot a trial of two temporarily fixed CCTV systems and one trailer mounted CCTV system for a period of six months to determine the efficacy of the deployment. It is proposed that the project will commence in the 2021/22 budget period. It is critical to allow sufficient time to fully review legal constraints, develop detailed pilot implementation project plans, budgets, relevant policies and procedures, develop arrangements with key stakeholders and consider resourcing and community engagement requirements. This will enable funding for the project to be considered in the new initiatives process as part of the budget development for the 2021/22 financial year.

The local Police strongly support the placement of temporarily fixed CCTV systems and a trailer mounted CCTV system in the various locations across the Albury area.

Recommendation

That Council:

- a. Undertakes a pilot study of up to two temporarily fixed CCTV surveillance systems for a period of six months commencing in the 2021/22 financial year;
- b. Undertakes a pilot study for one trailer mounted CCTV surveillance system for a period of six months commencing in the 2021/22 financial year;
- c. Receives a further report at the conclusion of the trial period on the efficacy of the pilot; and
- d. Includes funding for the installation and management of the mobile CCTV surveillance systems in developing the draft 2021 – 2025 Four Year Delivery Program.

Attachments

1. Summary of LGA by State Implementing Measures to Deter Hoon Driving (DOC20/228664).