

From: Peter Osborne, Cabinet Member for Highways and Transport
Simon Jones, Corporate Director for Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 9th September 2025

Subject: **Kent & Medway Safety Camera Partnership- Information only paper**

Classification: Unclassified

Past Pathway of paper: None

Future Pathway of Paper: None

Electoral Division: Countywide

Summary: The Kent and Medway Safety Camera Partnership was formed in July 2002, to reduce death and serious injuries on Kent and Medway's roads. Safety camera enforcement only takes place at sites where there is a history of fatal and seriously injured casualties where speed has been a contributory factor in the crashes. The Camera Partnership consists of Kent County Council, Medway Council, Kent Police and National Highways.

The Partnership is committed to influencing, educating and encouraging motorists on the roads in Kent and Medway to slow down, stay within the speed limit and help reduce the number of speed-related crashes and casualties through the combination of education, publicity and enforcement.

Safety camera locations are determined by the relevant local authority based on evidence of casualty and speed data.

Each Local Authority maintains camera assets on their own roads, while Kent Police, as the enforcement authority, are responsible for the processing of offences detected.

The Local Authority does not directly receive any revenue from fines for offences detected. All the funding goes to the Treasury's consolidated fund (central government's bank account).

Recommendation: This report is for information only at the request of the previous administration's request.

1. Introduction

- 1.1 The origin of Safety Camera Partnerships was linked to section 89 of the Road Traffic Regulation Act 1984, under which it is an offence to exceed the speed limit. The Road Traffic Law Review, set up in 1985 and which reported in 1988, recommended that greater use should be made of technological innovations to promote compliance with road traffic law, including modern camera technology. The necessary legislation supporting this recommendation

was put in place through the Road Traffic Act 1991. Until 2002, safety cameras, their implementation and maintenance across all Highway Authorities, was managed by the Department for Transport. After that time, responsibility for this function was devolved to Local Highway Authorities and police authorities. In July 2002 the Kent & Medway Safety Camera Partnership was formed.

- 1.2 The Partnership comprises of Kent County Council, Medway Council, National Highways and Kent Police and is responsible for the operation of speed, red light and average speed safety cameras within Kent and Medway.
- 1.3 The Partnership is committed to influencing, educating and encouraging motorists on the roads in Kent and Medway to slow down, stay within the speed limit and help reduce the number of speed-related crashes and casualties through the combination of education, publicity and enforcement.

2. Background

- 2.1 Since the formation of the Kent & Medway Safety Camera Partnership (KMSCP) around 90 fixed safety camera sites have been installed across Kent and Medway.
- 2.2 No new fixed camera locations were identified for around 20 years, until 2018.
- 2.3 In 2016, a programme to replace old “wet film” cameras was implemented to utilise advancements in camera technologies to digital capabilities. During this upgrade period, a review of each site was undertaken to ensure that the site was still needed, and that other engineering measures had not been undertaken that negated the need for a safety camera. Those sites where other engineering measures, such traffic lights, had been installed, were recommended for removal. Unless the characteristics of a road have been changed, there is no other legitimate reason to remove a safety camera. A site detecting zero offences does not mean the camera is not needed, it determines the camera is doing its job.
- 2.4 The digital upgrade was completed in its entirety in 2023. There are currently a total of 65 fixed camera sites in Kent and 27 in Medway, and several cameras on National Highways network, not covered by the KMSCP. The KMSCP also supports 53 mobile camera sites across Kent and Medway.
- 2.5 Fixed safety cameras such as speed, red light and average speed systems are determined and installed at sites where safety has been compromised. These sites are identified by recorded and validated personal injury collisions because of excessive speed and/or red-light violations, for example. The current criteria fall broadly in line with national advice and policy and fixed cameras are considered where there has been three or more serious or fatal speed related personal injury collisions over a three-year period. In addition to this, safety cameras may also be installed following a robust investigation that determines safety cameras are the most appropriate measure to reduce

evidenced personal injury collisions. Details of the criteria can be found at www.kmscp.co.uk.

- 2.6 Fixed safety cameras are a valuable tool in road safety's armoury of measures to mitigate injury on the highway. The latest study of 20-year data to the end of 2024, shows that almost all locations covered by fixed and mobile cameras, saw an average decrease, of the most severe injury crashes, by 48%. Fixed and mobile safety camera locations are reviewed every three years, based on road environment and crash data.
- 2.7 Mobile safety camera sites are determined where there has been one or more fatal or serious injury speed related collision over a 5km stretch of road in the last three years. Mobile enforcement may take place in immediate response to a serious or fatal collision, on the advice of Kent Police's Serious Collisions Investigation Unit. Further mobile van support can be provided at sites where community concern is such that evidence shows persistent excessive speeds. Vans may also support road works, and Kent Police's Speed Watch initiatives. Community based mobile enforcement is a temporary measure and sites are reviewed every year. Kent County Council has a regular dialogue with Kent Police to raise awareness of speed-based community concerns.

3. Repairs

- 3.1 The cost of maintaining cameras and the associated software and hardware is shared amongst its asset owners. For fixed cameras, the cost of the equipment at the roadside is maintained by the relevant Highway Authority, i.e. Kent County Council, Medway Council and National Highways. This includes the yellow housings and associated signing and lining. The physical cameras, back-office hardware and software and vans, are all maintained by Kent Police, as the enforcement authority. Contracts are in place with the equipment suppliers to ensure the equipment is maintained to the expectation of the Home Office and its required approvals. Maintenance is funded by the asset owner.
- 3.2 The last major upgrade (i.e.. wet film to digital) was fully funded from the income received through the Kent Driver Education funding (perpetrators paying to go on speed awareness courses). Any future upgrades would need to be funded from any available NDORS (speed awareness course) surplus or by the local highway authority where the camera is situated and these would need to be costed on a case-by-case basis.
- 3.3 Ongoing maintenance of KCC's Safety Camera assets is covered by an annual base revenue budget of £60,000. Additional costs that may be needed for more substantial repairs or upgrades to the Safety Cameras would need to be funded by the Local Authority themselves as the Kent and Medway Safety Camera partnership has no dedicated funding.

4. Funding

- 4.1 Revenue from speeding offences, is not received by the Highway Authority. Money from fines goes directly to the Treasury's consolidated fund (central governments bank account). There is also a capital and revenue cost associated with the implementation of speed enforcement equipment. This is not always fully understood by public road users and is sometimes subject to misunderstandings. When Kent County Council, as the relevant Highway Authority, wishes to introduce new Safety Cameras, in line with the KMSCP policy it is required to self-fund this out of the existing Integrated Transport Block allocation (Local Transport Plan funding) and there would still be a need for full support from Kent Police in line with the approved approach as there is a revenue cost to enforcing sites.

5. Contact

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