

**From:** Neil Baker, Cabinet Member for Highways and Transport  
Simon Jones, Corporate Director, Growth, Environment & Transport

**To:** **Environment and Transport Cabinet Committee – 25 February 2025**

**Subject:** Fixed Safety Camera Contract

**Decision no:** 25/00016

**Classification:** Unrestricted

**Past Pathway of report:** N/A

**Future Pathway of report:** Cabinet Member Decision

**Electoral Division:** **ALL**

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**Is the decision eligible for call-in?** Yes

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**Summary:** Kent County Council is part of the Kent and Medway Safety Camera Partnership, alongside Kent Police, Medway Council and National Highways. KCC has existing contracts for fixed safety cameras which allowed for an initial 5 years' service and up to a maximum extra of five years making a maximum service of 10 years. The first five years of the service have been completed successfully and a further extension of 5 years, to the maximum service period of 10 years, is **due to expire on 31<sup>st</sup> August 2025**. KCC needs to seek contracts to ensure an ability to continue to procure enforcement camera maintenance and other equipment, when required, to provide technology to support efforts to reduce harm on its highways.

**Recommendation(s):**

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to:

- (i) APPROVE the procurement and contract award of safety camera equipment and service through national frameworks;
  - (ii) DELEGATE authority to the Corporate Director of Growth Environment & Transport, to take relevant actions to facilitate the required procurement activity; and
  - (iii) DELEGATE authority to the Corporate Director of Growth Environment & Transport in consultation with the Cabinet Member for Highways and Transport, to take relevant actions, including but not limited to, awarding, finalising the terms of and entering into the relevant contracts or other legal agreements, as necessary, to implement the decision as shown at Appendix A.
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## **1. Introduction**

- 1.1 The existing procurement contract for Fixed Safety Cameras is due to expire on 31<sup>st</sup> August 2025. To enable the continuation of this service and to support the efforts to reduce road casualties, a new contract to secure suppliers must be procured.

## **2. Key Considerations**

- 2.1 The equipment that is used to legally enforce speeding traffic offences is subject to strict Home Office approvals, and as such there are limitations to who can maintain the equipment once it is installed. The choice of suppliers is limited to those that have already installed the equipment, therefore the most appropriate terms in which to award the contracts, is through national frameworks.
- 2.2 The chosen National Framework is Crown Commercial Services (CCS). CCS is a PCR2015 compliant framework that offers a wide range of services within the selected frameworks covering our requirements and best value.

## **3. Background**

- 3.1 Kent County Council is part of the Kent and Medway Safety Camera Partnership, alongside Kent Police, Medway Council and National Highways. KCC has existing contracts for fixed safety cameras that have been let in three separate lots. These contracts allowed the purchase of new digital cameras to replace the previous wet film cameras. In addition, the contracts allowed for their maintenance. The contracts allowed for an initial 5 years' service and up to an extension of up to five years, making a maximum duration of 10 years. The first five years of the service have been completed successfully and a further extension of 5 years, to the maximum service period of 10 years, is due to expire on 31<sup>st</sup> August 2025. KCC needs to seek contracts to ensure an ability to continue to procure enforcement camera maintenance and other equipment, when required, to provide technology to support efforts to reduce harm on its highways.

## **4. Options considered and dismissed, and associated risk**

- 4.1 Do nothing which would cause delays to maintenance of the existing camera stock would be harmful to kit itself and be an avoidance of the responsibility to adequately maintain assets on the highway
- 4.2 Use of a KCC Teckal company. These do not have the relevant experience and would have to have to procure the same services as a subcontract increasing cost and creating delay.

## **5 Financial Implications**

- 5.1 The total spend on the existing contract is £2,055,297 (including complete equipment upgrade).

- 5.2 Anticipated spend under new contract over 5 years - £1,296,698 (no complete equipment upgrade).
- 5.3 Expenditure through the contract comes from the following sources:
- NDORS surplus for new cameras, or technology improvements
  - KCC for maintenance of cameras that they are responsible for
  - Medway Council for maintenance of cameras that they are responsible for
  - National Highways for maintenance of cameras that they are responsible for
- 5.4 The key investment that is provided through NDORS surplus has already been invested during the previous 10 years of the contract amounting to £2.2M.
- 5.5 The next 5 years will be primarily maintenance costs. It is anticipated that KCC's revenue expenditure will be £75k per annum.
- 5.6 Budgets are allocated each year for KCC maintenance of this asset. Any new camera sites will be funded by the relevant highway authority.

## **6 Legal implications**

- 6.1 There are no key legal issues identified with this contract.

## **7 Equalities implications**

- 7.1 An EqIA was created in 2016 and has been revisited to check if there have been any changes. There is no impact on the protected characteristics and any works will be checked on a job-by-job basis.
- 7.2 The EqIA will be published alongside the ROD and Decision report when the decision is taken.

## **8 Data Protection Implications**

- 8.1 No DPIA required is required as KCC holds no data from the cameras.

## **9 Governance**

- 9.1 The Corporate Director of Growth, Environment & Transport will inherit the main delegations as set out in the proposed decision

## **10 Conclusions**

- 10.1 Due to the existing equipment and future requirements for technology to support work to reduce the number of people killed or harmed on the highway, KCC need to continue to maintain and provide new enforcement technology through national frameworks for at least 5 years and beyond. It is therefore proposed that this can be managed by engaging existing suppliers and

addresses the constraints around Home Office Type Approvals for this type of technology.

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### **11. Recommendation(s):**

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### **12 Background Documents**

12.1 Appendix A – Proposed Record of Decision

12.2 EqIA

### **13 Contact details**

Report Author: Tara O'Shea	Director: Simon Jones
Job title: Project Manager, Kent & Medway Safety Camera Partnership	Job title: Corporate Director for Growth, Environment & Transport
Telephone number: 03000 413743	Telephone number: 03000 418181
Email address: tara.oshea@kent.gov.uk	Email address: simon.jones@kent.gov.uk