

**To:** Maidstone Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 31<sup>st</sup> January 2024  
**Subject:** Implementation of the 2004 Traffic Management Act, Part 6 covering enforcement of moving traffic offences  
**Classification:** Information Only

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Summary: This report updates Members on KCC's Moving Traffic Enforcement project

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## **1 Context – Update from October 2023 Report**

- 1.1** Our previous report advised that KCC does not have an existing contract in place to enable processing and issuing of PCNs per TMA part 6. This required a new service provision be procured to deliver this.
- 1.2** KCC can now confirm following a full procurement process that Marstons Holdings Ltd have been formally selected as our supplier to assist KCC in fulfilling responsibility to enforce moving traffic on Kent's roads.
- 1.3** We are currently undertaking a mobilisation period, during which back-office systems are being constructed for the relevant processes such as identifying ownership through the DVLA, issuing PCNs (Penalty Charge Notices) and facilitating payment. We will need to ensure these systems are fully tested before our 'go live' date within the next month. Our conversations will also include how we whitelist and authorise approved vehicles through any restriction to avoid any incorrect issuing of PCNs.

## **2 Moving Traffic Enforcement – Tranche One Sites**

- 2.1** The Board has requested a general update on the Five ANPR (Automatic Number Plate Recognition) enforcement sites which are across the county, not in Maidstone, being progressed within Tranche One of our sites.
- 2.2** These sites are as follows:
  - Beaver Road, Ashford
  - Sackville Crescent, Ashford
  - Bluebell Road, Ashford
  - Clive Road, Gravesham
  - Greenhithe Station, Dartford
- 2.3** Beaver Road, Ashford and Sackville Crescent, Ashford both required an element of on the ground civils work to adjust the road layout to allow for successful ANPR enforcement. It can be confirmed that this work has now been carried out. These locations have had full consultation for the enforcement of the bus gates.
- 2.4** Bluebell Road, Ashford has some logistical issues with siting of cameras due to a shared space carriageway and footway alongside private driveways. Further discussion on location is required with the successful camera supplier once in place.

- 2.5 Clive Road, Gravesham is currently out for second consultation following advice and changes on signage from our Highway Improvements Team. The ANPR enforcement of this location is generally well received.
- 2.6 Greenhithe Station has completed consultation and is awaiting ANPR installation.
- 2.7 It is generally noted that progress with these sites has continued well, despite the challenges of being unable to liaise with a camera supplier during the procurement process. We are confident that these sites will be in force quickly once we are able to raise orders and the expectation, aside from Bluebell Road, is that the sites will be running by the end of Spring 2024.

### **3 Bus gate on King Street, Maidstone**

- 3.1 The bus gate on King Street, Maidstone has been highlighted as a site where unauthorised vehicles are driving through the restricted area, causing delays to the bus network and affecting the punctuality of the buses which in turn makes the service less attractive to passengers.
- 3.2 The bus gate begins at the King Street/Wyke Manor Road junction from the east, and the High Street/Mill Street junction from the west. A third entrance to the bus gate is located on Pudding Lane. Therefore, this is described as a 'zone' with multiple locations requiring enforcement.
- 3.3 Following the previous report to the Board, officers have been unable to progress discussions with the relevant camera supplier due to commercial sensitivities. We are still aware of the need to understand a process for managing Blue Badge Holders which we hope can be managed using a permitting system.
- 3.4 Additionally, it has been noted by bus operators that congestion is worse during the morning peak period. The existing Traffic Regulation Order (TRO) for this pedestrian zone enables deliveries between 5pm and 10am. There have been queries regarding the practical nature of deliveries taking place between the hours of 7am-9am where commuters and scholars services are highest.
- 3.5 Given the High Street has no parking restrictions along its length, deliveries can be carried out at any point along the road. It is expected that motorists adhere to the highway code when parking, but this does not avoid potential congestion caused when vehicles have parked on the carriageway.
- 3.6 It is understood that the set timings of the TRO authorise deliveries to shops outside of general opening hours. On the High Street this then conflicts with peak hours. It must be noted that changes to delivery times would require consultation with the businesses. Further conversation are to be had between KCC and MBC officers regarding the suitability of deliveries during peak hours and their impact on congestion.

### **4 Bus Gate at Hermitage Park**

- 4.1 Planning permission for the Croudace Hermitage Park site situated to the East of Hermitage Lane mandated a bus gate be installed by the developer. This is situated on the now constructed Chapelfield Way at its junction with Howard Drive. Currently Service 60 utilises the bus gate and runs from Maidstone King Street to Maidstone Hospital.
- 4.2 Following the opening of the bus gate between Howard Drive and Chapelfield Way, it has been noted that there is misuse of this by other road users. In line with the general

principles of good regulation, enforcement under these powers shall be carried out in a way which is transparent, accountable, proportionate, and consistent; and will only target locations where action is needed.

- 4.3 Kent County Council will plan enforcement in accordance with Department for Transport guidance. ANPR cameras are to be used for enforcement of moving traffic offences only at sites where other methods of deterrence have been tried but have failed to produce compliance, when all reasonable engineering steps have been taken to design out driver non-compliance. It is noted that the current sump buster on site is not providing sufficient self-regulation in preventing misuse.
- 4.4 We are promoting the enforcement of this location using funding from the Bus Service Improvement Plan. A general update on this DfT funding will be received by the Board during this meeting. This site is currently undergoing a detailed sign design process with contractors working alongside our Highway Improvement Team.
- 4.5 Consultation for the enforcement of this existing bus gate is currently open and local member support has been received for ANPR enforcement of this site.

## **5 Next Steps**

- 5.1 Officers will remain supporting Marstons Holding Ltd in the mobilisation of the back-office system and deployment of traffic enforcement cameras at our Tranche one sites.
- 5.2 Work on King Street Bus Gate will continue with conversations soon to be facilitated with our camera supplier. KCC officers will liaise with MBC officers, bus operators and the Blue Badge enforcement team in preparation for discussions with KCC's supplier.
- 5.3 As and when a way forward is agreed, a 6-week consultation on the principle of KCC enforcing this site will be required in line with government guidance.
- 5.4 Hermitage Park bus gate is expected to complete consultation mid-February with installation of cameras to follow shortly after.

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