# KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

| DECISION TO BE TAKEN BY: | DECISION NUMBER: |
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| Peter Osborne<br>Cabinet Member for Highways & Transport | 26/00061 |

**Executive Decision – key**

**26/00061 - Joint Transportation Boards Future Arrangements**

**Decision:**
As Cabinet Member for Highways and Transport, I agree to

APPROVE the termination of the existing Joint Transportation Board agreements.

DELEGATE authority to the Director of Highways and Transport, to take all necessary actions to terminate the existing agreements, including serving any required notices and any associated documentation.

DELEGATE authority to the Director of Highways and Transport, in consultation with the Cabinet Member for Highways and Transport to develop, finalise and implement replacement local highways and transport engagement arrangements, including the approval of associated Terms of Reference required for their operation.

DELEGATE authority to the Director of Highways and Transport in consultation with the Cabinet member for Highways and Transport to make minor amendments to the replacement arrangements where necessary to ensure their effective operation and to respond to changes in legislation, local government structures or operational requirements.

DELEGATE authority to the Director of Highways and Transport to take the relevant actions, including, but not limited to, negotiating, finalising the terms of and entering into the necessary arrangements, contracts and associated legal documentation required to implement this decision.

**Reasons for decision:**
The existing Joint Transportation Board arrangements date from 2005 (five districts) and 2021 (six districts). Based on mutual agreement there are no formal Joint Transportation Board arrangements with Maidstone Borough Council. As such, there is no consistent or framework for engagement on local highways and transport matters.

In September 2023, KCC's Scrutiny Committee reviewed the operation and effectiveness of the JTBs. It identified inconsistencies in how the JTBs operated, a lack of clarity around governance and decision-making, and differing views about

their purpose, effectiveness and efficiency. The Committee recommended that KCC consider replacing the existing arrangements with a revised model for local highways and transport engagement that is clearer and efficient and flexible to adapt to an evolving Local Government landscape.

**Financial implications:**
Administrative support for the current JTBs is provided by district and borough councils. The administrative responsibilities for the replacement arrangements will be agreed with each council as the new model is developed.

The arrangements will be designed to be proportionate and to minimise additional demands on KCC services; any additional KCC responsibilities arising from the agreed model will be managed within existing budgets and officer resources.

**Legal implications:**
The existing agreements must be ended in accordance with their respective termination provisions. Any replacement arrangements must be consistent with KCC's Constitution, statutory responsibilities and decision-making framework. Governance and Law will review the final arrangements before implementation.

**Equalities implications:**
No direct adverse impacts on people with protected characteristics have been identified. Any potential barriers to participation arising from the replacement arrangements will be mitigated through stakeholder engagement, accessible arrangements, published information and continued opportunities for local input. The Equality Impact Assessment will remain under review as the arrangements are developed and implemented.

**Data Protection implications:**
No personal data will be processed.

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**Cabinet Committee recommendations and other consultation**:
This version of the PROD is included in the agenda pack for committee members to review ahead of the meeting.

**Any alternatives considered and rejected:**

- **Retain existing arrangements.**

Retain the existing arrangements, providing continuity but leaving the inconsistencies identified by Scrutiny unresolved.

- **Terminate the agreements without a replacement model**

Rely on existing engagement channels, which would be simpler but reduce transparency, consistency and structured local discussion.

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Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

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| Signed | Date |