

ROAD SAFETY & ACTIVE TRAVEL NEWSLETTER



ISSUE 9 (APRIL – JUNE 2026)

As we start to enter the summer months, KCC's Road Safety & Active Travel Group has been working hard to make active travel, such as walking, wheeling and cycling, an attractive, realistic and safe choice for short journeys in Kent.

Whether that be through the roll out of WeRoam across Kent, the Safer Road Users Team's upcoming attendance at a number of family days across the county or with the launch of our Summer 2026 drink drive campaign, using World Cup excitement to highlight the importance of planning ahead.

We hope that you all have the opportunity to keep active, stay safe and enjoy the sunny weather.



PLACEMENT OF SPEED TOOLKIT BANNERS

As you know, the Highway Improvements Team (HIT) works with Safer Road User colleagues to offer a number of resources, to support Parish and Town Councils to encourage safer driving through your towns and villages. The most popular are our speed toolkits, which are designed to encourage compliance of 20mph and 30mph speed limits by providing the tools, assets and information needed to successfully communicate this message and consists of posters, car stickers, bin stickers and banners.

Please bear in mind that an appropriate location for the banner should be identified before one is requested from HIT. These cannot be attached to highway assets or installed on highway land and will be removed if installed at an inappropriate location or where the banner is believed to be causing an obstruction to visibility.

If unsure, please liaise with your Community Engagement Officer in the first instance.



USEFUL LINKS

- [KCC Fault reporting tool](#)
- [KCC led consultations](#)
- [District Council services](#)
- [Kent Police reporting tool](#)
- [CrashMap UK](#)
- [DfT's Setting local speed limits](#)
- [Planned roadworks](#)
- [School travel plans](#)
- [Lorry Watch](#)
- [Community Speedwatch](#)
- [Kent & Medway Safety Camera Partnership](#)
- [Kent Road Safety](#)
- [Responsible Parking](#)
- [Enforcing moving traffic offences – Kent County Council](#)

ROAD SAFETY & ACTIVE TRAVEL GROUP (RSATG) SEMINAR

On 21 and 30 April 2026 the Road Safety & Active Travel Group (RSATG) hosted its first dedicated RSATG Seminar in Maidstone and Deal respectively.

The two sessions, attended by over 150 Parish/Town Council representatives and County Members, offered attendees an insight into how each team within the group collaborates across RSATG, wider Highways & Transportation teams and Kent Police to identify the most appropriate, effective and long term solutions to the highway safety concerns they raise.



Attendees were treated to a number of different presentations from Officers across RSATG, beginning with Vision Zero to establish the golden thread that underpinned each of the presentations and the overall theme of the event. The remaining topics included those that are regularly discussed between Officers and elected representative's at Highway Improvement Plan (HIP) review meetings including Safety Cameras, how we record and use data (such as telematic speed and collision data), the work of the Highway Improvements Team, Active Travel infrastructure, interventions and school support, and road safety campaigns and education.



We also welcomed introductions from Peter Osborne, Cabinet Member for Highways & Transport, the Chief Executive of Kent Association of Local Councils (KALC) and a guest speaker from Kent Police who shared information on the Community Speed Watch (CSW) initiative.

The sessions were positive, interactive and engaging, designed to encourage discussion and strengthen relationships, with a dedicated opportunity to network with other Parish/Town Councils, KALC, Kent Police, HIP representatives and the wider RSATG.



We would like to thank all those that took time out of their busy schedules to attend the in-person RSATG seminar. We received excellent feedback from the two sessions with 98% of those providing feedback likely or very likely to recommend the seminar to others, and 98% rating the seminar good or excellent overall.

Following this success, we are now hosting a virtual seminar, covering the same content/presentations, for those of you that were unable to attend the in-person sessions.

I just wanted to say how great yesterday's seminar was, it was well organised, professionally run and very well attended. Every single presentation was interesting, informative, and superbly delivered.

Congratulations on the excellent event yesterday. It was obvious that a lot of work went into the presentations and everyone I spoke to thought it went very well and the right balance of being informative but not a lecture.

I wanted to take a moment to congratulate the team on an excellent seminar yesterday. It was not only highly informative but also packed with practical advice that I believe will benefit us all.

The virtual seminar will be held on **Thursday 9 July 2026** on MS Teams, with presentations starting promptly at **09.30am**. All County Members, Parish and Town Councillors and Clerks are welcome.

We hope that you can join us for what promises to be another collaborative and engaging seminar.

If you have any questions regarding the above, please do not hesitate to contact your Community Engagement Officer.

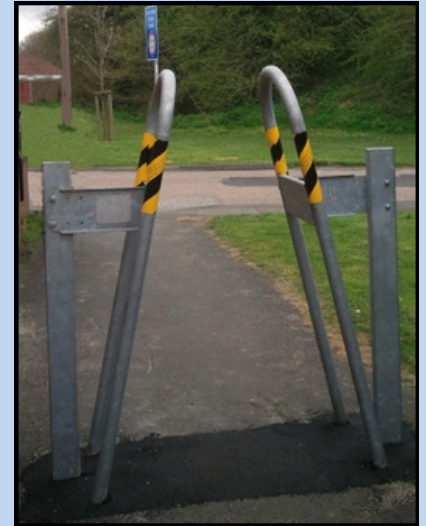
Please note: Whilst it is not possible to share the presentation slides due to file size, this virtual seminar will be recorded, and the recording shared with all shortly after.

DID YOU KNOW?

BARRIERS ON FOOTPATHS/ALLEYWAYS

On occasion, Kent County Council (KCC) receives requests for barriers to be installed on footpaths/alleyways, often to address antisocial behaviour caused by motorbikes using the pedestrian route as a cut through.

However, we also receive many requests for existing barriers (usually industry standard a-frame barriers) to be removed in order to make the pathway more accessible for those with mobility impairments. A decision on whether or not to remove existing barriers is carefully considered against the risk of increased anti-social behaviour and use by motorbikes and mopeds on the affected routes.



With regard to installing new highway infrastructure, unfortunately there are no barriers available which prevent alleyways and footpaths being used by motorbikes but do not also impact access for mobility impaired road users in wheelchairs and on mobility scooters, especially as most mopeds require less manoeuvring room than mobility scooters.

Installation of alternative measures, such as cycle chicanes, can not only be very costly, as there is often a requirement to widen the footpath, but they are also unlikely to deter motorcyclists completely, merely slowing them down.

As such we generally do not install new barriers unless there is substantial evidence of antisocial behaviour and risk of safety to pedestrians using the route in question. Whilst we acknowledge and sympathise with the safety concerns of pedestrians, KCC must also follow national standards and ensure inclusive access for all road users, including those with mobility impairments, as outlined in the Equalities Act.

Instances of anti-social behaviour such as this should be reported to Kent Police on their non-emergency number 101 or online at [**www.kent.police.uk/ro/report**](https://www.kent.police.uk/ro/report) to enforce under their existing powers.

THIS QUARTER IN NUMBERS

Between April and June 2026, the Highway Improvements Team has carried out the following work in conjunction with Parish and Town Councils and County Members across Kent:

- Parish/Town Council meetings – **49**
- Number of HIP/Parish funded schemes delivered – **13**
- Total value of KCC funded schemes (HIP budget) delivered – **£23,266.75**
- Total value of Parish/ Town Council funded schemes delivered – **£0**

The Safer Road Users Behaviour Change Team has delivered the following interventions:

- Road Safety Club (Year R – Year 6) – 7,460 pupils reached
- Road Sense (Year 7 & 9) – 3,597 pupils reached
- Young Driver & Passenger (Year 12 & 13) 1,552 followed up with 1,913 at the Five Live sessions



In addition, between April and June 2026, the Safer Active Journeys Team delivered **1384** bikeability training sessions in schools across Kent. These sessions range from learning to ride up to equipping riders with the skills needed to stay safe in more challenging urban situations and learning more advanced skills.



- **Virtual Road Safety & Active Travel Group (RSATG) Seminar** – Thursday 9th July (MS Teams) 09.30am–13.00pm. Email west.highwayimprovements@kent.gov.uk or east.highwayimprovements@kent.gov.uk for more information.

- **Dr Bike events** – for dates and locations of upcoming Dr Bike events happening across the county please visit <https://bbr.cyclinguk.org/Events/?region=Kent>



- Bikeability holiday course – taking place at the Cyclopark, Gravesend and at Harper's Cafe, Ashford this Summer. All courses should be pre-booked and this can be done for £5 via Eventbrite (www.eventbrite.co.uk):

Gravesend 22nd July 2026
Gravesend 23rd July 2026

Ashford 28th July 2026
Ashford 29th July 2026
Ashford 30th July 2026

- The Safer Road Users Team will be at a number of events across the summer including Kent Fire & Rescue Service Open Days, the Scouts Summer Fayre, Tractorfest, the Air Ambulance Family Fun Day and various Family Hub Fun Days. **Follow us on social media for more details – @kentroadsafety**
- The Safer Road Users Team is also pleased to be launching **Post Collision – Session 5 of the Young Driver and Passenger Course**. The launch event will take place at Kent Police College in July and will be delivered to schools and colleges in the next academic year.

Your next adventure starts outside your front door.

WeRoam turns everyday walks into local discoveries, points, challenges and rewards.

Download on the App Store

GET IT ON Google Play

Funded by UK Government

Kent County Council

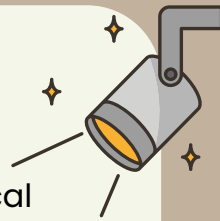
WeRoam

Following a successful launch across Gravesham and Maidstone, WeRoam is going Kent wide, with virtual WeRoam markers across the entire county for you and your parishioners to go out and collect! On top of that, WeRoam has had a makeover, now with bronze, silver and gold tiered markers to collect, with the additional chance of earning real life rewards along the way! So please download WeRoam from Google Play or the Apple App Store and join us.

We also need your help to spread the word and get people moving through WeRoam, to build a community of movers across the county, and if you know any great local businesses or organisations that would like to join us in offering rewards to local people, or would like to promote their event via the app, then please let them know they can contact us via the partner page on the website (<https://weroamapp.com/partners>).

Let's earn points, hit milestones, join challenges, and feel happier and healthier as a community.

IN THE SPOTLIGHT: ELECTRONIC WARNING AND SPEED INDICATOR SIGNS



Parish/Town Councils are often concerned with speed related issues in their local areas. However, sometimes these are at locations where either all other possible engineering measures, such as gateways, build outs, white lining improvements etc., have either already been ruled out (for legal, technical or cost prohibitive reasons) or have been delivered but have not had the desired effect in slowing vehicle speeds.

In these instances, the Highway Improvements Team works with Kent County Council's (KCC) Traffic Operations and Technology Team to offer road safety education tools as an alternative solution.

These tools are in the form of either a Vehicle Activated Sign (VAS) or Speed Indicator Device (SID) and either have their own eligibility and site criteria:

Vehicle Activated Sign (VAS)

These electronic warning signs are installed at fixed locations throughout the county, most commonly to remind motorists of the prescribed speed limit. They activate when the Kent Police enforcement threshold is exceeded (10% + 2mph over the posted speed limit).

These signs are non-mandatory and non-statutory; therefore, they cannot be enforced and must be supported by other adjacent legal static signage. **Every location must have either a collision history or known speed related problem** that has not been addressed by the use of other engineering measures as mentioned above.



For speed related applications, **comprehensive survey data is required to evidence the issue**, as electronic signs are a last resort option.



A variety of sizes and prescribed warning legends can be used, including: 30/40mph, bend/junction ahead, road narrows or school; each with an optional SLOW DOWN message. However, the use of smiley/sad faces or "THANK YOU" are not permitted by the regulations.

Proposals are assessed on an individual basis; there is no defined criteria with regards to where these signs can be installed but the location must be within the highway boundary, be supported by mandatory signage and must not cause an obstruction or other safety concern.

Please note that there is no funding available for the provision or replacement of damaged or old VAS, as they are not safety critical assets. As such the installation and on-going costs relating to VAS equipment requires Parish/Town Council funding. Each sign comes with a six-year warranty from the manufacturer.

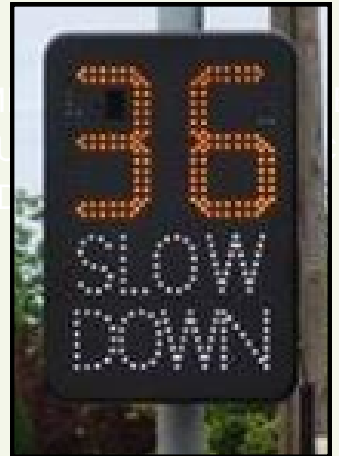
Speed Indicator Device (SID)

At locations where there is no collision history or known speed related problem, an alternative scheme is available using a portable speed indicator device (SID) which is managed locally by parish volunteers. This gives more flexibility than a VAS, does not require a speed survey and is a community-based asset.

The SID scheme is comprised of a single SID unit which is used in rotation across a **minimum of three fixed poles within existing 30mph zones**. The SID is easily moved by a single person between brackets at the agreed locations and requires no tools to be used on site.



Each proposed location will be assessed individually but must be within the highway boundary. **A Location Request Form can be requested from your Community Engagement Officer.** This must be submitted for each proposed site, which must be within the highway boundary and at least 150m inside 30mph speed limit changes. The SID cannot be attached to existing street columns and must not distract drivers or obscure hazards. No locations will be agreed where traffic management is required to access and relocate the SID or where volunteer safety may be compromised when moving the unit.



As with VAS, there is no funding available for the provision or replacement of damaged or old SIDs. The sign has a 12-month warranty from the manufacturer who will liaise directly with the Parish Council on any technical issues. Replacement batteries, new brackets or extra poles are available but must be discussed with the KCC Traffic Operations and Technology Team to ensure compatibility. It is strongly advised that the SID is covered by Parish Council insurance, as in the event of theft or third-party damage KCC is unable to provide a replacement.

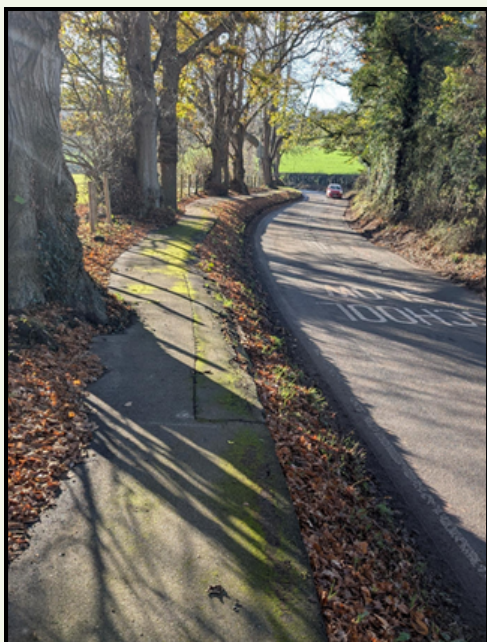
Important information

Neither VAS nor SIDs can be used for enforcement purposes and are not suited to use in 20mph areas due to the nature of the radar unit and activation thresholds. SIDs in particular are indicative only and in a 20mph would flash between 17mph and 25mph. This not only gives a false representation, but this also does not address those that are exceeding the enforcement limit (20mph + 10%+2mph).

Whilst we are aware that there are SIDs being installed on 20mph roads elsewhere in the country, there is no guarantee that these have been approved by the relevant highway authority. In Kent we are aware of manufacturers offering similar equipment to the SIDs installed by KCC privately, and that these are being installed without the relevant permissions. It is not possible for Parish/Town Councils to purchase and install their own electronic signage. All SID apparatus must be procured through KCC's agreed process to ensure the safe delivery of an effective scheme using tested and approved suppliers. All unauthorised installations on (or adjacent to) the highway will be removed.

For more information please speak to your Community Engagement Officer or review the information provided in the latest Highway Information Pack on pages 52–55.

**FOOTWAY UPGRADE SCHEME, VALLEY ROAD, FAWKHAM –
JOINT FUNDED THROUGH
SEVENOAKS DISTRICT COUNCIL COMMUNITY INFRASTRUCTURE LEVY (CIL)
FAWKHAM PARISH COUNCIL**



In 2024, Fawkham Parish Council raised concerns via their Highway Improvement Plan (HIP) relating to the safety of a surfaced footway along Valley Way, Fawkham, running from the Fawkham Green area to Fawkham C of E Primary School and the Village Hall. This raised footway was in a poor state of repair with sections where the edges were crumbling and only a short section next to the school had any form of railing separating it from the carriageway. In other areas the footway runs very close to the carriageway (c.75cm) and/or has a drop down to the carriageway of over 2m.

As the only footway in the parish, it is used daily by parents walking their children to and from the Primary School as well as dog walkers, and by people from the Fawkham Green area to access the village hall to vote and attend meetings, activities and events.



Through the HIP process, Kent County Council's (KCC) Highway Improvements Team liaised with the Footway and Cycleway Asset Renewal and Preservation Team who undertook an assessment of the 800m long footway. As a result, three sections of footway were identified as being of the highest safety concern, requiring the installation of pedestrian guard railing and accommodation of retaining features.

Due to the cost of the proposed works, totaling £95,000, this scheme was found to be cost prohibitive within KCC's existing budgets. However, Officers from the Highway Improvements Team worked alongside Fawkham Parish Council to submit a bid to Sevenoaks District Council (SDC) for funding from their Community Infrastructure Levy (CIL). This was on the basis of contributing to the wider active travel initiatives of the parish by facilitating safe passage for all pedestrians and improving health and wellbeing by encouraging active travel particularly for the parents and children of Fawkham C of E Primary School. This improved facility would also enable the school to utilise a number of initiatives to reduce their carbon footprint and congestion such as a walking bus.

In the summer of 2025, SDC advised of a successful CIL application and £65,000 of funding was secured for use towards delivery of the footway improvement scheme. The £30,000 remaining cost of the scheme was funded by Fawkham Parish Council.

The scheme to install guard railing, shoring up of the retaining bank and patching the carriageway was delivered to budget under a full road closure in March 2026 by KCC's Footway and Cycleway Asset Renewal and Preservation Team.



This is an excellent example of collaborative working across the Parish Council, District Council and multiple teams within KCC's Highways & Transportation department. Where the cost of a proposed HIP scheme may exceed what could reasonably be funded from existing KCC HIP or Parish Council budgets, your Community Engagement Officer is committed to working with you to identify other possible funding streams in order for the desired works to be delivered.

IMPORTANT UPDATE ON TIMESCALES FOR DELIVERING HIGHWAY IMPROVEMENTS

We are continuing to work through the transition to the new Highways Term Maintenance Contract that we told you about in the last newsletter and, as a result, there remains a need to carefully manage the volume of work being issued for delivery so as not to affect the response to critical road defects and emergency responses. We have some schemes from the last contract that we need to reraise or that have been waiting for this contract to start so unfortunately we do have a slight backlog and this will inevitably impact overall programme timelines. We are continuing to build relationships and feel our way through these first few months of the contract so please bear with us.

The Highway Improvements Team is also currently experiencing a period of very high demand and the volume of work being managed and delivery on site may take a while to catch up. As well as our crash remedial programme and Local Transport funded schemes our records show that there are over 400 HIP and parish-funded schemes in progress currently. This level of activity is considerably higher than would typically be expected at this point in the year and reflects the scale of demand being managed across the County.

As well as a new contract we are also analysing our crash data and sites for consideration, so this is a very busy time. We would like to thank you for your continued patience and want to assure you that we are doing all that we can to progress delivery of your highway improvement schemes. Your Community Engagement Officer will continue to keep you updated as further information on delivery timescales becomes available.

HAVE YOUR SAY

We value your feedback and would love to hear from you if you have any thoughts or suggestions as to what you'd like to see in future issues. Please complete this brief questionnaire which will allow us to ensure that our newsletters are providing you with the information that you would like to see.

Have your say - Microsoft Forms