

ROAD SAFETY & ACTIVE TRAVEL NEWSLETTER



ISSUE 8 (JANUARY – MARCH 2026)

THANK YOU!

As we reach the end of the 2025/26 financial year we wanted to, again, take this opportunity to say a big thank you for continuing to work with us through the Highway Improvement Plan (HIP) process, and helping us to identify and deliver schemes that are important to your communities.

We continue to maintain a very high take up of HIPs across Kent with **94%** of all Parish/Town Councils and County Members that represent unparished divisions holding an active HIP. We hope that you continue to see in these newsletters just how much work the Highway Improvements Team is carrying out, and specifically in this issue how much work has been carried out in 2025/26, as a direct result of this collaborative working with you all.

We are also still eager to hear from and welcome the opportunity to work with those Parish/Town Councils and County Members who have not yet submitted a HIP. Please do not hesitate to contact us at west.highwayimprovements@kent.gov.uk or east.highwayimprovements@kent.gov.uk so that your designated Community Engagement Officer can get in touch to introduce themselves and arrange to meet with you in order to assist you with compiling your first HIP.

We look forward to continuing to work with you all in 2026/27.

2025

LOOKING BACK

Between April 2025 and March 2026 we carried out **226** HIP meetings across Kent, resulting in the delivery of **17** Parish Council funded schemes and **126** schemes totalling **£195,708.70**, funded from KCC's dedicated HIP budget.

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](#)

DID YOU KNOW?

PROTECTING PRIVATE PROPERTY



At Kent County Council (KCC) we are regularly asked to consider installing measures to protect and/or improve access/egress to private properties.

However, KCC has a policy of not installing physical features to protect private property in the footway or verge.

The most common request we receive is for the installation of bollards however trying to barrier or deflect vehicles in this way could cause additional safety risks and likely increase the severity of any injuries. Nationally there is a move to make road environments more passively safe by reducing the scale and amount of street furniture alongside the carriageway. This is not just for the purpose of reducing injury severity of vehicle occupants, but also of other road users. When barriers and bollards are hit or vandalised, they are often left in a dangerous state. In some cases, for example, damaged bollards are left blocking footways forcing pedestrians to walk in the carriageway

We also regularly receive requests for convex safety mirrors and/or parking restrictions to be installed to facilitate individual requests for assistance getting on and off of private driveways. We appreciate the issues that some residents can experience when navigating on and off their drives however we are unable to facilitate requests for assistance getting on and off of private driveways. It is an unfortunate truth that there are many properties across Kent that experience similar issues, and KCC does not have the resources to resolve parking disputes. Instead, any vehicles blocking a private driveway can be reported to Kent Police by using their online reporting system [**www.kent.police.uk/ro/report**](http://www.kent.police.uk/ro/report).

Whilst our approach can be frustrating for residents, especially when damage is being caused to their property, with Kent being the size it is, KCC, as highway authority, is not in a position to assist with requests from individual residents. The main focus of the Highway Improvements Team is to deliver crash remedial measures at crash cluster sites with the aim of reducing fatal and serious injuries on Kent's roads.

This, of course, is in addition to our Highway Improvement Plan (HIP) process which enables us to deliver community based projects.

These projects should be prioritised via the Parish/Town Council's or County Members HIP with evidence of support by, and benefit to, the community as a whole.

THIS QUARTER IN NUMBERS

Between January and March 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 - **59**
- Number of HIP/Parish funded schemes delivered - **61**
- Total value of KCC funded schemes (HIP budget) delivered - **£69,097.80**
- Total value of Parish/ Town Council funded schemes delivered - **£22,332.73**

In addition, the Safer Road Users Behaviour Change Team has delivered the following interventions (figures are for January and February 2026):

- Road Safety Club (Year R - Year 6) - **6,284** pupils reached
- Road Sense (Year 7 & 9) - **4,537** pupils reached
- Young Driver & Passenger (Year 12 & 13) **2,358** followed up with **2,495** at the Five Live sessions
- Mature driver & Passenger course - **217** older drivers reached



UPCOMING EVENTS

- **Bikeability** - The Bikeability Team is running some FREE Easter holiday sessions for children in Year 6 who didn't get the chance to take part in previous training.

Choose a date that suits:

15, 16, 17 April 2026

Venue:

Cyclopark Gravesend (DA11 9NP)

Spaces go fast — don't miss out!

Book on **Eventbrite** - search for us using Bikeability - Gravesend

- **Road Safety & Active Travel Group (RSATG) Seminar (FULLY BOOKED)** - Tuesday 21st (Sessions House, Maidstone) and Thursday 30th (Betteshanger Park, Deal) 09.00am-13.00pm. Email west.highwayimprovements@kent.gov.uk or east.highwayimprovements@kent.gov.uk for more information.

TOP
EVENT



WeRoam

Kent County Council (KCC) has launched WeRoam, a new free walking, wheeling and cycling app designed to help people build more movement into their everyday lives.

An opening event was held at the Gravesend Cyclopark on 24 January, where many residents took part in free activities including e-bike taster sessions, Dr Bike services and bike-marking.

The early response to WeRoam shows real momentum building. The strong uptake demonstrates how digital tools, combined with on-the-ground support, can meaningfully shift habits and help people feel more confident, connected and motivated to get moving. The Active Travel Interventions Team had a real boost seeing such a large attendance to the event.

The WeRoam app is currently being piloted until the end of June 2026 in Maidstone and Gravesham, and we would encourage Parish and Town Councils in these boroughs to not only make use of the app, but also to promote both the app and our upcoming "Roamathon" event through your own Parish newsletter, website, social media platform etc.



More information can be found at
<https://www.weroamapp.com/>.

If the pilot in Gravesham and Maidstone proves to be a success, the team will then look to roll the WeRoam app out across the county.



YOUNG DRIVER AND PASSENGER COURSE THE SAFER ROAD USERS TEAM

The Safer Road Users Team is pleased to announce some exciting news about our award winning Young Driver & Passenger course.

The course, recognised with the 2024 Prince Michael International Road Safety Award for its outstanding achievement and innovation is offered to Year 12 and 13 students across the county.

Currently, the course consists of four virtual sessions followed by a live Q&A presentation.

The four virtual sessions cover 1) driving and seeing, 2) impairment, 3) speed and force and 4) impulse and control.

These sessions are designed to influence the attitudes and behaviours of both young drivers and passengers who are over-represented in crash data.



We are now enhancing the course by replacing the live Q&A with a brand new fifth session – post collision, to help increase survivability, in line with our Vision Zero Kent Strategy.

The aim of the session is to give clear strategies to aid young drivers and passengers when faced with a crash situation. This will be achieved by supporting them with an overview of post collision actions as well as an understanding of how best to support emergency responders attending the scene, which will assist in developing safer behaviours at the scene of a crash.

The new face-to-face session will be delivered by a Road Safety Officer after sessions one to four. Kent Police, Kent Fire and Rescue Service, South East Coast Ambulance Service and National Highways have all contributed to and appear in the accompanying film to share their experience and knowledge around safer strategies, best practice and legal requirements.

This new fifth session will be rolled out imminently to all secondary schools and colleges who have signed up to receive the course.

NEW HIGHWAYS TERM MAINTENANCE CONTRACT (HTMC) RINGWAY

In November, Kent Highways signed a new long-term HTMC contract with Ringway to maintain and improve Kent's roads, marking the start of a new era for Kent's highways services. The contract commences from 1st May 2026, and we are now in the mobilisation phase. The new 21 year contract, which is worth in the region of £50 million a year, will cover everything from gritting in winter and fixing potholes to maintaining bridges and responding to emergencies 24/7. The contract is designed to keep Kent's roads safe, reliable, and ready for the future. The new contract will mean Kent's residents will benefit from:

- Faster, more efficient repairs and maintenance – streamlined processes mean issues like potholes and drainage problems will be fixed more quickly, reducing disruption and improving road quality.
- Higher standards and accountability – clear performance targets ensure Ringway delivers reliable services.
- Better value for money – transparent pricing means every pound spent is tracked and focused on giving Kent's Council Tax-payers confidence that their money is being used wisely.

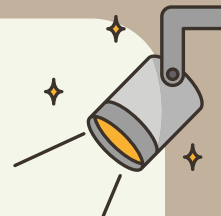
Ringway replaces Amey, who, for the past 12 years have worked in partnership with Kent Highways to deliver innovative and award-winning highways services. From pioneering new technology to supporting major infrastructure projects and community initiatives, Amey's contribution has left a lasting positive impact across the county.



Due to the change in the HTMC contract many new processes and systems are being implemented, and there will be a handover period where staff are tured across from Amey to Ringway. This process is due to take place in April 2026 so there will be a period where some works are delayed until staff at both KCC and Ringway are established in their roles and the new contract beds in. **Unless urgent, many works will not be able to be ordered/ will not take place until at least June 2026.** We thank you for your patience during this time.

IN THE SPOTLIGHT:

HOW PARISH/TOWN COUNCILS CAN INVOLVE THE LOCAL COMMUNITY IN THE HIGHWAY IMPROVEMENT PLAN (HIP) PROCESS



One of the topics that we were asked to provide information on via our “Have your say” feedback form was how Parish/Town Council’s can involve their local community in the HIP process.

In our April 2025 newsletter we provided some information on Traffic Regulation Orders (TRO). A TRO is a legal document which is required to help manage traffic flow (such as one-way streets), prohibit movement (weight and width restrictions etc.), changes to speed limits and parking restrictions, and is necessary to make the restriction enforceable. These are advertised and consulted on and anyone can object to, or support, any of the proposed TROs.

In addition to the formal TRO process, and to avoid delays and unnecessary spend, the promoter (Parish/Town Council or County Member) of that specific scheme must be able to demonstrate that they have engaged with all relevant stakeholders on the scheme, before moving to the formal TRO stage.

This pre-consultation engagement is the first step to ensure that the proposal has full stakeholder and community buy-in. Ultimately the aim is to have a good idea at the end of the engagement exercise as to whether or not the scheme will be supported at the formal TRO stage and this process is detailed in your Highway Information Pack.

Before this stage and prior to a specific proposed scheme being put to your residents, it is also possible for Parish and Town Councils to engage with residents before an item is even placed on the HIP.

The Highway Improvements Team does not have the resources or funds to deliver schemes that are requested by individuals and so we advise members of the public to contact their Parish, Town Council, or County Member with their highway improvement requests/concerns in the first instance. In most areas, the Parish/Town Council will then capture these concerns and where they have evidence of substantial local support (for example multiple requests relating to the same concern have been received), they will then discuss this at a Parish/Town Council meeting with a view to adding this to their HIP.

However, we are aware that some Parish and Town Councils have also reached out to their residents via surveys, newsletters and social media to understand what the main highway safety concerns are within their community before submitting their HIP to KCC for review. This can be beneficial to ascertain an early indication as to whether or not there would be widespread community support for specific locations to be prioritised on the HIP for investigation.

We would just ask that such an exercise does not result in a large number of priorities being added to HIPs as we can only commit to delivering one/two schemes per year per HIP. Any feedback received from the engagement exercise should be collated and reviewed by the Parish/Town Council and locations only added to the HIP where significant community concern for the same issue/measure can be evidenced. We would not advise adding items to your HIP that have been raised by just one or two residents as any HIP scheme should be supported by and offer benefits to the community as a whole.

NEW FOOTWAY AND PUFFIN CROSSING ON HERMITAGE LANE, MAIDSTONE – ACTIVE TRAVEL ENGLAND



Working together, Kent County Council (KCC) and Maidstone and Tunbridge Wells NHS Trust have recently installed a new footway and puffin crossing to support active travel and make it easier for residents, patients and visitors to reach the local hospital and diagnostic centre at Hermitage Court.

Active Travel England funded works including a new puffin crossing, new footway, upgraded street lighting and improvements to nearby bus stops. The infrastructure works complement wider programmes in the area, including Dr Bike sessions and route planning support to encourage sustainable travel, and now provides safer more accessible routes for everyone using the busy area.

Spencer Dixon, Deputy Cabinet Member for Highways and Transport, said:

"We're committed to improving active travel options across Kent, and this project is a great example of how we can work with partners to deliver real benefits for the community."

PEDESTRIAN REFUGE ISLAND SCHEME, A20 ASHFORD ROAD, BEARSTED – LOCAL TRANSPORT PLAN (LTP)

In 2024 the A20 working group was formed to discuss local concerns relating to speed and highway safety on the A20 corridor between Boxley and Lenham. The group consisted of a number of Parish Councils along the corridor as well as KCC Members and Officers from the Highway Improvements Team.

Following detailed discussions one of the key actions agreed was installation of a new pedestrian refuge island outside the Tudor Park Hotel.



This island provides a crossing link to the continuous footway on the northern side of the A20 and a vital connection to the existing bus stop facilities. It also acts as a road narrowing feature to help encourage slower driver speeds in the area.

The lead agent from Amey for this scheme worked excellently with the KCC Project Manager to ensure the island was designed and installed whilst causing the least amount of disruption along the busy A20 corridor.

This scheme was completed in November 2025 at a cost of approximately £18,000 using LTP funding. Each Autumn, KCC's Highway Improvements Team has an opportunity to bid for LTP funding for schemes which do not necessarily meet other criteria (such as collision data) but are deemed high priority across the county, and a real advantage to the community.

TRAFFIC CALMING SCHEME – DARENTH PARK AVENUE, DARTFORD COMBINED MEMBER GRANT (CMG) AND SMALL WORKS

In July 2024 the Highway Improvements Team was approached by the then Member for Dartford Rural with concerns from residents of speeding in the 20mph speed limit along Darenth Park Avenue. Following investigation it was determined that there was scope to reprofile and re-line the existing speed cushions along this road. This work was completed at the beginning of 2025 at a cost of £12,669, funded by the County Members CMG.

Following completion of this scheme, requests were received for consideration to be given to what further measures could be introduced along Darenth Park Avenue to address speeding and instances of anti-social driving. This resulted in the installation of five full-width carriageway humps, to replace some of the existing smaller cushions, and a refresh of the existing 20mph roundels on the carriageway.

This scheme was delivered in January 2026 under a rolling road closer which minimised disruption to residents at a cost of £11,635, funded from the Highway Improvements Team's dedicated small works budget.



ZEBRA CROSSING, HARTSDOWN ROAD, MARGATE – LOCAL TRANSPORT PLAN (LTP) SCHEME



In December 2023, the Highway Improvements Team was contacted by the then County Member, Derek Crow-Brown, on behalf of a Thanet District Councillor and then Mayor of Margate, Rob Yates. Cllr Yates had been made aware by the Headteacher of Hartsdown Academy that a student had started a petition to get a zebra crossing installed on Hartsdown Road to enable safe passage of the many students at the school, visitors to Margate Town Football Club and various other facilities in the vicinity.

Margate does not have a Town Council and so this priority was placed on the County Member's Highway Improvement Plan (HIP) for investigation. Through close working with the Thanet District Councillor, funding for the necessary pedestrian and vehicle surveys (costing a total of £1400) was secured from Thanet District Council.

Once a feasibility assessment was conducted, KCC's Highway Improvements Team determined that this site was suitable for the installation of a zebra crossing. A bid for Local Transport Plan (LTP) funding was put forward in January 2025 in order to cover the cost of delivering the scheme.

Following a successful proposal, Active Travel funding was granted for delivery of the zebra crossing scheme and this was delivered in February 2026 at a cost of £79,205.

The Headteacher and several of his students met on site with Cllr Yates, the designer of the scheme and the Community Engagement Officer within the Highway Improvements Team as the zebra crossing was being installed and were very pleased that from a petition started by a pupil and through collaborative working with both KCC and Thanet District Councillors and their Officers, that the community's voice was heard.



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](#)