ROAD SAFETY & ACTIVE TRAVEL NEWSLETTER

ISSUE 10 (JULY - SEPTEMBER 2026)

As we move into cooler weather, we hope that you and your residents had an opportunity to enjoy the summer sun, whether by earning rewards through WeRoam or even visiting one of the many summer events attended by our Safer Road Users Team.

As always, the Highway Improvements Team continues to meet with as many Parish/Town Councils and County Members as possible to review your Highway Improvement Plans (HIP) and we would like to express our thanks for the patience afforded to us by those that we were unable to meet with over the summer months.

Your Community Engagement Team remains committed to working alongside you and reviewing your highway improvement priorities for your communities. If you are unsure who your Community Engagement Officer is, please contact the relevant team at: **west.highwayimprovements@kent.gov.uk** or **east.highwayimprovements@kent.gov.uk**

🚲 KENT'S FIRST BIKE BUS LAUNCHES IN FOLKESTONE! 🚲



Our Bikeability Team has successfully trained and supported Kent's very first Bike Bus in Folkestone, thanks to funding from the Bikeability Trust. A Bike Bus is a group of children and parents who cycle to school together along a planned route, led by trained adults. The initiative helps children build confidence, stay active, improve road safety skills, and reduce traffic and emissions around schools.

A huge thank you to our Bikeability instructors Jo and Ani for their enthusiasm, dedication and support in making this possible. Their work is helping more families choose active travel and creating healthier, safer journeys to school.

To learn more, please contact the team at **bikeability@kent.gov.uk**

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) VIRTUAL SEMINAR

Following the success of our inaugural Road Safety & Active Travel Group (RSATG) Seminar held in April at Sessions House, Maidstone and Betteshanger Park, Deal, we hosted a virtual seminar on 9 July 2026 which covered the same content/presentations, for any Parish/Town Councils and County Members that were unable to attend the in-person sessions.

Attended by a further 40 elected representatives from across Kent, this session again 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 you raise.



Road Safety & Active Travel Group (RSATG) Seminar

Virtual Session - MS Teams
Thursday 9 July 2026
09:30am – 13:00pm

09.30am Welcome and Introduction – Nikola Floodgate, Road Safety & Active Travel Group Manager

09.35am – Introduction from Kent Association of Local Councils (KALC) Charmaine Keatley, KALC Chief Executive

09.40am Vision Zero Presentation – Mark Bunting, Vision Zero Strategy Manager

10.00am Safety Cameras and the work of the Kent and Medway Safety Camera Partnership (KMSCP) – Tara O'Shea, Safer Speed & Enforcement Team Leader

10.15am Speedwatch Presentation by Kent Police – PSE Alan Watson, Community Speedwatch

10.30am Road Safety Intelligence and Innovations; looking at what data we hold and how we use it – Stewart Fowler, Road Safety Intelligence and Innovations Team Leader

10.50am Question and Answer Session

11.10am The work of the Highway Improvements Team and Highway Improvement Plan (HIP) overview – Ryan Shiel and Wendy Boorman, Highway Improvements Programme Managers

11.35am Active Travel Schemes overview, interventions/initiatives and funding – Katie Ireland, Active Travel Infrastructure Team Leader, and Miranda Palmer, Active Travel Interventions Team Leader

11.55am Schools Active Travel; how can we support the schools in your areas through School Travel Plans, School Streets etc. – Iona Rogulski, Schools Active Travel Project Manager

12.10pm Safer Active Journeys Presentation – Debbie Barton, Safer Journeys Team Leader

12.20pm Safer Road Users Presentation; road safety campaigns and education – Lorna Smith, Safer Road Users Team Leader

12.40pm Closing and Question and Answer Session

At the end of both the in-person and virtual seminars, attendees were provided with both a feedback form and an RSATG Seminar handout. This handout provided summaries of each of the teams responsibilties as well as their contact details and some key website addresses for you to learn more.

If you would like to receive a copy of the handout or have questions about completing the feedback form please do not hesitate to contact your Community Engagement Officer at **west.highwayimprovements@kent.gov.uk** or **east.highwayimprovements@kent.gov.uk**.



Road Safety & Active Travel Group (RSATG) Seminar

To ensure that today's seminar run smoothly and to time, we have not included time for questions during/after each presentation, however there will be an opportunity to ask any questions that you may have during the two dedicated question and answer sessions. You can also submit your questions in writing for a formal written response following the seminar. Please send these to:
west.highwayimprovements@kent.gov.uk
east.highwayimprovements@kent.gov.uk

Please feel free to use this handout to make any notes/ questions that may come to you during the presentations and to keep after the seminar.

- Vision Zero

Presenter: Mark Bunting, Vision Zero Strategy Manager

The Vision Zero (VZ) Team's focus is on cutting the number of people killed or injured on our road network. Our VZ strategy follows international best practice and employs a safe system approach that focuses on key identified elements: Safer Roads and Streets, Safer Speeds, Safer Behaviours, Safer Vehicles and Post Collision Response. Not all of these are entirely within KCC's area of responsibility, so the team actively collaborates with key stakeholders through the Kent and Medway Safer Roads Partnership to develop and deliver the safe system.

Contact details:
Key website links:



Road Safety & Active Travel Group (RSATG) Seminar Feedback Form

Thank you for attending today's virtual RSATG Seminar. We value your feedback and would love to hear from you regarding how you feel the session went and if you have any thoughts or suggestions on how we could improve should we host a similar event in the future.

Please complete this brief questionnaire which will allow us to ensure that any future seminars provide you with the information that you would like to hear about.

1. Which Parish/Town Council or KCC division do you represent?
2. How clear and easy to understand was the content? (please select one)
   - ☐ Not clear at all
   - ☐ Reasonably clear
   - ☐ Very clear
3. Which part of the seminar did you find most useful?
4. Was the seminar well-structured and well-paced?
   - ☐ Yes
   - ☐ No

If No, please tell us what we could do better next time

Once again we would like to take this opportunity to thank all those that took time out of their busy schedules to attend the RSATG seminar, whether in person or virtually, and we hope that you found them as valuable and worthwhile as we did.

DID YOU KNOW?

UNDERSTANDING CONGESTION AND HGV ROUTING CHALLENGES

At Kent County Council (KCC) we are receiving increasingly more concerns relating to congestion and rat-running across the county. Unfortunately, whilst we sympathise with how frustrating this can be for local communities, these are very difficult issues to tackle; symptomatic of the ever-increasing demands being placed on Kent's road network. Such demands are influenced to a large degree by lifestyle choices and the appeal of car travel relative to other forms of transport, but are also representative of the housing growth that is taking place in Kent.

Drivers will also use their knowledge of the area or SatNavs to travel the fastest route and local councils and highway authorities do not have any powers to regulate these satellite navigation devices. This is a national issue and legally it is the driver's responsibility to ensure they plan their route accordingly.

We understand the negative impact that increasing traffic volumes through rural villages in particular can have, especially on the many roads across the county where the road environment may not lend itself to the volume and size of traffic that is now experienced on a daily basis. We do however have to acknowledge that we are dealing with a vast historical road network and unfortunately KCC does not have the resources or funds to bring all roads in line with today's standards.

Similarly, noise pollution from the road as a result of increased traffic is not something that is within KCC's influence. Whilst Environmental Health has responsibility for noise pollution matters, noise due to traffic is specifically excluded from their Statutory Nuisance powers and KCC's Road and Footway Team is unable to undertake any surfacing works purely for noise reduction reasons due to the need to prioritise Kent's deteriorated road and footway highway assets.

Whilst your Community Engagement Officer is happy to discuss your concerns relating to traffic flows through your communities, KCC has to be clear in our approach and our duty that all highway-maintained roads are publicly accessible and those which have no physical restrictions should be available to all traffic.

As highway authority, we must appreciate that a restriction to prevent vehicles, including HGV's, using any route is always a last resort option. It is also important to consider any need for all vehicles passing through or accessing our county, and its residents, by way of providing deliveries and resources. Our Kent businesses and everyday life now rely on regular freight movements much more so with an increased reliance on online deliveries to consumers. As such, expeditious movement of travel through this route must be ensured and traffic should not be deterred from using unrestricted, and especially classified A and B roads, acknowledging that it is likely to be doing so for a purpose.

Often, the concerns that we receive relate more to HGVs using roads that the community considers to be unsuitable for their size and weight. In these instances it is possible for your Community Engagement Officer to initiate an investigation into the suitability of the road(s) in question and what measures may, or may not, be suitable to address the issues raised. For example:

‘Unsuitable for HGVs’ signage



"Unsuitable for HGVs" signs are primarily advisory signs, used to warn drivers of heavy goods vehicles that a road or route is likely to be inappropriate for large vehicles because of its physical characteristics (for example narrow carriageways, sharp bends or tight junctions, limited visibility etc).

However, these signs are not legally enforceable should the sign be disregarded by HGV drivers using their knowledge of the area and/or SatNavs to travel the fastest route.

Weight or width restriction

Environmental weight limits, typically over 7.5 tonnes, are designed to prevent large vehicles, such as HGVs, from using roads that are unsuitable for their size or weight.



A 7.5t weight restriction, whilst legally enforceable, is often disregarded by HGVs. As it stands, only Kent Police is able to enforce non-compliance with a weight restriction. Whilst the Department for Transport (DfT) enacted the remaining elements of Part 6 of the Traffic Management Act (TMA) 2004 in May 2022, which now permits local authorities outside of London to use approved camera devices to enforce moving traffic contraventions, such as weight restrictions, the realities of enforcing signs such as this needs to be recognised. For example, any restriction with an ‘except for access’ exemption would be very difficult to monitor/enforce through the use of cameras as KCC would have to be able to prove that each HGV did not have a legitimate access need along the road(s) in question. Kent Police face the same issue which is why HGVs often access these restricted roads unimpeded.

Width restrictions, typically 6’ 6”, are used to prohibit all vehicles exceeding the indicated width from being driven along a roads physically incapable of accommodating larger vehicles or to protect the environment by preventing unnecessary intrusion by large vehicles.



KCC does not generally consider the installation of physical deterrents, such as road narrowing or barriers, on roads with a width restriction as such measures can hamper refuse vehicles and emergency services vehicles as well as any larger commercial vehicles that may have a legitimate access need.

Positive lorry route signage



These signs actively direct HGVs onto the preferred or most suitable route, rather than simply prohibiting them from using unsuitable roads. They are intended to guide freight traffic along roads that are better able to accommodate large vehicles.

In order to investigate a positive lorry route signage scheme, your Community Engagement Officer will need to understand from you where the HGVs using the road(s) in question may be travelling from/to so that they can identify a reasonable route that HGVs should follow instead. When identifying a route to direct HGVs along, we have to consider the likelihood of compliance with the suggested route as well as the risk of displacing HGVs along less suitable roads.

Lorry Watch

In some locations it may be possible to set up Lorry Watch. This scheme aims to empower local residents and Parish/Town Councils to record the details of HGVs that are inappropriately using a road. This data is then passed to the Freight Officer at KCC who will remind the company in question to adhere to traffic restrictions and to remain on the strategic network where possible. They do not always get a response, but where they can, they will discuss alternative and more appropriate routes with the business.



Kent Police is no longer involved in Lorry Watch due to resourcing concerns, but a record of the incident is recorded by KCC's Freight Team so any specific trends can be identified and to help build a picture of the numbers of lorries using the road and which companies are using it.

Further information can be found on-line at **Lorry Watch - Kent County Council** and on page 60 of the Highway Information Pack.

Unfortunately, with any of the measures outlined, there is no guarantee that the installation of HGV signage will make a discernible difference to the current situation and KCC receives regular reports from across the county of HGVs ignoring these signs.

No traffic restriction can completely prevent drivers from ignoring the signs and compliance with any restriction relies on drivers and operators adhering to the signed regulations.

It may also be that there are instances where a road is not ideal for regular HGV movements but, when considering the wider highway network, there are no practical or suitable alternative routes available for vehicles requiring access to local businesses. In those instances it is necessary to balance the impacts on local residents with the reasonable access requirements of the businesses and other legitimate users. It would not be proportionate to restrict HGV access where doing so would adversely affect access to commercial premises and where alternative routes are either unavailable or unsuitable.

THIS QUARTER IN NUMBERS

Between July and September 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 - **35**
- Number of HIP/Parish funded schemes delivered - **17** (*__105__ schemes have been ordered for delivery in the coming months)
- Total value of KCC funded schemes (HIP budget) delivered - **£43,252.77**
- Total value of Parish/Town Council funded schemes delivered - **£7,844.54**

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

- Road Safety Club (Year R - Year 6) - **4,345** pupils reached
- Road Sense (Year 7 & 9) - **3,635** pupils reached
- Young Driver & Passenger (Year 12 & 13) **1,368** followed up with **557** at the Five Live sessions





Once again, the Cycle Training (Bikeability) team arranged several one-day Bikeability 'Holiday' sessions in late July/early August, which were open to any Year 6 or older children who had missed out on Bikeability training in their schools for whatever reason.

The sessions were run at Cyclopark in Gravesend, Pavilion Youth hub in Broadstairs and, for the first time, at Victoria Park in Ashford, with assistance of Ashford Borough Council.

A total of **61** children completed their Level 1 & 2 Bikeability awards.

For any Year 6 children or older who need Bikeability training, the team can be contacted via **Bikeability@kent.gov.uk**



- **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**
- **Kent Town Cup** - WeRoam's next big challenge runs from 1st-31st October. The Kent Town Cup is a friendly competition to see which town can collectively complete the most minutes of physical activity. Please visit the challenge page of the WeRoam website at **Kent Town Cup – WeRoam** to get involved and download the app.