

# ROAD SAFETY & ACTIVE TRAVEL NEWSLETTER



ISSUE 5 (APRIL – JUNE 2025)

## Welcome

In the first quarter of 2025/26, Kent County Council (KCC) welcomed 68 new County Members following the local elections that took place in May.

The Highway Improvements Team has contacted all new Members, and their Community Engagement Officers are in the process of meeting with them to introduce the team and to discuss the HIP process and how we support the Parish/Town Councils and residents in their divisions.

We look forward to continuing to work with Kent's Parish and Town Councils and all County Members as the year progresses.

### YOU SAID, WE LISTENED

As you know, at the end of each newsletter, we ask for your feedback as to what you'd like to see in future issues, and we'd like to thank those of you that have taken the opportunity to comment to date.

Over the past 12 months, we have received some really helpful feedback regarding what works, what doesn't work and what you would like to see more of. As a result we are pleased to advise that the following will be incorporated into this, and future issues:

- More on active travel schemes/initiatives
- Improved readability in terms of the design/formatting of the newsletter
- How we work with our District/Borough Council colleagues
- More examples of specific schemes delivered
- How we monitor/ review our schemes post-installation
- How Parish/Town Council's can involve the local community in the HIP process



Please do continue to use the questionnaire at the end of this newsletter to help us ensure that our newsletters are providing you with the information that you would like to see.

# DID YOU KNOW?

## COMMUNITY SPEEDWATCH PROGRAMME

Community Speedwatch (CSW) is a road safety initiative that's coordinated by Kent Police and run by local communities. Operating at carefully selected sites on roads in 20mph, 30mph and 40mph speed limits, a group typically of three trained volunteers monitor the speeds of vehicles using approved 'speed indication devices' (SIDs).

Details of vehicles travelling at or above nationally-specified thresholds (25+, 35+ and 46+mph) are recorded and reported. The registered keepers of vehicles observed repeatedly or 'high-end' speeding anywhere in Kent in the previous 12 months are then sent advisory letters by Kent Police.

The aim of the initiative is to:

- reduce death and injury on the roads
- improve the quality of life for local communities
- reduce the speed of vehicles to the speed limit
- increase public awareness of inappropriate speed
- allow ongoing community involvement in speed awareness activities facilitating long term mindfulness and training for drivers travelling within the local area



This is a popular initiative with Parish/Town Councils that are looking to address speed related issues in their local area and for those wishing to use the data generated to evidence the need for an engineering scheme, such as traffic calming to address speeding, or a speed limit reduction where lower speeds are recorded. In this instance, it is important for all speeds to be recorded, rather than just those above the enforcement limit (10% + 2mph).

A scheme can also be set-up when speeding traffic has been flagged as a concern by a County Member, local resident or neighbourhood team.

In order to access this scheme, communities need to identify a number of volunteers to carry out Speedwatch and Kent Police should be contacted (at [speedwatch@kent.police.uk](mailto:speedwatch@kent.police.uk)) to discuss where you would like to operate Speedwatch in your community. They will be able to run through the site risk assessment process and training for operators.

You will also need to gain access to Speedwatch equipment which includes an approved speed measuring device. Speedwatch equipment typically costs in the region of £2,000, however it is common for groups adjacent to other active Speedwatch groups to share equipment and there may be opportunity to borrow equipment also.

In addition, the Highway Improvements Team may be able to assist with the funding of this equipment, and to date we have assisted six Parish Council's in the purchasing of this equipment. They also meet with Kent Police bi-monthly to discuss the results of the latest Speedwatch data at key sites across the county. Please speak to your Community Engagement lead for further information regarding possible funding options. Please note that there is currently a six-month delay in receiving this equipment from the suppliers due to an issue with availability of parts.

There is more information available on the initiative at: [www.kent.police.uk/speedwatch](http://www.kent.police.uk/speedwatch).

## THIS QUARTER IN NUMBERS

Between April and June 2025, 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 - 58
- Number of HIP/Parish funded schemes delivered - 7
- Total value of KCC funded schemes (HIP budget) delivered - £14,413
- Total value of Parish/ Town Council funded schemes delivered - £0

In addition, the Safer Road Users Behaviour Change Team has delivered the following interventions (figures are currently available for April and May):

- Road Safety Club (4-11 years olds) - 4834 pupils reached
- Road Sense (Year 7 & 9) - 3724 pupils reached



- Young Driver & Passenger (Year 12 & 13) - 2017 pupils reached
- Mature driver & Passenger course - 194 older drivers reached
- New seatbelt campaign - reaching 1,334,914

...and the Safer Active Journeys team delivered (figures are currently available for April and May): :

- Adult cycle training courses to 53 people
- Small Steps Pedestrian training scheme to 120 children
- Bikeability Level 1/2 training to over 500 children

The Safer Speeds, Vehicles & Enforcement Team delivered:

- Nearly 300 minibus courses at Kent Schools, keeping children safe while on school trips etc.

## EAST STREET, TONBRIDGE - LOCAL TRANSPORT PLAN (LTP) FUNDING HIGHWAY IMPROVEMENTS TEAM

Since 2010, East Street, Tonbridge, at its junction with the B2260 High Street, has been a maintenance burden for KCC's Highways Asset Management Team with damage caused by vehicle overrun resulting in an annual expenditure of approximately £2000.



Due to East Street being a narrow lane, HGVs found it challenging to turn out of the road, onto the High Street, made more difficult by a traffic island opposite the junction which stopped larger vehicles from entering the other carriageway.

This resulted in pushing larger vehicles onto the footway and overrunning the kerbs, causing the kerbs to be raised and creating a trip hazard for pedestrians.

Due to the on-going maintenance burden on already strained budgets, along with concerns received from Tonbridge & Malling Borough Council and the County Members for the Tonbridge division of pedestrian safety and damage to the footway along Tonbridge High Street, the Highway Improvements Team was asked to investigate what engineering methods could be implemented to create an area for pedestrians and vehicles to navigate safely through the busy Town Centre.

The scheme installed involved realigning the footway with new granite kerbs and installing an area for vehicle overrun, laid with granite sets.

The scheme was completed on 23 May 2025 and the overall cost was £28,000, funded via a successful bid for Local Transport Plan funding.



## ACTIVE TRAVEL

### KCC'S ACTIVE TRAVEL TEAM LAUNCH SUMMER TOUR AT THE SEVENOAKS SUSTAINABILITY FAIR

On the 3rd of May, KCC's Active Travel Teams kicked off their summer tour with a vibrant promotion stall at the annual Sevenoaks Sustainability Fair. This event was held in conjunction with Sevenoaks District Council and the Sevenoaks Climate Action Network.

The fair, which took place at the picturesque Vine Cricket Ground in the heart of Sevenoaks, saw high attendance thanks to the beautiful weather and excellent location. Residents and visitors engaged enthusiastically with the Active Travel Teams, exploring various options for walking and cycling in Kent. The team also promoted KCC's adult bike and e-bike training programs.



Sevenoaks residents were particularly interested in the improved walking and cycling infrastructure already under construction for the west-east route across Sevenoaks, set to be completed this year. Additionally, there was keen interest in the plans for a new cycle route from Otford to central Sevenoaks, with a public consultation on the design due to start shortly.

The Kent Cycle Training team also garnered significant attention with their adult bike training offer, highlighting the community's growing interest in sustainable travel options. For more information on KCC's Active Travel initiatives, please visit the [website](#) or [contact](#) the team directly.

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### SCOOTABILITY TRAINING

Since 2023, KCC has been making great strides (or "rides"!?) in encouraging more active journeys on the school run through the free provision of Scootability Level 1 training for eligible primary schools. This initiative, funded to benefit Kent Primary School pupils in years 1, 2, and 3, has seen remarkable success and positive feedback.

Between 2023 and 2025, the Active Travel Interventions team invited Kent Primary Schools to apply for the chance to receive the free Scooter training sessions. The team were inundated with applications on each occasion and, overall, a total of 66 sessions have been funded so far. Each school received a full day of Scootability Level 1 training which included three 90-minute sessions, each accommodating up to 30 children. We are incredibly proud of achieving a reach of up to 5,940 children trained!



The objectives of the training session are to improve young children's confidence, ability and safety whilst riding a scooter. This in turn, is intended to increase "active journeys" in general, and helps to support the idea that active travel can be a safe, fun - and an accessible - choice for families on the go.

The training sessions are closely aligned with road safety messages and follow a structured approach similar to Bikeability sessions.

Post-training surveys were issued to both participating schools and parents to gauge the effectiveness of the training. The feedback has been overwhelmingly positive. In 2025 alone, 281 parents responded, with over 60% agreeing that their child is safer on their scooter following the training.

My child thoroughly enjoyed the Scootability training session. I feel the training is very beneficial and helps children to understand health & safety around using a scooter much better.



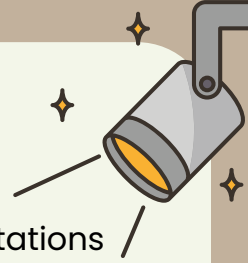
The children loved this session! They were all fully engaged and it helped encourage them to start travelling to school on their scooters instead of driving. A lot of my class come to school on scooters and it was good to see them discussing road safety during the session

As we look to the future, we hope that KCC will continue to receive funding to expand this valuable road safety training to even more schools and pupils across Kent. This initiative not only promotes safety but also encourages a healthier, more active lifestyle for our young students.

To be eligible to apply for the training, schools simply need to either have in place, or be working with the Active Travel team to complete, an up-to-date School Travel Plan (there are 113 School Travel Plans currently live/approved across Kent).

For more information about upcoming Scootability opportunities, queries can be directed to the Active Travel Interventions team via email: [ActiveTravel@kent.gov.uk](mailto:ActiveTravel@kent.gov.uk). This team can also support schools to access even more support and resources available, for free, in relation to common school-run issues such as congestion, problematic parking and safety concerns.

## IN THE SPOTLIGHT: KCC's Engagement and Consultation Team



At Kent County Council (KCC) we have a dedicated Engagement and Consultations Team whose role is to guide teams through the consultation process.

Many of the schemes identified via Parish/Town Councils Highway Improvement Plans will require a Traffic Regulation Order (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.



All new TROs are advertised and consulted on and anyone can object to, or support, any of the proposed TROs. An application for a TRO may not result in its successful implementation as, at the end of the consultation period, all feedback will be considered. The decision depends on the number of valid objections received and if more than five valid objections are received, it will be necessary to discuss them at a meeting of the local Joint Transportation Board (JTB) held by the district councils.

To avoid delays and unnecessary spend, the Parish/Town Council or County Members must be able to demonstrate that they have engaged with all relevant stakeholders on the scheme, before moving to the TRO stage.

In recent months, the Highway Improvements Team has been working closely with colleagues in the Engagement and Consultations Team, and they have been assisting us in the updating of our Highway Information Pack for 2025/26, which now includes new and improved guidance for Parish/Town Councils and County Members on how to conduct pre-consultation engagement exercises.

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. If a large number of objections are received at this stage, we will be able to review the responses to see what, if any, amendments would be needed in order to gain support from the objectors, so asking for the reasons why a resident might object is essential.

It is important that your stakeholders understand that the pre-consultation engagement process is to seek local opinion ahead of any statutory consultation, and that their views will be discussed by the Parish/Town Council/County Member, in conjunction with KCC, to help inform if and how the proposed scheme proceeds.



**Further detailed information, including advice on identifying your stakeholders, the different promotion, communication and engagement methods that should be considered, and guidance on producing a feedback report, as well as a pre-consultation engagement template, will be found in the updated Highway Information Pack which will be sent out to all Parish/Town Councils and County Members by the end of July 2025.**

# ZEBRA CROSSING, A254 MARGATE ROAD, RAMSGATE – LOCAL TRANSPORT PLAN (LTP) FUNDING

## HIGHWAY IMPROVEMENTS TEAM

The Highway Improvement Team received a petition raised by a member of the public requesting a safe crossing point for pedestrians, at the junction of Margate Road, Whitehall Road and Newlands Road, Margate. The A254 Margate Road is a busy A road linking Ramsgate to Margate and there are two schools nearby so school children regularly use this route to school. There is also a local train station and high number of residential dwellings.

A traffic and pedestrian survey was carried out and met the criteria to install a pedestrian crossing at this location. In addition, within the last five years within a 50m radius of the junction there were three recorded personal injury crashes involving pedestrians, one of which resulted in serious injury.



Whilst this did not meet our criteria to fund changes from our Casualty Reduction Measures funding stream, a bid was submitted through the Local Transport Plan programme and the bid was successful.

Consultation with local residents, the County Members and the Town Council was carried out and they were in support of the proposed zebra crossing.

The scheme involved:

- Removing a pedestrian island and replacing it with a new zebra crossing.
- The zebra crossing included zig-zag lines, high-friction surface on the approach, striped markings, and flashing orange 'belisha' beacon lanterns.
- The footways were also widened to reduce the distance pedestrians need to cross.

The scheme was completed on 13 June 2025 and the overall cost of the scheme was approximately £170,000.



## 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](#)**