By: **Stephen Perez and Michelle Carroll (Kent Fire and Rescue Service)**

To: **Kent Community Safety Partnership – 19th November 2026**

Classification: **For Information**

Subject: **Kent and Medway Road Safety Update**

Summary This paper updates the Kent Community Safety Partnership on the Kent and Medway Safer Roads Partnership (KMSRP): the sign-off of the new Kent and Medway Road Safety Strategy, a revised partnership structure and a joint delivery plan, and how these align with the national Road Safety Strategy published in January 2026. The Kent Community Safety Partnership is asked to note the changes and the priorities for delivery.

---

1. Kent and Medway Road Safety Strategy

The KMSRP brings together Kent County Council, Medway Council, Kent Police, Kent Fire and Rescue Service, National Highways and the Kent and Medway Safety Camera Partnership, under a Strategic Board chaired by the Police and Crime Commissioner. Its new strategy, *A Long-Term Vision for Safer Roads*, has now been signed off. It commits the Partnership to Vision Zero by 2050, with an interim ambition to halve the number of people killed or very seriously injured by 2035.

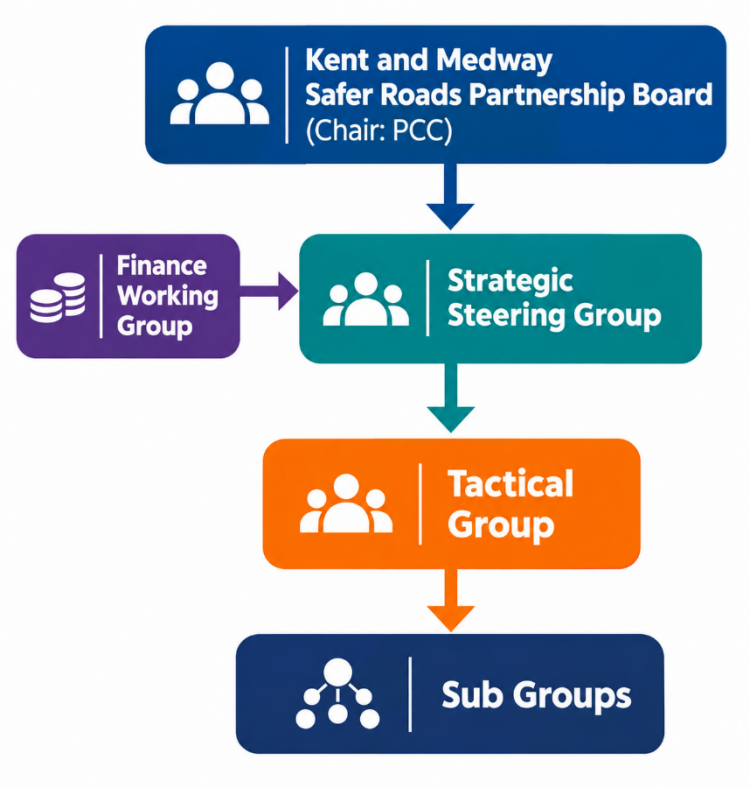
The strategy is built on the six Safe System principles: people make mistakes; humans are vulnerable to injury; death and serious injury are unacceptable; responsibility is shared; the approach is proactive; and actions are systemic.

It combines system-wide improvements with targeted action for those at disproportionate risk (pedestrians, cyclists and motorcyclists), while recognising that car occupants remain the largest single casualty group.

2. A new approach to the partnership

In agreeing the strategy, the Strategic Board recognised that responsibility for delivery was fragmented across organisations, that consensus on some issues had been difficult to reach, and that there was no dedicated link between strategic vision and tactical activity.

In March 2026, it therefore agreed to create a Strategic Steering Group of senior leads from each partner organisation, with the authority to commit resources and make decisions, to provide that link and to develop a joint delivery plan.



- **Kent and Medway Safer Roads Partnership Board (Chair: Police and Crime Commissioner):** sets the long-term vision, policy, overarching priorities and budget.
- **Strategic Steering Group:** owns the delivery plan, clears blockers and resolves resource issues, supported by a Finance Working Group and informed by national developments.
- **Tactical Group:** turns the delivery plan into coordinated activity across partners.
- **Sub-groups:** cover research, monitoring and evaluation; legislation and regulation; standards and training; design and engineering; education and communication; and compliance and enforcement.

This approach gives the whole partnership shared ownership of the strategy, lets the Board focus on governance rather than operational detail, and ensures all agencies work to the same priorities and standards. A joined-up plan also reduces duplication and allows budgets, people and equipment to be pooled where they will have the most impact.

3. National Road Safety Strategy

The Government's Road Safety Strategy, published in January 2026, is the first national strategy since 2011 and has a strong Safe System focus. Against a 2022–2024 baseline, it aims by 2035 to reduce the number of people killed or seriously injured by 65%, and of children under 16 killed or seriously injured by 70%.

Key commitments include a National Road Safety Board and Expert Advisory Panel, a new Road Safety Investigation Branch, reform of motorcycle licensing and training, young driver reform, and national guidance on lifelong learning, work-related road risk and older drivers. These sit under four themes:

- **Supporting road users:** including young, older and at-work drivers, motorcyclists, active travel and support for collision victims.
- **Technology, data and innovation:** including vehicle safety technology, linked road safety and health data, and micromobility.

- **Safe infrastructure:** including local and rural roads, speed management and the strategic road network.
- **Robust enforcement:** including a review of motoring offences, the drink-drive limit, drug driving and seat belt use.

Progress will be tracked through 17 national Safety Performance Indicators. Most measure outcomes such as deaths and serious injuries; three are leading indicators: speed limit compliance, seat belt use and mobile phone use while driving.

The Kent and Medway strategy is well timed. Its core components align with the national strategy, the delivery plan maps local activity closely to national commitments and as many national measures remain subject to consultation, it allows partners to act now.

4. Delivery plan

The Strategic Steering Group has worked with tactical leads to create a joint delivery plan, agreed for presentation to the Strategic Board in line with the Board's timetable. The plan sets out which existing workstreams continue, where the strategy requires new deliverables, and what "good" looks like for each priority. It is built on unified partnership working, combined targets and a clear understanding of resource requirements. First-phase priorities include:

- a common tone of voice and a coordinated communications calendar;
- a public-facing partnership landing page for the strategy, delivery plan and campaigns;
- a joint performance-monitoring framework using casualty outcomes and leading Safety Performance Indicators;
- launching and reviewing the Safe System Fatal Review Panel;
- strengthening the governance and work programmes of the sub-groups; and
- coordinated enforcement, education and campaigns through the annual National Police Chiefs' Council roads-policing calendar.

Current collaborative activity

- **Young drivers and passengers:** a new fifth programme session and joint campaign on what to do after a collision, breakdown or other incident.
- **Motorcyclists:** expanded and aligned Biker Down and BikeSafe activity, supported by a new Biker Down Memorandum of Understanding.
- **Speed and enforcement:** a revised Safety Camera Partnership memorandum of understanding, camera-maintenance arrangements, updated mobile-camera priorities and criteria for temporary average-speed-camera schemes.
- **Technology:** exploring AI-enabled enforcement of mobile-phone and seat-belt offences, subject to evidence and agreed governance.

- **Campaigns:** drink and drug driving, close following, tyre safety and other national and local priorities.

5. Role of the Kent Community Safety Partnership

The Kent Community Safety Partnership and district Community Safety Partnerships can support delivery by promoting the strategy and agreed campaigns, sharing local road-safety concerns with the KMSRP and helping communities reach the partner best placed to respond. This will improve signposting and ensure local concerns inform countywide evidence and delivery.

6. Recommendations

The Kent Community Safety Partnership is asked to note the sign-off of the new Kent and Medway Road Safety Strategy, the new partnership structure and the delivery plan, and to support the promotion of the strategy and agreed partnership campaigns.

For Further Information:

Michelle Carroll
michelle.carroll@kent.fire-uk.org

Stephen Perez
KFRS Community Intelligence and Partnerships Lead
stephen.perez@kent.fire-uk.org

Mark Bunting
KCC, Vision Zero Strategy Manager
mark.bunting@kent.gov.uk