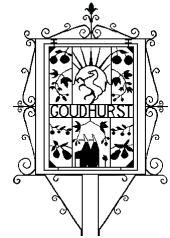


# Goudhurst Parish Council

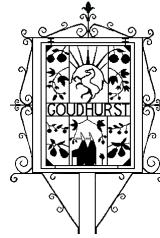


## Highways Committee 27th January 2026

MEETING  
27 January 2026 19:30 GMT

PUBLISHED  
21 January 2026

# Goudhurst Parish Council



To: Cllrs Craig Broom, Antony Harris, Suzie Kember, Peter Rolington, Paul Wareham and Alison Webster. Phil Kirkby (Ex Officio)

I summon you to a Meeting of the Highways & Public Transport Committee on Tuesday 27<sup>th</sup> January 2026 at 7.00pm to meet with members of the public, but the meeting will officially start at 7.30 pm, in The Church Rooms, Back Lane, where business detailed on this agenda will be discussed.

**Members of the Public and the Press are welcome to attend this meeting.** At the Chairman's discretion, 15 minutes will be set aside for questions from members of the public each one of whom may be invited to speak for a maximum of 3 minutes in total relating to items on the Agenda or about issues of local concern. Thereafter they have the right, and are welcome, to stay and observe the rest of the Meeting in accordance with the Public Bodies (Admission to Meetings) Act 1960, s1. For free discussion, please attend the 7pm – 7.30 open forum.

**Please inform the Clerk if you intend to film or record the Meeting.**

Kat Hoyle

Clerk to Goudhurst Parish Council

21<sup>st</sup> January 2026

Parish Council Office – 3 Fountain House, High Street, Goudhurst, KENT. TN17 1AL  
01580 212552 | [clerk@goudhurst-pc.gov.uk](mailto:clerk@goudhurst-pc.gov.uk) | <https://goudhurst-pc.gov.uk>

A quorum for Highways Committee is 3 Members.

# Agenda

Location Date Time  
The Church Rooms, Back Lane, Goudhurst. 27 Jan 2026 19:30 GMT

Item	Page
7pm - prior to the start of the meeting. Questions and comments from members of the press and public.	-
This is an opportunity for members of the public to ask questions or raise issues of local interest. Thereafter they are welcome to stay and observe the rest of the Meeting (members of the public are not permitted to speak during the remainder of the meeting except by special invitation of the Chairman) Public Bodies (Admission to Meetings) Act 1960, s1. Please note, Council cannot lawfully decide on items of business not specified on the published agenda although the Chairman may decide to refer any issues raised for further discussion (LGA 1972 Sch 12 10 (2)(b)).	-
1 Apologies for absence as reported at the meeting.	-
2 Declarations of Interest.	-
3 To resolve to approve the minutes of the last meeting held on 23rd September 2025, and available to members via Board Intelligence prior to the meeting.	4
4 To receive an update from our Kent County Councillor on traffic issues	-
5 To receive an update from Kent County Council on one way system investigation	7
6 To receive an update from the Transport Action Group A262.	-
7 To receive an update from the meeting with MP Mike Martin, regarding HGV held on Friday 23rd January and decide any further action	-
8 To receive an update on the Inceptor works carried out and discuss any further action	-
9 To discuss next steps on the TWBC grant application content and submission for traffic flow improvements	-
10 To agree the exploration of upgrading the footpath on the Upper Glebe and as part of the walk to school route.	-
11 To consider traffic issues raised by residents and to decide on any action needed.	-
12 Items for Information	-
12.1 Date of next meeting is to be agreed as scheduled for April 21st 2026	-

# Goudhurst Parish Council



## HIGHWAYS COMMITTEE WITH PUBLIC TRANSPORT

Minutes of a Meeting held 23<sup>rd</sup> September 2025 in Goudhurst Village Hall  
During the 7pm an open public forum took place

### PARTICIPANTS

**Councillors Present:** Cllrs Craig Broom, Alison Webster, Antony Harris, Peter Rolington. Paul Wareham

**Officers Present:** Clerk. Kat Hoyle

**Others Present:** Representative from TAG and KCC Cllr Claudine Russell

### TO ELECT A VICE CHAIRMAN

393/25 Cllr Peter Rolington was unanimously elected as Vice Chairman.

### APOLOGIES FOR ABSENCE

394/25 There were none

### ABSENT

395/25 Cllr Suzie Kember

### DISCLOSURES OF INTEREST

396/25 There were none.

### MINUTES OF THE LAST MEETING

397/25 It was **resolved** to approve the minutes of the committee meeting held on 23<sup>rd</sup> June 2025 a copy of which was made available to members prior to the meeting via Board Intelligence.

### TERMS OF REFERENCE

398/25 It was **agreed** Terms of Reference will be deferred to the next meeting

### KENT COUNTY COUNCILLOR

399/25 Cllr Claudine Russell reminded members Highways Cabinet Member for KCC has changed, to Cllr Peter Osbourne. The KCC Budget consultation is due to finish next week and urged those to send feedback

400/25 The Clerk requested a follow up on the restriction on 16/17m lorries on an A road due to the Grade 1 listed church wall response from Kent County Council. Cllr Russell to feed back

### HIGHWAYS IMPROVEMENT PLAN

401/25 It was agreed to continue with the existing top three proposals until completion before any more are added. Cllr Antony Harris suggested the following to be added after this:

- 1) Restricting parking at the end of the village, outside the vacated delicatessen on West Road. Exploratory trials, are preferable.

- 2) To review the hedge boundary along the A262 into West Road to allow the widening of the carriage way.
- 3) To create a priority system for those coming up the hill, out the village, over those coming in.

#### NORTH ROAD, SUMMER HILL AND WINCHET HILL PROPOSALS

402/25 It was **noted** the following update from Kent County Council Engagement Officer on the various proposals, all of which are now in Design and Delivery, with the aim to be costed out in time to apply for the Tunbridge Wells Grant

Winchet Hill, Goudhurst - Installation of the Missing Advanced directional sign facing southeast, junction on the outside of a bend Warning sign to provide early hazard awareness for approaching drivers. Erection of Chevron Sign facing opposing traffic at the bend on the Junction with Curtisden green lane to improve drivers navigation and highlight the curvature of the road. Application of SLOW carriageway marking in both directions. Trimming and clearance of roadside vegetation to improve visibility of all signs and road geometry. These measures will enhance drivers awareness, should reduce collision risk and improve overall safety along the bend.

SummerHill, Goudhurst - Following the assessment of cars travelling fast on the approach bend nearest the turning for Finchurst Farm. I recommend the installation of junction on the outside of a bend warning sign on both approach, Pedestrian in road Sign to provide early hazard awareness for approaching drivers. Erection of Chevron sign facing opposing traffic at the bend turning at Finchurst farm to improve navigation and highlight road curvature. Application of SLOW carriageway marking in both directions, Reflective Edge markers to improve visibility through the bend and the removal of 50mph signage close to the bend. These measures will enhance drivers awareness and improve the safety of pedestrian and drivers on the bend.

North Road, Goudhurst - Following the vehicle speed and approach behaviour at the bend supported by the analysis of crash data in the area. It is recommended that series of targeted safety improvements be implemented. These include: Installation of double bend warning signs accompanied by a SLOW carriageway marking on both approaches to enhance drivers' awareness of upcoming hazards. Placement of the side road ahead warning sign on the northern approach of Gore lane to alert drivers of potential turning conflict. Bend chevron signage to be installed near a bend near gore lane to better define road curvature and assist driver navigation. Children and pedestrian warning sign accompanied with a SLOW carriageway marking should be installed on both approaches near the tennis club to increase awareness of vulnerable road users. Reinstallation of existing signages (e.g. 40mph speed limit and pedestrian warning) to standard mounting height for optimal visibility and compliance. Vegetation trimming around all signages along the roadside to improve overall road safety in this area.

Based on the review of the road and introducing 30mph on the section of B2079 from lidwell lane to Goudhurst Road approaching Horsmonden. As the current signage provision provides sufficient warning for drivers we cannot justify reducing to 30mph on the section of B2079 at this time.

403/25 The representative for TAG A262 updated the group were running a campaign for speed watch to collate information on the lorries, but struggling with volunteers. Linking Sissinghurst, Biddenden and Goudhurst and running for a month. Studies have shown 94% of people stop speeding after speedwatch have been in an area. Cllr Paul Wareham to write to the Biddenden Parish Council Chair to coordinate efforts.

#### INCEPTOR

404/25 It was **agreed** Clerk to get some costings for the gully gulper and bring to Full Council to move forward given the lack of progress from Kent County Council. It was noted the urgency to get cleared before winter.

#### LORRY PETITION .

405/25 It was **noted** the lorry petition run by Mike Martin MP had reached over 500 signatures with week left to run. It was agreed to push the petition via PC socials and pick up with Mike Martin MP for the results in due course.

#### TRAFFIC ISSUES RAISED BY RESIDENTS

406/25 There were none

#### ITEMS FOR INFORMATION

407/25 It was noted the SID in Kilndown had been unsuccessful due to not finding a suitable location for it

#### DATE OF THE NEXT MEETING

408/25 The Date of next meeting is 2<sup>nd</sup> December the Church Rooms official start 7.30

The meeting closed at 21.04

Kat  
Kat Hoyle  
Clerk  
24<sup>th</sup>

Dear Kat,

I hope you are well and enjoyed the Christmas break. I am just emailing as we have now had the opportunity to complete our review of the proposals to introduce a one-way system along the A262 Church Road.

As you know, multiple teams at Kent County Council (KCC) have been investigating various measures to mitigate the impact of large vehicles getting stuck on the bend outside St Mary the Virgin Church on the A262 Church Road for some time now and, as part of this, we undertook an investigation into whether or not a one-way scheme through Goudhurst would be deliverable with a view to then submitting a bid for Local Transport Plan (LTP) funding to build the scheme.

However, I am afraid that, following a detailed feasibility assessment of the proposals, we do not believe that we can deliver a one-way scheme through the centre of Goudhurst. I appreciate that this will be frustrating, especially as it was felt that this was the last remaining option for this location that could be investigated. As such, I have summarised below (not in any particular order) the considerations made as part of the assessment and the issues that would preclude us from implementing this change so that the Parish Council can understand our reasons and concerns and, I hope, be assured that it is not a decision that has been reached lightly, but instead has been based on a number of different factors that would make a one-way system here difficult for us to deliver in regard to both buildability and costs. Even with a successful LTP bid it is likely that the necessary works would be over and above the funding that we could be granted through this process.

1. Currently traffic is using Church Road which is an A road (A262) and links the A28 near St Michael's with the A21 Lamberhurst bypass. The suggested diversion would put vehicles onto roads (the B2079 North Road and Chequers Road) that are of a lower classification. As such these roads are not the preferred route for through traffic. In addition, these two roads do not have the same level of carriageway construction as an A road as they are not expected to carry the same volume of traffic as an A road would be. The A262 is of carriageway type 2 construction whereas North Road and Chequers Road are both type 3 construction. Putting extra traffic through these two roads could mean failure of the carriageway and would likely add an increased maintenance burden on KCC. We would also not advocate diverting traffic onto less strategically significant

routes and to do so could set a dangerous precedent. In addition, the diverted A-road traffic wishing to turn right would have to give priority to on-coming B-road traffic at the junction with Chequers Road. Traffic wishing to exit Lidwells Lane would have to do so under much heavier traffic flows.

2. The designs produced and vehicle tracking carried out previously to show what work would be required in order to make a one-way system here feasible indicated that some road widening would be required at the junction of North Road and Chequers Road. However, we do not believe that KCC, as highway authority, has all of the land required within the publicly maintainable highway and we would be required to remove a section of verge outside 'Gullivers' which would place traffic closer to the property boundary and potentially result in damage to the property owner's wall if HGVs cannot navigate the junction smoothly. The tracking carried out indicates that large vehicles would be very close to the wall to make the turn. In addition, to facilitate the potential road widening on North Road (approach to Chequers Road), the visibility splay for Lidwells Lane would be reduced and there would also most likely be a loss of trees here.

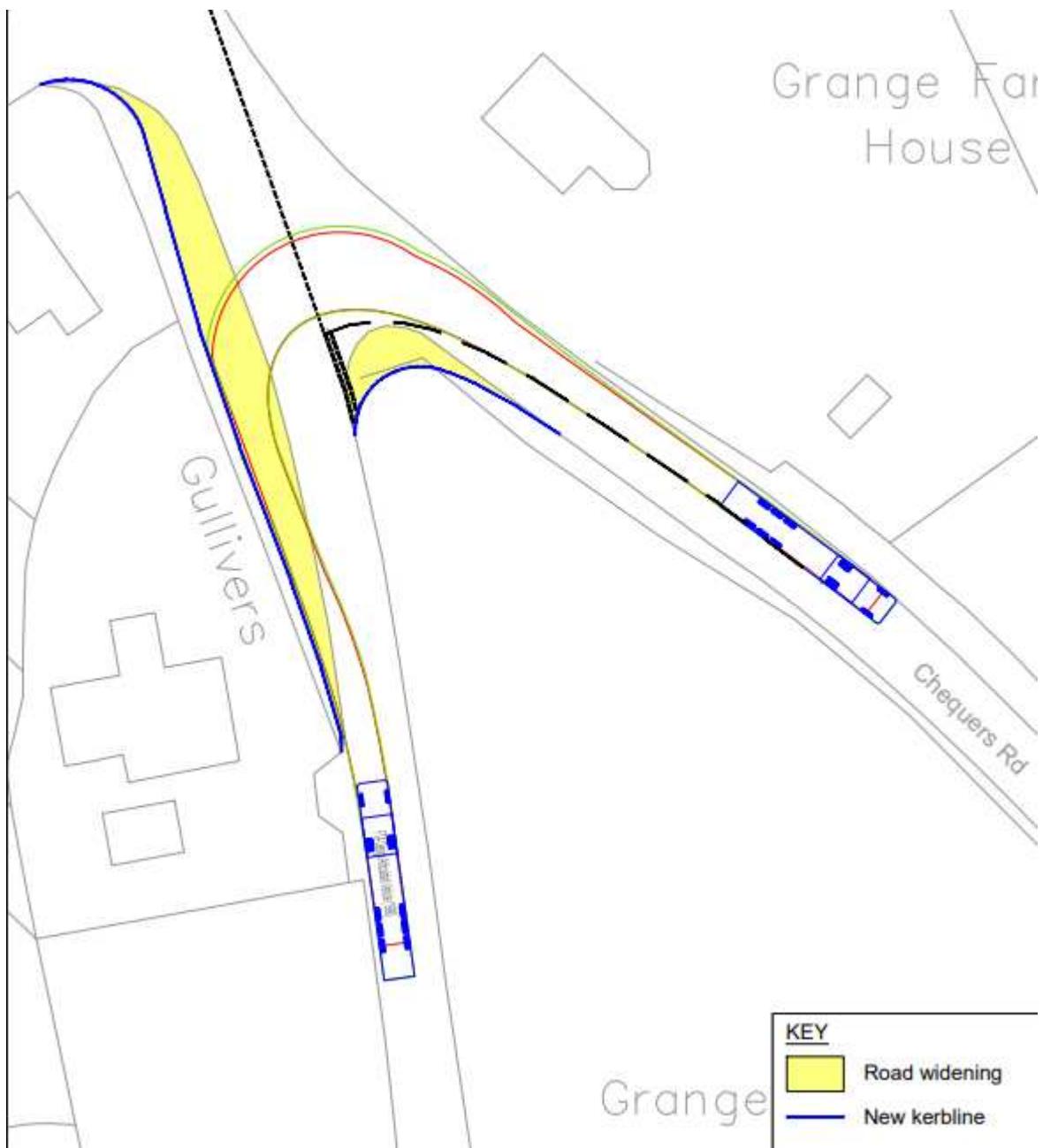


Figure 1: Proposed widening

3. There is currently a bus route on Church Road which would need to be diverted. Buses would likely have to complete a loop to serve the centre of Goudhurst adding additional time to the journey. We also have similar concerns with regard to bus movements in and out of the Chequers Road/North Road junction as with HGVs.
4. There are a number of unsuitable lanes joining the preferred diversion route and with no physical measures provided it is possible that vehicles may use these to reduce the length of the diversion. Many of these roads are narrow and not

suitable for larger vehicles, specifically Lovers Lane and Tattlebury Lane. This increase in traffic is also likely to be very unpopular with residents, especially along North Road and Chequers Road, who would be negatively impacted by the increased traffic volumes. Residents living within the proposed one-way system are also likely to object based on an increase to their journey times when travelling east.

5. By pushing additional traffic through a number of junctions we increase the potential for collisions at these locations. For example, the tracking/swept path analysis for Chequers Road onto Cranbrook Road suggests that large vehicles would have to straddle the centreline at the give way on Chequers Road as it makes the right turn, which could lead to head-on collisions.



Figure 2: Turning movements at Chequers Road

6. There is the potential for increased traffic speeds on Cranbrook Road and Church Road as drivers will not need to slow for oncoming vehicles.

7. The existing two-way section within the village would need to be significantly reconfigured to allow for the potential one-way system, otherwise concern arise over increased speeds and dangerous overtaking manoeuvres.
8. Businesses located within the village centre could have strong objections due to the significant loss of passing trade if one direction is diverted away from the centre.
9. The A262/B2079 Village crossroads would require significant reconfiguration to enforce the no proposed no-entry requirement. There are a couple of private driveways in the vicinity of where the no entry would need to start and access to these would of course have to be maintained. Likewise, the right turn onto Balcombe's Hill must also still be facilitated. If drivers are unsure of the no-entry requirement, they could overshoot the junction with North Road and then have to reverse. Similarly, if anyone has driven past the junction with Chequers Road thinking that they could still access Goudhurst village centre by turning left at the main crossroads, this could lead to unsafe U-turn manoeuvres when they realise it's a no entry.
10. Traffic using the main crossroads could find it harder to enter the main road if there is a more constant flow of vehicles due to the one-way system.

I do hope that's clear but let me know if you have any questions. It is also probably just worth adding that we are aware that some drivers may already be choosing to use North Road/Chequers Road as an alternative to avoid Church Road, but this is different to formally making it the official route onto lower classification roads. It would also not be possible to trial a one-way scheme here due to the previous swept path analysis carried out which suggests, as explained above, that a fair degree of highway engineering work would be required. With such a requirement it would not be possible to deliver a scheme on a trial basis as permanent and costly junction alterations would still need to be made.

We will however be looking at a scheme to rationalise the existing signage in advance of the bend on Church Road, including provision of 'Road narrows – oncoming vehicles in middle of road' signage, and we will keep you updated as this work progresses.