Bredgar Parish Council Meeting
25-11-2025

BREDGAR PARISH COUNCIL
FINANCIAL REVIEW NOVEMBER 2025

BALANCES AT: 23/10/2025

CURRENT ACC: 915.86

SAVINGS ACC: 29599.92

EXPECTED INCOME RESIDUAL TO 31ST MARCH 2026

CRICKET CLUB LEASE (2 x £50)	100.00
PCC GRASS CUTTING DONATION	452.56
TOTAL:	552.56

EXPECTED EXPENDITURE RESIDUAL TO 31ST MARCH 2026

PO RENT	1000.00
POND ELECTRICITY	363.85
ASK A GARDENER	300.00
SBC GROUNDS MAINTENANCE (VILLAGE)	3400.00
WAKELING GRASS CUTTING (REC)	385.00
HIRE OF VILLAGE HALL	210.00
CLERK HONORARIUM	927.66
POSTAGE/INK	37.90+
LLOYDS FEES	15.00
UT FEES	30.00
ACCOUNTANT	85.92
CHRISTMAS GIFTS	35.00
POND GROUNDS MAINTENANCE	180.00
FIVE PARISHES GROUP CONTINGENCY	1000.00
TOTAL:	7970.43

PROJECTED REVENUE ACCOUNT BALANCE AT 31ST March 2026:

CURRENT ACC:	--6502.01
SAVINGS ACC:	29599.92
TOTAL:	23097.91

(8 Bredgar Books remaining @ £15.00 each)

TO BE ACTIONED:

HEDGE MAINTENANCE (REC)	350.00
POND LED LIGHTING PROJECT	1000.00
VAT TO BE CLAIMED:	924.86

Actual and Forecast accounts for the current year compared to the agreed budget

Status : **12 November 2025**

Bredgar Parish Council
Budget Summary 2025 – 2026

Year 2025 – 2026 Actual / Forecast

3% precept increase on 2024/25

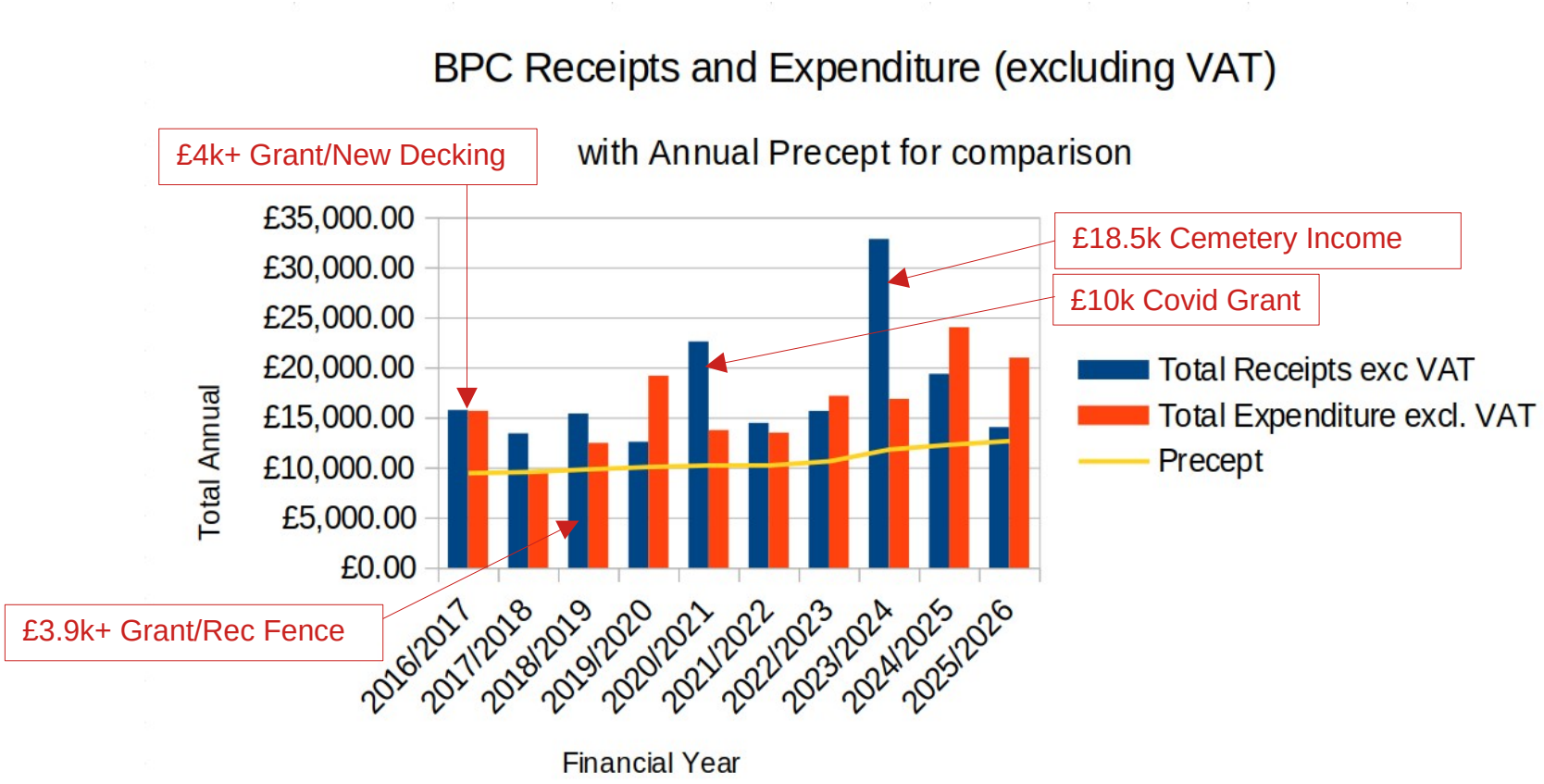
ACCOUNT CODE	Description	Receipts Budget	Receipts Forecast & Actual	Payments Budget	Payments Forecast & Actual	Payments Budget / Forecast and Variance Explanation Notes
100	VAT					VAT not considered as assumed claimed back.
101	Precept	£12,714.32	£12,714.00			3% increase over previous year as approved in November PC Meeting
102	Agency Services			£100.00	£71.60	Payroll only. No provision for further Highsted Park consultant fees.
103	Bank / National Savings Interest	£200.00				Estimated interest but on reduced savings.
104	Capital Receipts / Grants					
105	Insurance			£700.35	£500.00	Insurance cost increase by £50 actual became a decrease due to change of insurer.
106	Donation – no VAT tax free			£4,000.00	£1,000.00	Highsted Park Backstop Liability. Due to the success of FPG fundraising the liability is now considerably reduced – less than £1000.
107	Received in error – No VAT					
108	Reimbursement / Refund – No VAT					
109	Donation – VAT paid or exempt					
110	Administration			£3,100.00	£2,810.05	No website fees this year as paid last. Inflation increase in Clerk's honorarium.
111	Post Office			£2,400.00	£2,400.00	Post Office lease unchanged.
112	Burial Ground / Cemetery	£2,500.00	£150.00	£700.00	£240.66	Estimated income based on past history and cost of three soil disposals & bin.
113	General Village			£4,344.96	£1,131.29	Assume a 3% increase over previous year. This is account code has spare budget allowance for unexpected costs. Plus £700 for project 1035 Jubilee Bench.
114	Bredgar Pond			£5,600.00	£5,556.56	Includes £3250 payment for project 1033 for pond edge subsidence repairs and £1000 budget for project 1019 LED pond lighting.
115	Recreation Ground			£600.00	£2,792.00	Allowance for bin & hedge maintenance. Unforecast maintenance on the swings and goal increased expenditure beyond budget.
116	Grass Cutting	£1,030.00	£752.36	£4,000.00	£4,060.00	Reduction of income & cost due to BCC taking over control of Rec grass cutting.
117	Training			£200.00		
118	Lease / Rent	£200.00	£200.00			BCC lease.
119	Flower Beds and Plants			£1,622.25	£1,425.00	Assume a 3% increase over previous year.
200	Sales	£100.00	£230.00			Book sales
300	Savings	**£10,623.24**	**£7,940.80**			**Estimated savings / reserves required to balance**
301	Reserved Funds					
	SUB TOTAL	**£27,367.56**	**£21,987.16**	**£27,367.56**	**£21,987.16**	

Actuals and forecast income and expenditure in detail

Account C	Description2	Recipient/Payee	Description	Sum - R-VAT	Sum - RVAT	Sum - Receipts	Sum - P-VAT	Sum - PVAT	Sum - Payments
101	Precept	SBC	Precept	£12,714.00		£12,714.00			
102	Agency Services	TPJ Accountant	Payroll Preparation				£71.60	£14.32	£85.92
103	Bank / National Savings Inte	Unity Trust Bank	Interest 169.68						
			Interest 171.04						
105	Insurance	Zurich	Insurance				£500.00		£500.00
106	Donation – no VAT tax free	Five Parishes Group	Highsted Park Backstop Donation				£1,000.00		£1,000.00
110	Administration	Bredgar Village Hall	Meeting Fee				£210.00		£262.00
		CPRE	Subscriptions				£36.00		£36.00
		ICO	GDPR Registration				£47.00		£47.00
		KALC	Subscriptions				£307.15	£61.43	£368.58
		T. Hudson	Honorarium				£1,854.00		£1,854.00
			Postage / Ink				£37.90	£7.58	£45.48
		Unity Trust Bank	Monthly Bank Account Service Charge				£78.00		£78.00
		Forvis Mazars LLP	AGAR Administration Fee				£210.00	£42.00	£252.00
		Lloyds Bank PLC	Corporate Card – Multipay Monthly Payment				£30.00	£6.00	£36.00
111	Post Office	Bredgar Farmshop	PO Rent				£2,400.00		£2,400.00
112	Burial Ground / Cemetery	SBC	Brown Bin – Cemetery				£59.00		£59.00
		Waste Management Systems Ltd	Hippo Megabag (T. Hudson)				£181.66	£36.33	£217.99
		Plot purchase	Mr & Mrs Colin Griggs	£150.00		£150.00			
113	General Village	Cllr. Clarke	Internal Auditor Gift				£13.75	£2.75	£16.50
		Mutts Butts	Dog Waste Bags (Paid by Corporate Card)				£150.02	£30.00	£180.02
		Richard Clack	Weedkiller / Misc Repairs				£37.49	£7.50	£44.99
		Royal British Legion	Poppy Wreath (Paid by Corporate Card)				£24.49		£24.49
		SBC	Printing Fees Leaflet				£23.05		£23.05
		TBD	Xmas Gifts (Paid by Corporate Card)				£29.17	£5.83	£35.00
		Amazon	Dog Bin (Primrose Lane)				£116.67	£23.33	£140.00
		Maypole Bells Ltd	Installation Jubilee Garden Bench				£145.83	£29.17	£175.00
		The GARD Furniture Stores	Bench Jubilee Gardens (Paid by Corporate C				£583.33	£116.67	£699.99
		Timpsons	Key Cutting (Paid by Corporate Card)				£7.50	£1.50	£9.00
114	Bredgar Pond	Adrian Martin	Pond Grounds Maintenance				£360.00		£360.00
		EDF Direct Debit	Pond Electricity				£739.06	£36.95	£776.01
		Hiblow UK	Pump Filter				£17.50	£3.50	£21.00
		Electrician TBD	Installation of LED lighting on the pond				£1,000.00	£200.00	£1,200.00
		Hubble Aqua Care	Pond Side Maintenance				£3,250.00	£650.00	£3,900.00
		Maypole Bells Ltd	Pond Decking Repair				£190.00		£190.00
115	Recreation Ground	Matthew Low	Recreation Ground Hedge Maintenance				£350.00		£350.00
		ROSPA	Recreation Ground Inspection Report				£84.00	£16.80	£100.80
		SBC	Brown Bin – Recreation Ground				£59.00		£59.00
		Maypole Bells Ltd	Goal and Swing Surface Repairs				£1,060.00		£1,060.00
		Safeplay	Swings Maintenance				£1,239.00	£247.80	£1,486.80
116	Grass Cutting	Bredgar PCC	Grass Cutting and Grounds Maintenance	£452.56		£452.56			
		SBC	Grass Cutting and Grounds Maintenance				£3,400.00	£680.00	£4,080.00
		Kent Highways (KCC)	Grass Cutting and Grounds Maintenance	£299.80		£299.80			
		Steve Wakeling	Grass Cutting and Grounds Maintenance				£660.00		£660.00
118	Lease / Rent	Bredgar Cricket Club	Quarterly Lease Payment	£200.00		£200.00			
119	Flower Beds and Plants	Ask A Gardener	Village Flowerbed Maintenance				£1,425.00		£1,425.00
200	Sales	Bredgar Parish Council	WI History of Bredgar	£230.00		£230.00			
300	Savings	Bredgar Parish Council	Transfer from Savings (Challenge)	£7,940.80		£7,940.80			
Total Result				**£21,987.16**		**£21,987.16**	**£21,987.16**	**£2,219.46**	**£24,258.62**

Financial – Precept for 2026/27

- £12,714 is BPC current annual precept income.
- Projected expenditure for the year is forecast at £21,987 against an expected income of £14,046.
- CPI in September was 3.8% and in October 3.6%.
- CPI in October will be announced on 19th November



CHAIR'S RECOMMENDATION

Increase the precept by at least the September CPI rate of 3.8%

Estimated Annual Impact on Property Bands

Select Parish:	Bredgar	Bredgar
Percentage Increase	3.80%	5.00%
Precept amount proposed:	£13,197.13	£13,349.70

Current year Tax Base	301.20	301.20
Next years Tax Base	301.20	301.20
% Change in Tax Base	0.00%	0.00%

Current years precept amount	Current years Band D figure	Next years proposed Band D figure	Increase/ (Decrease) Band D Equivalent	Percentage Increase/ (Decrease) Band D equivalent
£12,714.00	£42.21	£43.82	£1.61	3.80%

3.8% Increase

	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H
Current Year	£28.14	£32.83	£37.52	£42.21	£51.59	£60.97	£70.35	£84.42
Proposed	£29.21	£34.08	£38.95	£43.82	£53.55	£63.29	£73.03	£87.63
Increase/(Decrease)	£1.07	£1.25	£1.43	£1.61	£1.96	£2.32	£2.68	£3.21

5% Increase

	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H
Current Year	£28.14	£32.83	£37.52	£42.21	£51.59	£60.97	£70.35	£84.42
Proposed	£29.55	£34.47	£39.40	£44.32	£54.17	£64.02	£73.87	£88.64
Increase/(Decrease)	£1.41	£1.64	£1.88	£2.11	£2.58	£3.05	£3.52	£4.22

Community Governance Review

The Local Government and Public Involvement in Health Act 2007 allows for Community Governance Reviews (CGR) to take place.

CGR is an opportunity for residents or the principal authority to kick start a process around Governance of the Borough – to make it better reflect local identities and facilitate more effective local government

In this instance SBC is initiating the process and will consider:

- Creating new town/parish councils
- Merging/altering/abolishing existing
- Naming
- Electoral Arrangements e.g. parish Councillor numbers

This slide was sourced from a Swale Borough Council communication.

Community Governance Review

It’s a strict 12 month process in which resident’s engagement is critical

Cross Party Member Steering Group has been established to oversee the process

If it is decided by the residents that they would like to accept proposals for changes, we aim for implementation ready for April 2026 elections.

Keen for proposals to be submitted from town/parishes

Proposals will be considered against two main objectives – ‘support the identities and interests of communities’ and ‘support effective and convenient local government’

This slide was sourced from a Swale Borough Council communication.

Community Governance Reviews

Key dates for first half of the review:

- Policy and Resources Committee to agree TOR – 5th November
- Deadline for submission of proposals from town/parishes – 24th November
- Full Council to agree TOR - 10th December.
- First consultation stage 18th December-9th February 2026.
- Post consultation, draft recommendations will be produced, this will inform the next stage consultation. Anticipated Council approval of next stages on 1st April 2025

Further information:

- The member steering group will consider all viable representations.
- Local Government Reorganisation-consideration of implications whilst review is underway.

This slide was sourced from a Swale Borough Council communication.

Local Government Reform Update – Workshop

LGR Timeline

Swale Borough Council

2025

1. **August** – Phase 1 (options appraisal for geographies)
2. **17th September** – Extraordinary Council
3. **October** – Phase 2 (draft business cases)
4. **19th November** – Full Council
5. **28th November** – Government Submission

2026

6. **Early Spring** – Public Consultation (led by Government)
7. **By Early Summer (before Summer recess)** – Expected decision on model

2027

8. **May** – Shadow Elections

2028

9. **1st April** – Go Live Date (vesting day)

This slide was sourced from a Swale Borough Council communication.

Local Government Reorganisation (LGR) Workshop

Separate structure and content using shared evidence base

Single unitary (1A)

Kent
1,931,684

Single unitary with three area assemblies

Shared structure and significant shared content across all four business cases

Three unitaries (3A)

A three unitary option with a north, east and west unitary.

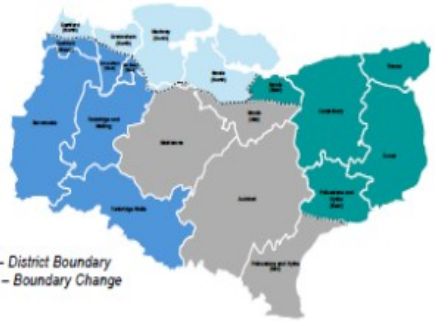
N	W	E
686,716	567,062	677,906

Four unitaries (4B)

A four unitary option with unitaries in the north, west, centre and east.

N	W	E	M
528,337	567,062	424,559	411,726

Four unitaries (4D)*



Key:
White line – District Boundary
Dotted line – Boundary Change

A four unitary option with unitaries in the north, west, centre and east, including boundary changes.

N	W	E	M
615,931	402,914	497,034	415,805

Five unitaries (5A)*

Key:
White line – District Boundary
Dotted line – Boundary Change

A five unitary option, including boundary changes.

N	W	E	M	S
330,536	544,814	342,934	340,286	373,115

**Option 4D and 5A propose boundary changes*

This slide was sourced from a Swale Borough Council communication.

Local Government Reorganisation (LGR)

Business Case Development

- KPMG (strategic partner) working with Kent and Medway authorities on development of Business Cases
- 3rd September Leaders met to appraise geography options and agree which to go forward for Business Case Development
  - Agreed 3a and 4b
  - KCC agreed wish to take forward 1a separately
  - Medway agreed to take forward 4d separately
  - Gravesham/Dartford agreed to take forward 5a separately
- During September and October Business Cases have been developed and agreed with Leaders
- Separate Council decision making processes now taking place during November to agree support for which Business Case
- Business cases will be published online on Wednesday 5th November - https://kentcouncilleaders.org.uk/

What does this mean for Bredgar?

3a* = Bredgar in Unitary of Dartford, Gravesham, Medway and Swale

4b* = Bredgar in Unitary of Swale, Ashford and Folkestone & Hythe

4d = Bredgar split by the M2 between north and mid.

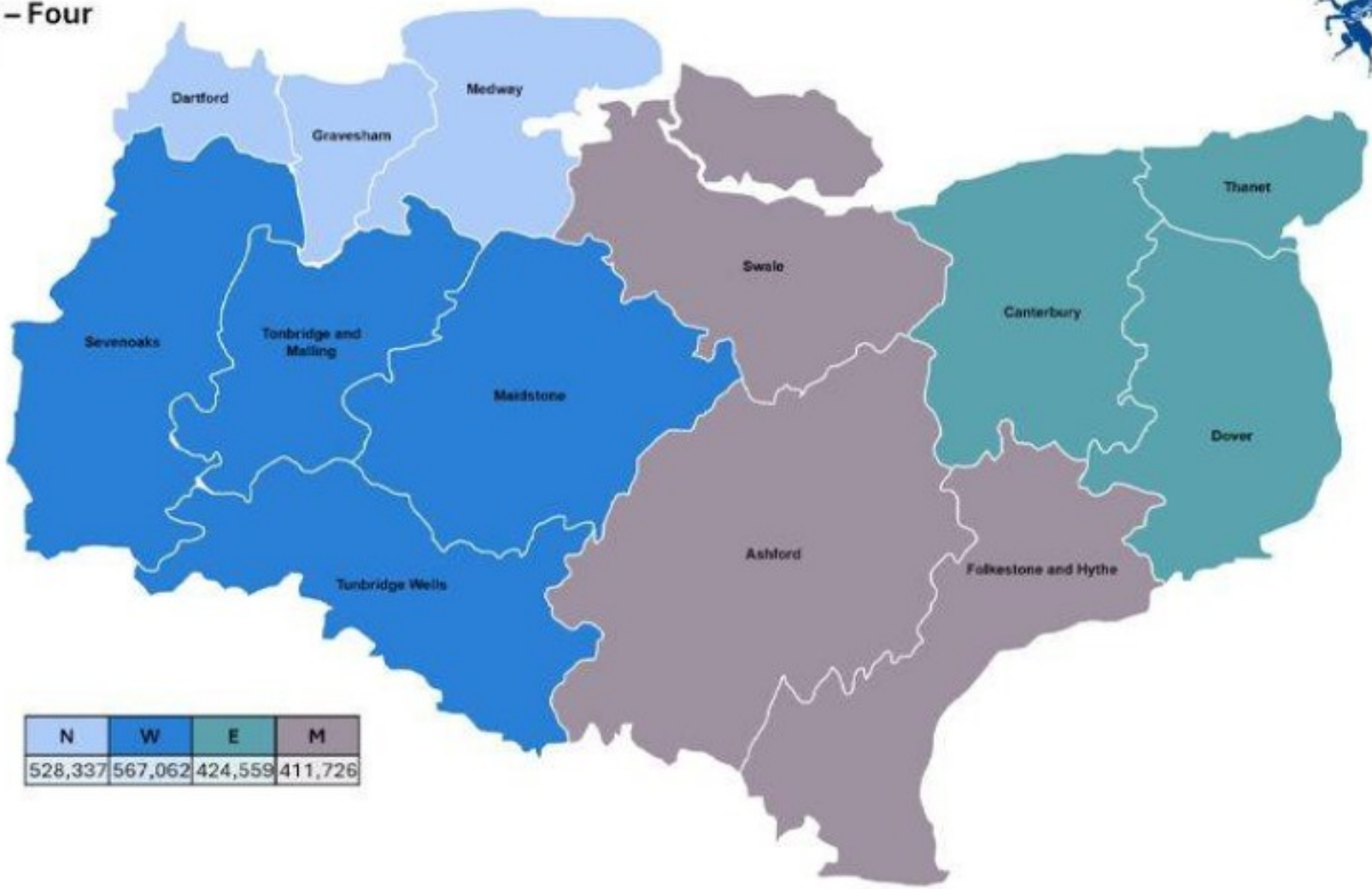
5a = Bredgar in a redefined Swale + Medway south of river – Faversham

SBC agreed to build business cases for 3a and 4b.

Update 20/11/25: SBC Members have voted to endorse a proposal that would see Swale join forces with Ashford and Folkestone & Hythe. At a council meeting last night councillors voted for option 4b, which would see Kent and Medway divided into four new unitary councils.

Part of this slide was sourced from a Swale Borough Council communication.

Option 4b – Four Unitaries



N	W	E	M
528,337	567,062	424,559	411,726

This slide was sourced from a Swale Borough Council communication.

LGR SBC Update 20/11/2025

- Swale Borough Council has voted to endorse a proposal that would see Swale join forces with Ashford and Folkestone & Hythe.
- At a council meeting last night councillors voted for option 4b, which would see Kent and Medway divided into four new unitary councils.
- In the proposed system unitary councils would deliver all council services in one area, in the same way Medway Council currently operates.
- Five different options were discussed by councillors, each supported by a business case that had been put together by KPMG, working with all the councils in Kent and Medway.

Cllr Tim Gibson, leader of Swale Borough Council, said:

“This vote was by no means an easy decision for councillors, and everyone who spoke was clear that the concerns of local people were at the forefront of their thinking. "We have chosen option 4b, which I believe will ground our future in a partnership of equals. “We would be aligning with areas who share our DNA - communities that balance rural villages, with bustling towns and coastal communities. "The size of the new council should be large enough to provide financial stability, but not so large that the connection between councillors and their residents is broken.”

As well as creating a new unitary council covering Swale, Ashford and Folkestone and Hythe, option 4B will merge:

Dartford, Gravesham and Medway in the north Sevenoaks, Tonbridge and Malling, Maidstone and Tunbridge Wells in the west Canterbury, Thanet and Dover in the east.

The proposal will now be submitted to the Government, by 28 November, and a consultation on all the submitted proposals that meet the Government’s criteria will take place in early 2026, with a final decision expected in the summer.

Highways Improvement Plan

- Four highways concerns have been raised by residents
  - Heavy vehicles in Bredgar – signage & safety
  - Safety of children exiting the pond decking
  - Safety of ducks/moorhens at the pond / 20 MPH village speed limit
  - Speed limit change in Bexon Lane (again)
- The following slides detail the concerns, past actions BPC have taken and information about process and costs.
- Then four potential new projects are suggested for consideration at our PC meeting 25/11/25.
- Following the meeting BPC can start to address immediate matters with KCC at our annual HIP meeting on 4th December or record future aspirations in our Project List.

FOR CONSIDERATION By THE BREDGAR PARISH COUNCIL

By Hand 10th September 2025

From: Keith Bateman Wal-De-Clowe Gore Road Bredgar ME98EP

On meeting with our local P.C. Richard Divers recently to discuss the heavy vehicles and the 6'6" width restriction he has given me some advice which I am following. Subsequently I am writing to you all initially to see if you can get something done before for a reply before going to the next stage.

I would appreciate it if the members of the Parish Council could give some time to the following information and concerns.

Large articulated farm vehicles traveling from The Street using Gore Rd on their way to Sutton Barns Rd ignoring the 6' 6" Width restrictions at the junction of Silver Street and Gore Rd and accessing Wrens Road. The original 6' 6" missing width restriction sign at the entry junction of Wrens Road, / Sutton Baron Road making it clear that Wrens Road into Bredgar was unsuitable for vehicles over this size, with the exception loading in between Wrens Rd.

The width restriction for Wrens Road was put in as it was considered that it was unsuitable for large vehicles except for deliveries to the 4 houses and access to the fields for crops etc. Wrens' road was never considered as a through road for the access to Sutton Barns Road.

The Approved route without any width restrictions and considered a safer route was to continue along The Street, which continues extends into Primrose Lane then Bredgar Road, Doves Croft and then left into Hearts Delight Rd, left onto Wrens Road then access Sutton Barns Rd.

It has been used by a local farmer continuously purely because it is a shorter route with the drivers of these large vehicles ignoring the 6' 6" restrictions. The sign when pointed out to one of the drivers said that he could not read the sign.

I can accept what he said as the actual 6' 6" looks like almost invisible and the other one is covered in part by an overgrown tree. The other sign at the Sutton Barns Rd is no longer and a request should be made to re-establish one. I believe the suitability of the Wrens Rd for over 6' 6" vehicles have already been established with Highways but I would call upon the Parish Council to ensure that the existing sign is made more clearly as a matter of urgency and a request made from the Parish Council.

I would also draw the Parish council's attention to the erosion of the Wrens Road surface and the worn away edges of the hedge rows which have become a passing area, which is due to the established constant use of over-sized vehicles. The cost of the maintenance to the lane, together with the many potholes created is another reason to stop large farm vehicles from using Gore Road. I do believe it would be of interest to find out from S.B.C. the actual costs and the temporary repairs made to Wrens Road which all contributes to the using of heavy vehicle to the road surfaces during the last few years.

I now come to a few road safety conditions which the Parish Council should be made aware of and take into consideration, all to do in part because of the heavy vehicles using the Gore Road to access Wrens Road. I would point out that the heavy vehicles which at peak time are 14 an hour. And between 7am and 11pm.

Firstly when turning right from The Street they do not slow down not taking any notice of the double white line. There is no pathway around the side of the pond and no visibility from exiting and accessing the viewing area of the ponds entrance. Especially dangerous for children crossing the road from parked cars one side of the road to where there is no pavement and being exposed to large articulated vehicles. Secondly we have the play Park and recreation field again we do not have any pavement and restricted vision; it is difficult to cross the road for children as you need to lean out to see if anything is coming. There are no pathways to access entrance only a high bank one side and the road the other.

As a point of law many of the trailers are not displaying the matching number plates on the trailers. I came across a new neighbour who had a trailer hit his car, and if it was not for his son catching up with the driver he would not have been aware.

Traffic jams and hold ups at the Silver Street junction are also a very common occurrence as vehicle unable to pass need to reverse all the way back and into Silver Street and Gore Rd.

All these risks and improved road conditions reduced costs could be improved if the width restrictions were taken notice of. Enforcement can only be a priority if the signs are up to standard.

I would like the Parish Council to support the request to have the 6' 6" except for loading sign at the junction of Silver Street made clearer and the sign covered by plant life made more visible. Also, a new/replacement 6'6" sign at the junction of Sutton Baron Rd to be erected at the beginning of Wrens Rd.

I understand that the Parish Council can write to the Swale Joint Transportation Board committee requesting a replacement sign for consideration in support for this to happen.

Thanking You.

K Bateman

Concerns, requests and responses:

- **Access to/from the pond decking and the recreation ground in Gore Road / lack of pavements**
- **Faded and concealed width restriction signs at Wrens Road/Silver Street**
  12-9-2025 - Enquiry 900909 -Vegetation and faded sign reported - sign replaced - completed.
- **Replacement of lost width restriction signs at Sutton Baron Road/Wrens Road**
- **Escalation to JTB → Correct route now is by HIP**

On 03/09/2025 11:04, Thomas Allen wrote:

> Good morning Brian,
>
> My name is Tom Allen, I live at the end of Travers Gardens. My wife Lucy shared your contact details with me, as I'm hoping to speak with someone regarding the possibility of installing a small gate at the pontoon area of the pond.
>
> I frequently drive past the and often visit with my daughter to see the ducks, as do many families. However, the lack of a footpath on the pond side of the road, combined with the absence of any barrier between the pontoon entrance and the roadside, presents a significant safety concern. Given the volume and speed of traffic, particularly farm vehicles and through traffic between Sittingbourne and Hollingbourne, I worry that an accident is inevitable without some form of intervention.
>
> I'm unsure whether a gate or zebra cossing has been considered previously, and I fully appreciate there may be reasons why one hasn't been installed and that these things come with a cost. However, if it hasn't been reviewed, I believe it's worth exploring before a preventable incident occurs.
>
> Could you advise who would be the appropriate person or department to speak to about this?
>
> Like I said, I drive past it most days and am always considerate/ mindful that there may be children crossing or emerging from the pond but drivers other than us village dwellers are oblivious to it. So if you know who I could speak to about this please can you let me know?
>
> Kind regards
>
> Tom

Concerns, requests and responses:

- **Access to/from the pond decking**

Good afternoon Brian

I wanted to drop you a quick email to say I hadn't forgotten about writing a letter/email in support of the traffic calming ongoing considerations around Gore Pond. I am currently researching for a letter which I'd like to submit for discussion at the upcoming meeting. I am contacting a couple of wildlife agencies in the hope of gaining some support, with a view to supporting the request for a 20 mile an hour speed limit through the village.

In my mind this would start just before Bexon Lane (coming from Hollingbourne) and hopefully continue on down Primrose Lane to just past Medlar Close, and of course down Gore Road. I have no experience of formally presenting any of this so am not sure if I would need to take photos, etc., although I imagine this has already been done.

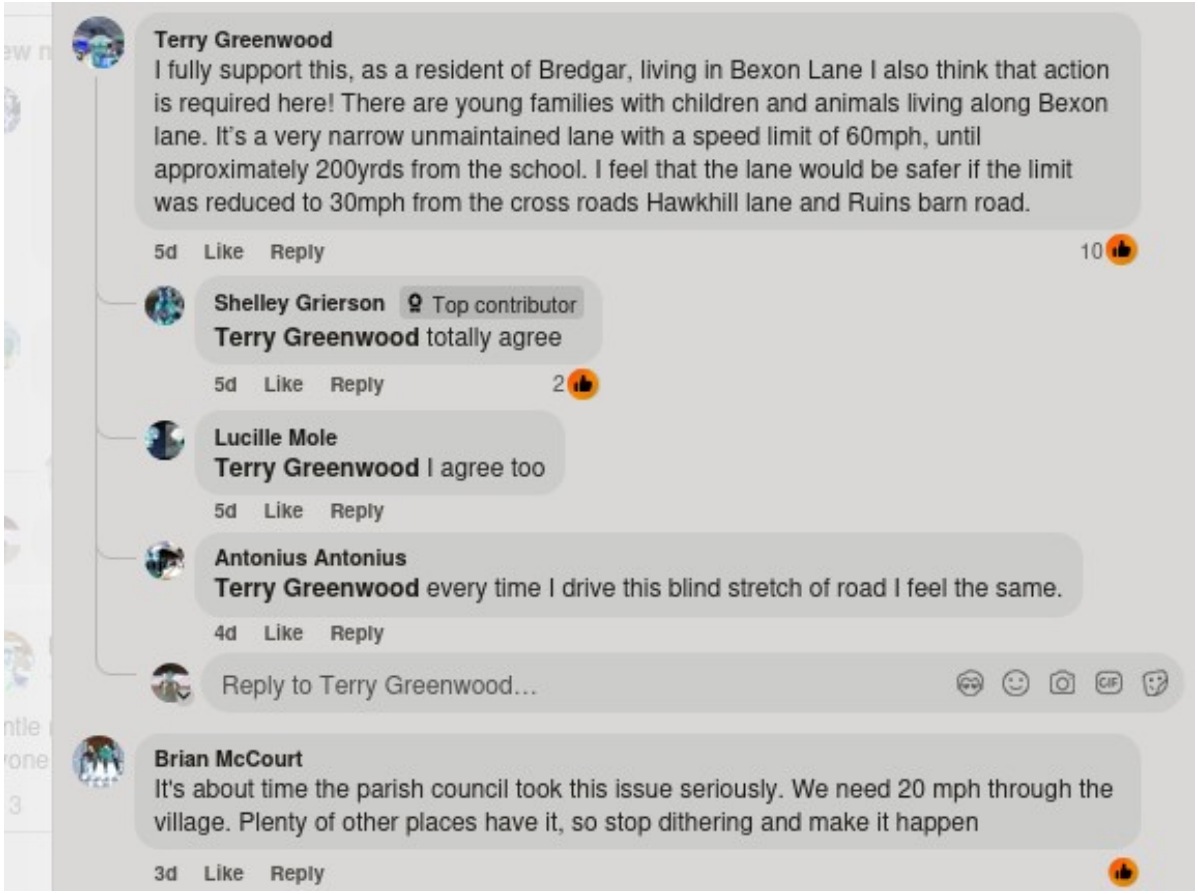
Thank you for including the HIP link also, this has been very helpful.

Kind regards
Melanie

Concerns, requests and responses:

- **Concern about impact of traffic on wildlife (ducks and moorhens).**
- **Request for 20 MPH speed limit**

Bredgar Facebook Group Comments regarding 30mph in Bexon Lane



Terry Greenwood
I fully support this, as a resident of Bredgar, living in Bexon Lane I also think that action is required here! There are young families with children and animals living along Bexon lane. It's a very narrow unmaintained lane with a speed limit of 60mph, until approximately 200yrds from the school. I feel that the lane would be safer if the limit was reduced to 30mph from the cross roads Hawkhill lane and Ruins barn road.

5d Like Reply 10

Shelley Grierson Top contributor
Terry Greenwood totally agree

5d Like Reply 2

Lucille Mole
Terry Greenwood I agree too

5d Like Reply

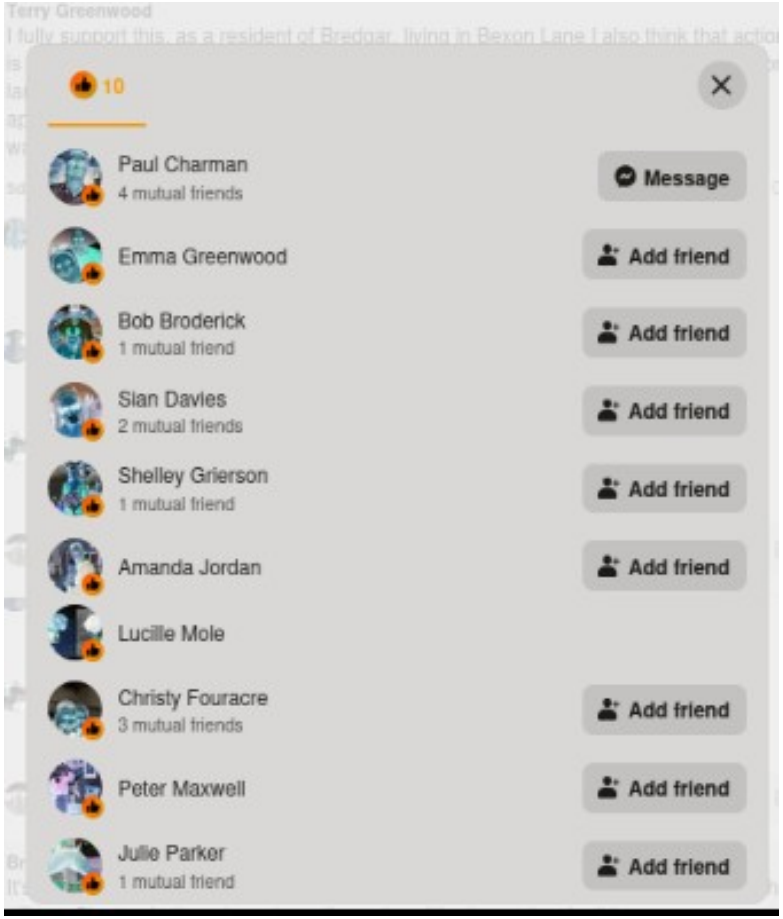
Antonius Antonius
Terry Greenwood every time I drive this blind stretch of road I feel the same.

4d Like Reply

Reply to Terry Greenwood…

Brian McCourt
It's about time the parish council took this issue seriously. We need 20 mph through the village. Plenty of other places have it, so stop dithering and make it happen

3d Like Reply



10

Paul Charman
4 mutual friends — Message

Emma Greenwood — Add friend

Bob Broderick
1 mutual friend — Add friend

Sian Davies
2 mutual friends — Add friend

Shelley Grierson
1 mutual friend — Add friend

Amanda Jordan — Add friend

Lucille Mole

Christy Fouracre
3 mutual friends — Add friend

Peter Maxwell — Add friend

Julie Parker
1 mutual friend — Add friend

Tim and Jay Ford also mentioned their concerns to the Chair on this issue.

Traffic Actions by BPC- History

The Parish Council have been raising concerns about traffic through the village with KCC for many years and many actions have resulted to address the issues.

These include:

- Width restriction signs on Wrens Road.
- The installation of ‘speed gates’ on Primrose Lane and Swanton Street to make drivers aware they are entering a village.
- The installation of the speed indicator sign in Primrose Lane that alerts drivers if they exceed the 40MPH limit.
- The installation of traffic calming in The Street/Primrose Lane, which reduces the width of the road to a single lane with priority for southbound traffic.
- An “Unsuitable for HGVs” sign on Petts Road at the A249 end.
- “Unsuitable for HGVs” signs from both directions turning into Bexon Lane, by the church.
- A sign directing HGVs into Sittingbourne opposite Broadoak Road in Ruins Barn Road.

Some improvement requests were not successful.

In 2018 to 2020, following a survey of villagers and lobbying, KCC were requested to implement a 20MPH limit (Plan A) and then a 20MPH zone (Plan B) across the village. These were both rejected following a BPC funded speed survey that recorded an average speed through the village that was too high. KCC policy only allowed 20MPH limits where the average speed is 24MPH or less. Limits need to be self enforcing or achieve voluntary compliance.

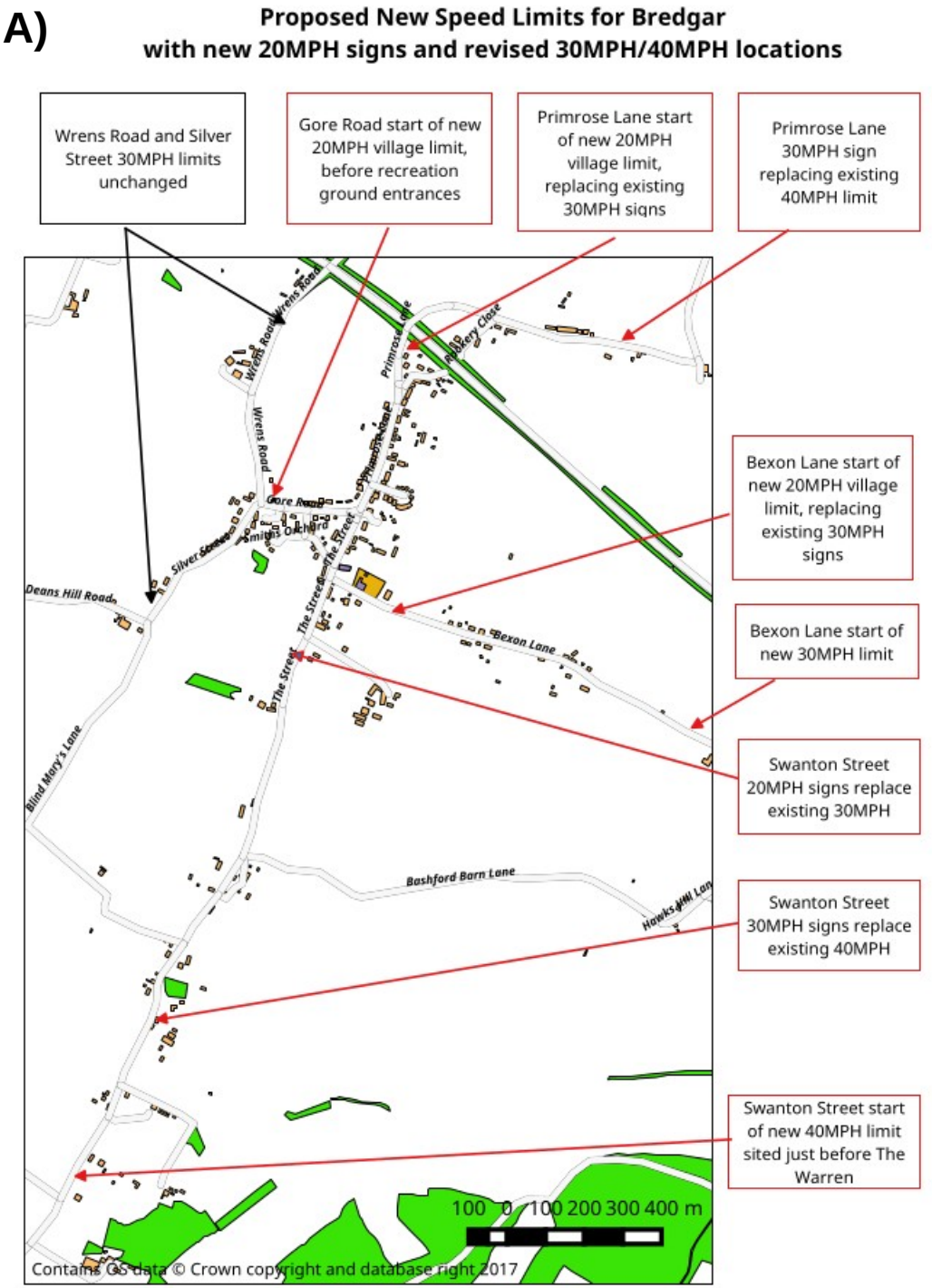
KCC advised that to implement a Bredgar 20MPH zone, expensive traffic calming and street lighting would need to be funded by the parish. Subsequently, BPC decided not to proceed with a zone at that time.

20MPH LIMITS proposed to KCC in 2019 (Plan A)

Included:

5 x New sign and post pairs.
2 x Sign pair changes to different speeds.

Rejected by KCC as not self enforcing – the traffic using the roads was too fast.



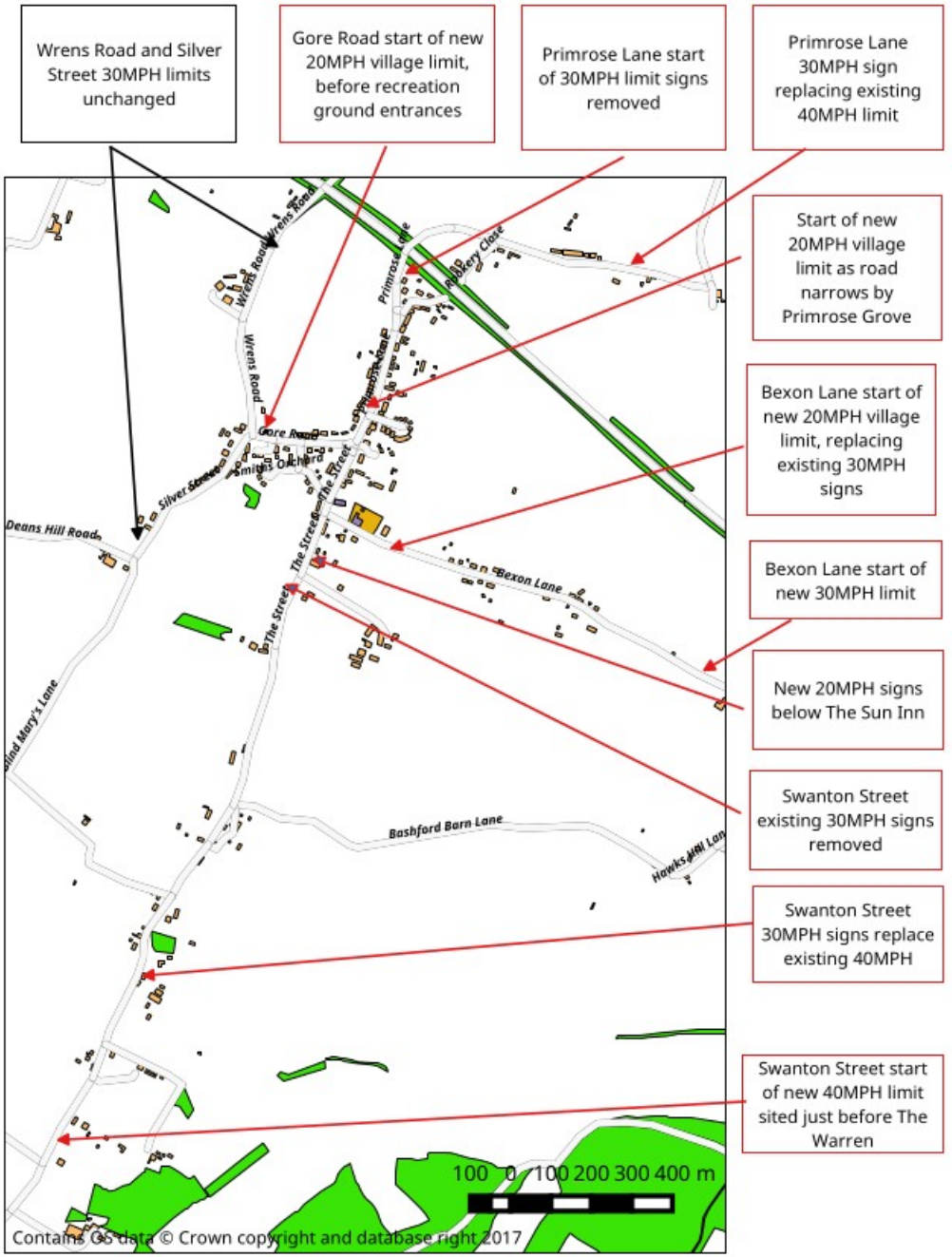
20MPH ZONE & LIMITS proposed to KCC in 2019

Included:

6 x New sign and post pairs.
2 x Sign changes to different speeds.

Rejected by KCC as less than 600 metres and advised that traffic calming with lighting would be needed.

PLAN B - Proposed New Speed Limits for Bredgar with new 20MPH signs and revised 30MPH/40MPH locations



Highway Improvement Plan Description and Process

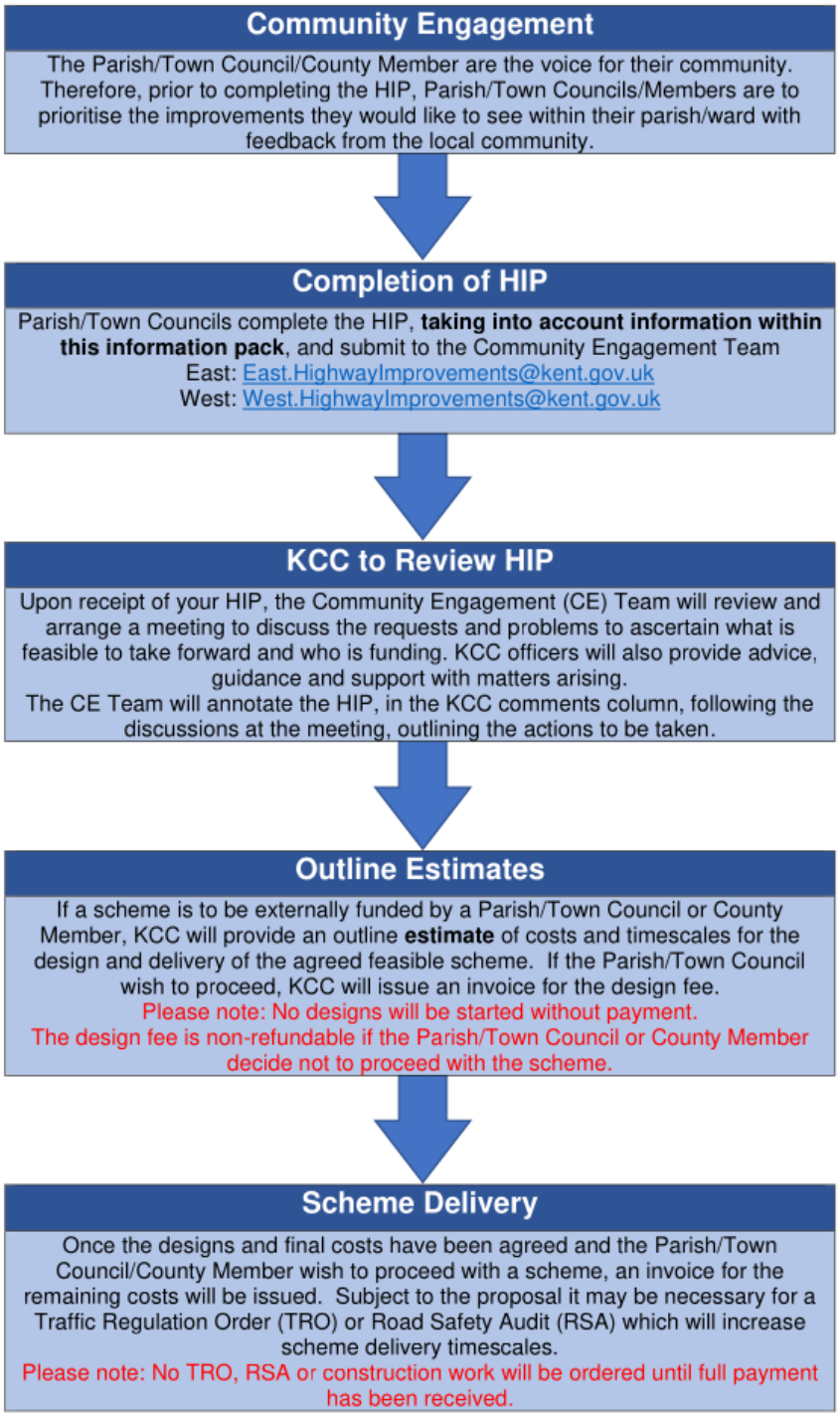
The Highway Improvement Plan (HIP) is a list of potential highway improvements requested by the community and endorsed by the Parish/Town Council or County Member if led in an unparished area.

The HIP is intended to bring together all the requests for NEW highway improvements requested via the community and endorsed by the Parish/Town Council and/or County Member.

KCC always recommends that members of the public contact their Parish/Town Council, or County Member to ensure a community voice helps to prioritise their concerns and ideas and this enables us to assist with requests in a more pro-active way.

The Parish/Town Council/County Member then use the HIP to log and prioritise their concerns and ideas within the community and ultimately identify who is to fund the improvements, should there be mutual agreement between KCC and the Parish/Town Council to take forward an idea.

The Community Engagement Team is committed to meet parishes annually as a minimum and discuss their requests and issues raised. It is recommended that your County Member is also invited to the meeting. The Parish/Town Council need to be clear on what the problem is that they are trying to resolve when meeting the Community Engagement Team and have evidence to support the concerns being raised.



This slide was created from a KCC Highways communication.

HIP Projects - Typical Minimum Cost Examples

Speed Limit Change or Width Restriction

£343	- Design Fee
£3000	- Traffic Regulation Order (+£685 if referred to JTB)
£1600	- 2x pairs signs and posts
£999	- Installation (extra if road closure required)
~£6000	**Total min (probably more)**

20mph Limit – Bredgar NOT eligible

20mph limits are signed with terminal signs and at least one repeater sign and do not require traffic calming measures. Average existing speeds need to be 24mph or below.

Kent Police are supportive of appropriate 20mph schemes where a high level of compliance is expected.

Not an option for our village as Bredgar traffic survey results showed an average speed exceeding 24 / 26 mph.

20mph Zone - £20,000 min (probably more)

20mph zones require traffic calming measures (e.g. speed humps or chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals.

Most physical traffic calming measures **need to be lit at night and so a system of street lighting will need to be present or provided by the scheme**.

Zones usually cover a number of roads.

The cost of traffic calming can vary significantly and will depend on the number of roads affected and the type and amount of traffic calming required. Typical starting costs for the installation of some of the more commonly used traffic calming measures are:

- Traffic Regulation Order from £3000 (required for a speed limit change or if changes are needed to on-street parking provision for example)
- Blacktop speed hump from approximately £1830 each.
- Pre-cast concrete speed cushions from approximately £10,300 per pair.
- Carriageway speed limit roundel £206 per pair.
- Road narrowing from £1945 each.
- Chicane from £4,100 each.
- Road Safety Audit will be required.

Potential Highway Related Future Projects or HIP Priorities

- Install a gate at the exit of Gore Pond decking (project) and a visibly acceptable netting barrier to discourage wildfowl from accessing the road.
- Replacement of the Bredgar Pond / Gore Road concrete post and bar safety fence (assessment & project).
- Wrens Road width restriction sign pair replacement (Sutton Baron Road end – HIP).
- Bexon Lane 30 MPH extension (HIP).
- 20 MPH Zone – reassessment (HIP).

Post Office Sub-Committee Update

B.P.C. MEETING – 25 NOVEMBER 2025

DRAFT REPORT OF THE POST OFFICE SUB-COMMITTEE.

Brian, Teresa, Steve and myself have met on several occasions with the object of smoothing the future of our Post Office after our present lease expires in April 2027, the date at which the shop lease also terminates.

We have sought the views of residents and other users of the post office via a questionnaire. Almost 35% completed returns were received and showed a large majority in favour of keeping a Post Office in Bredgar.

Since then, the whole café/shop complex has been offered for sale by the present land-owner, and is now sold, subject to contract. A condition of sale is that present uses are protected until April 2027.

We have written to the Agents handling the sale, requesting a statement of intent from the prospective new owners. We await their reply, but must accept they have no duty to engage with us at all.

We have also identified three possible sites in the village which could possibly accommodate a re-located Post Office.

We have no idea yet how much a re-location would cost or how it could be funded. To be at all viable, we should need a business plan showing a realistic medium-term future for our Post Office to allow re-location costs to be amortised.

We request Council's direction on how we should proceed from here.

Nigel.

Highsted Park Update

Firstly, a huge **Thank You** to everyone for their support, whether this was through donations, assembling and delivering the signs, having a sign in their garden, coming to a fund-raising event or just taking the time to watch the Planning Inquiry on YouTube. **Your support has been phenomenal.**

Please let us know if you would like to collect your sign, email us at bpc.clerk@outlook.com and someone will pop round and collect it.

A year after the original decision was due, the Highsted Park Planning Inquiry has now completed its public hearing sessions after many months of evidence from Swale Borough Council, the applicant **(Quinn Estates, G H Dean & Co. Ltd, Attwood Farms Ltd, Attwood Trustees and AG Kent Holding BV)** statutory bodies **(KCC and Highways England)** and community groups.

The Five Parishes Group—representing **Rodmersham, Bapchild, Bredgar, Milstead, Tunstall and Wormshill**—presented comprehensive evidence opposing the development, with strong input from residents, expert witnesses and working alongside The Action Group: **Teynham, Tonge, Lynsted with Kingsdown, Doddington and Newnham**.

Although the Inquiry hearings have finished, the process continues over the coming months. The key next steps are:

- **10 November 2025** – Section 106 legal agreements circulated and made available on the Programme Officer's website.
- **24 November 2025** – Deadline for comments on the Section 106 agreements (to info@programmeofficers.co.uk).
- **28 November 2025** – Final version submitted to the Inspector with comments incorporated.
- **19 December 2025** – Final date for parties to sign and return the legal agreements.

Once these are completed, the Inspector will prepare her report and recommendation to the Secretary of State for Housing, who will make the final decision. There is no set timeframe, but a decision is expected in mid-2026 (Q2–Q3).

The Five Parishes Group and Bredgar Parish Council will continue to monitor developments closely and will update residents as soon as new information is available.

This slide was created from a Rodmersham Parish Council communication.

Local Plan Review and Update

Local Plan Review and Update – Have Your Say…

Swale Borough Council has commenced the process for the creation of the next Local Plan, replacing Bearing Fruits which was published in 2017. This new plan will form the basis for development within the Borough through to 2038 and is due for completion at the end of 2026.

The Local Plan Review sets out the planning framework for the borough for the period to 2038 and will cover issues such as: housing provision, the economy, retail and town centres; infrastructure provision and the environment. It will also set out policies by which planning applications will be determined, in addition to allocation land for housing, employment and other uses.

The consultation period will run from **Monday 12th January 2026** until **Monday 23rd February at 5pm**, allowing the community the opportunity to have their say.

This slide was copied from a Rodmersham Parish Council communication based on information from our SBC Ward Cllr Monique Bonney.