

A224 Orpington Bypass

Proposed Reduction of Speed Limit from 50 mph to 40 mph

Summary of engagement with Kent County Council (KCC)

Badgers Mount Parish Council (BMPC) has been in active discussions with Kent Highways to address long-standing safety concerns relating to the A224. The Parish Council has consistently highlighted the risks posed to residents—particularly children, older residents, and those with reduced mobility—arising from high vehicle speeds, traffic congestion, HGV movements, and noise linked to the deteriorating road surface.

BMPC has raised these issues through several channels, including:

- The **Highway Improvement Programme (HIP)**
- Direct correspondence with the **Directorate of Highways & Transportation, KCC**
- Communication with the **Chief Executive of Sevenoaks District Council (SDC)**
- Engagement with the **Offices of Sevenoaks District MP, Laura Trott MP**

Automatic Traffic Count (ATC) surveys were undertaken in **September 2023** and again in **September 2025**. The findings of both surveys are available on the BMPC website under *External Documents*.

Following the most recent survey and BMPC's continued emphasis on the human impact of road safety, Kent Highways has now indicated **in principle support** for **reducing the speed limit** on the A224 from 50 mph to 40 mph.

This support is **subject to a pre-engagement consultation** with residents to confirm community backing prior to initiating the formal Traffic Regulation Order (TRO) process.

Latest Response from Kent Highways:

- **Speed assessment** - the ATC surveys demonstrate average speeds around 40 mph, with the 85% generally around the 10% + 2 mph NPCC enforcement threshold. Compass telematic data also appears to support this
- **Functional hierarchy / route assessment** – predominately through traffic route (A-class road) in a partially built-up area (defined by existing "Badgers



Badgers Mount PARISH COUNCIL

Mount" Glasdon gateway features), with segregated VRU facilities (plus some intersecting footpath network). Likewise, frontages are set back from the carriageway, with limited side road junctions. There are wide running lanes, with areas of central hatching leading to right turn lanes or pedestrian refuge / traffic islands

- **History of collisions** – HADMS shows one slight casualty severity personal injury collision within the partially build-up area

As is often the case with these types of assessments, there is a valid argument to keep the existing 50 mph speed limit but having reviewed this again, on balance Kent Highways is happy to support a reduction to 40 mph.