



Badgers Mount Parish Council

Speed Reduction Request:

A224 Orpington Bypass Badgers Mount

50 mph → 40 mph

Public Responses & Evidence Report to KCC

Submitted by

Badgers Mount Parish Council

February 2026

1. INTRODUCTION

Badgers Mount Parish Council (BMPC) has, for several years, raised significant concerns regarding road safety on the A224 Orpington Bypass. The road forms the central spine of the village and is used daily by residents, school children, commuters, and—more recently—large volumes of construction traffic associated with major developments at Fort Halstead (SDC Planning ref#19/05000/HYB) and Chevening Estate (SDC Planning ref# 20/03660/FUL).

In late 2025, Kent Highways indicated **agreement in principle** to reduce the speed limit from 50 mph to 40 mph, subject to clear evidence of community support. BMPC therefore undertook a comprehensive parish-wide consultation between December 2025 and January 2026.

This report presents:

- The context and history of the issue
- Evidence from Kent Highways ATC surveys
- Resident feedback and survey results
- Institutional testimony from Nesbit House Care Home
- Key themes raised by the community
- BMPC’s formal request for implementation

2. Background and Context

2.1 Longstanding Safety Concerns

In 2012, following the tragic death of a resident in a collision at the Badgers Road junction, the Badgers Mount Residents Association submitted a formal appeal to Kent County Council requesting that the speed limit on the Orpington Bypass be reduced from 60 mph to 40 mph. Although this appeal resulted in a reduction, the limit was only lowered to 50 mph, falling short of the community’s request and the safety improvements sought at the time. Since 2023, BMPC has included the A224 within its Highways Improvement Plan (HIP). Residents have repeatedly reported:

- Difficulty entering/exiting Badgers Road and Highland Road as well as Christies & Sandersons Avenue and Woodlands View

- Individual residential driveways along the Orpington Bypass face persistent safety challenges, as residents must merge into or turn across fast-moving traffic
- Dangerous conditions for children crossing the A224 to reach the school-bus stops on Old London Road, particularly during morning peak times.
- Noise and air-quality impacts caused by high-speed HGVs and increased traffic volumes, affecting residents along the A224 and adjoining roads.
- Peak-time congestion combined with excessive off-peak vehicle speeds creates ongoing challenges for both pedestrians and resident drivers throughout the day.

2.2 Impact of Major Developments

Although Fort Halstead and Chevening Estate lie outside the parish boundary, **all construction traffic passes directly through Badgers Mount**. The **310 additional daily HGV movements** associated with these developments add substantial heavy-vehicle pressure along the A224. This increase has been further compounded by **TfL's closure of the right turn from the A21 Sevenoaks Road into London Road** (between Pratts Bottom and Knockholt Station), which has diverted additional traffic through the Orpington Bypass. The impact of this diversion is clearly reflected in the **significant rise in total vehicle numbers recorded in the ATC reports**.

BMPC has repeatedly raised concerns regarding:



- Heightened risks for pedestrians and school children
- Increased noise, vibration, and air-quality impacts
- Safety issues at residential access points and junctions
- Insufficient mitigation measures within the approved CTMPs for both sites

These concerns remain active and have intensified with ongoing construction.

3. Evidence from Kent Highways ATC Surveys

Kent Highways conducted ATC surveys in 2023 and again in September 2025. The 2025 survey confirms:

- **85th percentile** speeds are around **45 mph** on both directions
- **High HGV volumes**, particularly during construction hours
- **Peak-time congestion** consistent with resident reports
- A residential setting is incompatible with a 50 mph limit

Kent County Council  **ATC Traffic Analysis Report** 

Author:

Contract:

Job Number:

Location:

Road Name:


District:

Coordinates:

Start Date:



End Date:

Speed Limit:



Citisense carried out a 7-day ATC on A224 Orpington By-Pass NORTH commencing the 27/09/25. The number of vehicles exceeding the speed limit of 50mph was 5707 which is 6.55% of the total vehicles recorded in both directions which was 87076.

A224 Orpington By-Pass NORTH (50mph speed limit)							
Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 50mph speed limit	Percentage of vehicles under enforcement threshold of 57mph	Percentage of vehicles complying with a proposed signed only 30mph speed	Percentage of vehicles complying with a proposed signed only 30mph speed
N1	36368	42.6mph	48.1mph	91.5% (33270)	98.6% (35858)	1.5% (562)	1.5% (562)
S0	50708	41.3mph	46.4mph	94.9% (48099)	99.2% (50313)	1.6% (834)	1.6% (834)

Kent County Council  **ATC Traffic Analysis Report** 

Author:

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Job Number:

Location:

Road Name:


District:

Coordinates:

Start Date:



End Date:

Speed Limit:



Citisense carried out a 7-day ATC on A224 Orpington By-Pass MID commencing the 27/09/25. The number of vehicles exceeding the speed limit of 50mph was 4431 which is 5.18% of the total vehicles recorded in both directions which was 85498.

A224 Orpington By-Pass MID (50mph speed limit)							
Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 50mph speed limit	Percentage of vehicles under enforcement threshold of 57mph	Percentage of vehicles complying with a proposed signed only 30mph speed	Percentage of vehicles complying with a proposed signed only 30mph speed
N1	35707	41.3mph	46.8mph	94.5% (33730)	99.1% (35389)	2.1% (751)	2.1% (751)
S0	49791	41.1mph	46.4mph	95.1% (47337)	99.2% (49369)	2.2% (1093)	2.2% (1093)

Kent County Council  **ATC Traffic Analysis Report** 

Author:

Contract:

Job Number:

Location:

Road Name:


District:

Coordinates:

Start Date:

End Date:

Speed Limit:



Citisense carried out a 7-day ATC on A224 Orpington By-Pass SOUTH commencing the 27/09/25. The number of vehicles exceeding the speed limit of 50mph was 3193 which is 3.76% of the total vehicles recorded in both directions which was 85032.

A224 Orpington By-Pass SOUTH (50mph speed limit)							
Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 50mph speed limit	Percentage of vehicles under enforcement threshold of 57mph	Percentage of vehicles complying with a proposed signed only 30mph speed	Percentage of vehicles complying with a proposed signed only 30mph speed
N0	35349	39.7mph	45.5mph	95.8% (33869)	99.2% (35073)	4.1% (1437)	4.1% (1437)
S1	49683	40.5mph	45.5mph	96.6% (47970)	99.4% (49398)	2.3% (1127)	2.3% (1127)

This data aligns with national guidance (DfT Circular 01/2013), which recommends lower limits where vulnerable road users and residential access points are present.

4. Resident Consultation (Dec 2025 – Jan 2026)

4.1 Methodology

BMPC undertook a comprehensive, multi-channel consultation:

- Social media announcements
- WhatsApp community groups
- Email campaign
- Leaflet drop to all 242 households
- Door-to-door engagement by councillors and volunteers

Residents were asked a single, clear question:

“Are you in favour of the speed reduction on the Orpington Bypass from 50 mph to 40 mph?”

Copy of consultation advertisement through newsletter, social media & email campaign:

BADGERS MOUNT COMMUNITY NEWSLETTER

HIGHLIGHT

Speed Limit Reduction: Orpington Bypass From 50mph to 40mph

Over recent weeks, many residents may have seen discussion on social media and community WhatsApp groups about a proposed reduction in the speed limit of the Orpington Bypass. For others, this newsletter may be the first time you are hearing about it. We would therefore like to share the full background and explain clearly how you can have your say.

Road safety has consistently been one of the most frequently raised concerns with Badgers Mount Parish Council (BMPC). In response, the Parish Council has spent a long time working with Kent Highways, gathering evidence, holding meetings, and pressing the case for change. We are pleased to confirm that this has resulted in an in-principle agreement by Kent Highways to reduce the speed limit on the A224 (Orpington Bypass) from 50mph to 40mph. This marks the start of the process. To progress the proposal, BMPC needs clear confirmation that residents across Badgers Mount support the 40mph speed limit, enabling the Council to formally advise Kent County Council.

Your Vote Matters

We now need every resident to take part in the pre-engagement consultation. A strong and clear response will ensure that both BMPC and KCC are confident that this change truly reflects the wishes of our community and will help move the proposal forward. We thank everyone who has already voted; no further action is needed.

How to Vote:
There are two simple ways to take part:
Paper Voting Slip (see below)
Please clearly state:
• That you are in favour of reducing the speed limit from 50mph to 40mph
• Your house name or number and road name
Tear off the completed slip and post it through the letterbox at:
Montclare, Orpington Bypass, Badgers Mount
By Email
Send an email confirming your support, along with your house name or number and road, before the 10th of January 2026 to:
clerk@badgersmountparishcouncil.gov.uk

MAKE 40 HAPPEN

Vote for a safer & slower OBP

Thank you to everyone who has voted so far to reduce the speed limit on the Orpington Bypass (A224) from 50 to 40 mph – but we still need every home in Badgers Mount to take part.

We must show full community representation to start the process. If your neighbours/friends aren't on social media or the mailing list, please spread the word.

Every vote matters. Let's make 40 happen.

Please send your vote now to:
clerk@badgersmountparishcouncil.gov.uk

Visit www.badgersmountparishcouncil.gov.uk for details on campaign

Vote on the A224 Speed limit

4.2 Results Summary

Area/Street	Houses In Favour	Not Responded	% In Favour	
Orpington Bypass	38	30	8	79%
Christies & Sandersons	14	14	0	100%
Woodlands View	12	8	4	67%
Badgers Road	32	17	15	53%
Highland Road	44	24	20	55%
Milton Avenue	18	9	9	50%
Johnsons Avenue	20	13	7	65%
Old London Road	45	28	17	62%
Badgers Rise	10	8	2	80%
Crest Close	9	5	4	56%

Total households surveyed: **242** Total in favour: **156** Not responded: **86**

Overall support: 64%

Note: Of all respondents, only 3 have stated that they are not in favour of the reduction, but they have also mentioned that they will not object to the reduction, as they are aware that majority are in favour.

Notes on response data : *Not responded does not indicate opposition; it simply reflects households that did not reply to the published consultation requests and were not available during door-to-door engagement. A small number of properties are currently unoccupied due to renovation and are included within the 'Not responded' category. If these were excluded from the total, the percentage in favour would be even higher.*

4.3 Visual Representation of Results

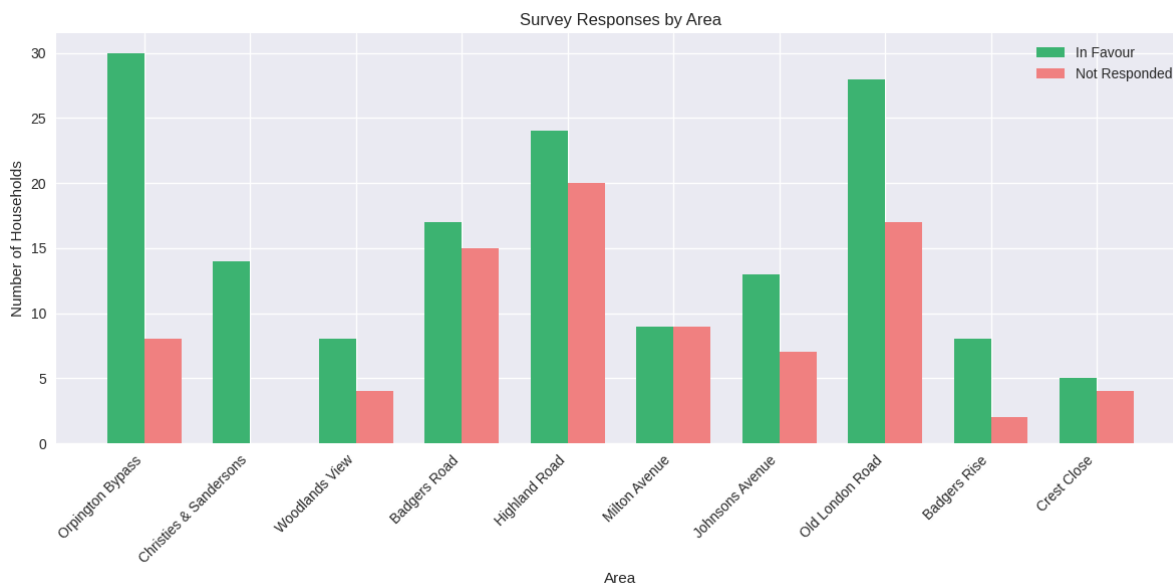


Figure 4.3.1: Survey responses by area showing households in favour of the speed reduction compared with those who did not respond. Non-responses do not indicate opposition.

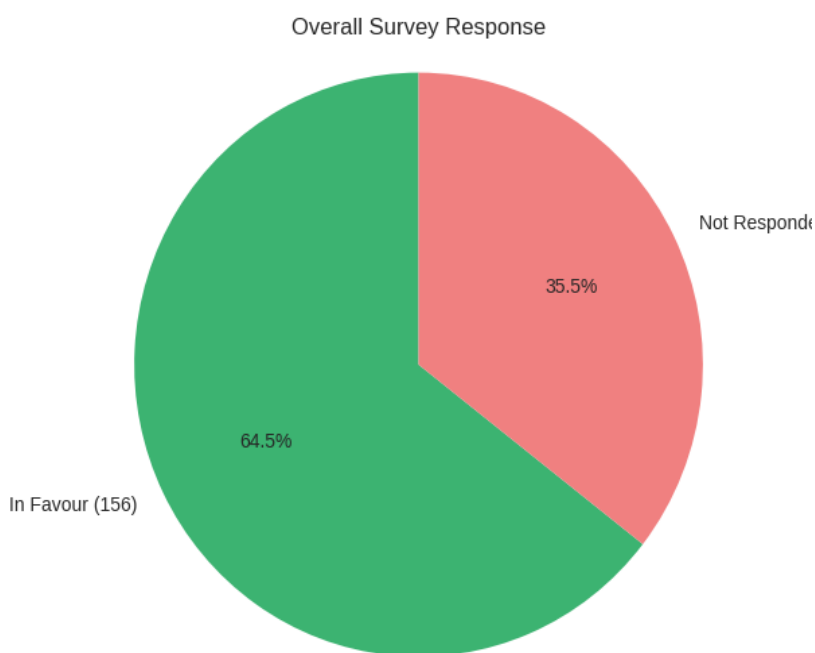


Figure 4.3.2: Overall survey outcome showing 156 households in favour of the speed reduction and 86 who did not respond. No category represents opposition.

5. Stakeholder Testimony: Nesbit House Care Home

Nesbit House Care Home is a major community institution located directly on the A224 within the proposed speed-reduction zone. The home currently accommodates **56 residents**, many of whom are vulnerable due to age, mobility, or cognitive conditions. The Home Manager provided the following formal statement of support:

“As the representative of the Care Home and its 56 occupants, their relatives and loved ones, I would like to express my support for a reduction in the speed limit on the Orpington Bypass (A224).

This stretch of road is in a residential area. The home attracts a significant amount of road traffic, with cars constantly turning in and out, and there is potential for accidents whilst vehicles manoeuvre into the property.

Whilst there are adequate walkways in either direction, the speed and frequency of traffic increase the perceived risk to our residents, who are at times confused or intimidated and therefore unable to use the area for walks and external exercise.

As we are now well established in the community, we also have frequent visits on foot by local residents attending events, visiting loved ones, or coming to work. I have concerns about their overall safety due to the speed of traffic as well.

I am happy for you to share these concerns appropriately in your application to reduce the limit.”

— Charles Knowles, Home Manager, Nesbit House Care Home

5.1 Significance of This Testimony

This submission carries considerable weight because:

- Nesbit House sits directly on the A224
- Residents are among the most vulnerable road users
- Staff, volunteers, and visitors regularly walk along or cross the A224
- As a regulated care facility, its safety concerns are highly relevant to KCC’s assessment

6. Concerns Raised by Residents

6.1 Safety of Children and Pedestrians

Residents consistently highlighted the danger faced by their children crossing to bus stops.

6.2 Difficulty Exiting/Entering Side Roads

Badgers Road, Highland Road, Sandersons & Christies, Woodlands View and Orpington Bypass residents reported long waits and near-miss incidents.

6.3 Noise and Environmental Impact

Residents reported sleep disturbance caused by the noise of increased traffic, along with vibrations generated by HGVs travelling at high speed on the A224. These impacts are felt most acutely by households situated directly along the Orpington Bypass. Residents have also expressed concern about elevated exhaust emissions and associated air-quality impacts, particularly for older residents and those with pre-existing respiratory conditions.

6.4 Loss of Active Travel

Many residents no longer walk to Knockholt Station due to difficulty crossing the A224. They use their cars to get to the station, adding to traffic & pollution as well as strain on the parking spaces at the station

6.5 Support for additional and/or complementary Measures

Residents expressed support for:

- Puffin crossings
- Low-noise resurfacing
- HGV restrictions during peak hours

7. Alignment with KCC Policy

The proposed reduction is in line with:

- KCC Vision Zero
- DfT Circular 01/2013
- Kent Design Guide
- Active travel and sustainable transport objectives

The A224's layout, residential frontage and access characteristics do not meet the safety and environmental criteria typically required to justify a speed limit as high as 50 mph, a position further supported by recent reductions on comparable routes such as Court Road in Orpington and the A21 (Bromley side), both of which exhibit similar conditions.

8. Badgers Mount Parish Council Position

Based on:

- ATC evidence
- Resident feedback
- Institutional testimony
- Construction impacts
- KCC's agreement in principle
- National policy guidance

Badgers Mount Parish Council formally requests that Kent County Council Highways implement the reduction of the A224 speed limit from 50 mph to 40 mph without delay.

BMPC also reiterates its request for:

- Puffin crossings or similar at the junction of Badgers Road and Nesbit House access with the Orpington Bypass, and the junction of Highland Road with the Orpington Bypass.
- Low-noise resurfacing
- Continued engagement with developers and enforcement

9. Conclusion

The consultation shows clear and consistent support for reducing the speed limit, with the strongest backing from those living closest to the A224. Nesbit House has provided institutional support, and KCC has already indicated agreement in principle. **BMPC therefore respectfully requests that KCC now authorise and implement the 40 mph speed limit as a matter of priority.**