

<b>Tonbridge &amp; Malling Joint Transportation Board</b>	<b>23 September 2019</b>
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## A20 Coldharbour Roundabout

<b>Decision Making Authority</b>	Kent County Council
<b>Lead Director</b>	Simon Jones
<b>Lead Head of Service</b>	Tim Read
<b>Lead Officer and Report Author</b>	Russell Boorman/Lee Burchill
<b>Wards and County Divisions affected</b>	Directly affected Aylesford South - Tonbridge & Malling, Aylesford North, Walderslade and Ditton. <i>Given the size of the scheme, other Wards maybe affected.</i>
<b>Which Member(s) requested this report?</b>	Cllr Hammond, Cllr Williams & Mr Homewood

**This report makes the following recommendations:**

**For Information.** This report is for update purposes only and the board are asked to note its contents.

<b>Timetable</b>	
<b>Meeting</b>	<b>Date</b>
Tonbridge & Malling Joint Transportation Board	23 September 2019

# A20 Coldharbour Roundabout

## 1. INTRODUCTION AND BACKGROUND

1.1 This report provides an update in respect of the proposed junction improvements on the A20 London Road, in two locations:

- A20 Coldharbour Roundabout; and,
- A20 London Road at its junction with Hall Road and Mills Road.

1.2 In 2015, Kent County Council and Maidstone Borough Council jointly identified ten locations that were assessed as requiring intervention to reduce traffic congestion and improve journey time reliability. These locations were subsequently agreed by the Maidstone Joint Transportation Board, (JTB), in October 2015 and were put forward for part funding through the Local Growth Fund and is known as the Maidstone Integrated Transport Package. **Table 1** gives details of the ten locations, their amalgamation into five discreet projects and latest budget estimates. A map showing these locations is included in **Appendix 1**.

Project	Location	District	Budget Estimate
1	A274 Sutton Road junction with Willington Street (1)	Maidstone	£4.0m
2	a) M20 Junction 5 (currently no improvement identified)	Tonbridge & Malling	Nil
	b) A20 Coldharbour Roundabout		£3.5m
	c) A20 London Road at the junction with Hermitage Lane (completed)		£0.4m*
3	a) B2246 Hermitage Lane at its junction with Heath Road/St Andrews Road	Maidstone	£1.5m
	b) A26 Tonbridge Road at its junction with Fountain Lane		
4	a) A229 Loose Road junction with Cripple Street/Boughton Lane	Maidstone	£1.0m
	b) A229 Loose Road junction with Armstrong Road/Park Way		£0.75m
	c) A229 Loose Road junction with A274 Sutton Road (Wheatsheaf)		£2.0m
5	A20 Ashford Road junction with Willington Street (2)	Maidstone	£1.5m
* Funding to be refunded via S106 agreements		<b>Total</b> (excluding Project 2c)	<b>£14.25m</b>

Table 1: Ten Congestion 'Hotspots' identified by KCC and MBC in 2015

1.3 The funding package for the MITP is made up of £8.9m LGF, secured by Kent County Council via the South East Local Enterprise Partnership (SELEP), to be spent by March 2021, and £7.67m of developer contributions giving a total available budget of £16.57m. The available funding breakdown and associated constraints is given in **Table 2**.

Ref	Source & Associated Developments	Amount £m	Constraints
1	<b>Project 1.</b> Developer contributions from multiple sites: North of Sutton Road, Langley Park, Sutton Road, North of Bicknor Wood & Bicknor Farm.	4.796	Prescriptive wording within the signed agreements.
2	<b>Project 2.</b> Developer contributions from multiple sites: Bridge Nurseries, East of Hermitage Lane, West of Hermitage Lane & Oak Apple Nursing Home.	0.816	Land acquisition required to deliver the coldharbour scheme.
3	<b>Project 3.</b> Developer contributions from multiple sites: East of Hermitage Lane, West of Hermitage Lane, South West Oak Apple Lane & Oak Apple Nursing Home.	1.108	Proposal requires the acquisition of third-party land to deliver, current shortfall of funding.
4	<b>Project 4.</b> Developer contributions from multiple sites: Cripple Street, Kent Police Training, Kent Police Headquarters & Land South of Sutton Road.	0.822	Proposed closure of adjacent side road and removal of a local landmark.
5	<b>Project 5.</b> Developer contribution: Land South of Sutton Road.	0.128	Planning application required to re-site listed flint wall and acquire a section of Mote Park land.
6	LGF (KCC secured via SELEP)	8.9	Subject to SELEP approved Business Cases for each project, demonstrate high value for money (BCR≥2) for each project. Must be spent by March 2021.
<b>Total available to current MITP</b>		<b>16.574</b>	

Table 2: Funding Breakdown

1.4 Given the nature and proximity of the schemes and the potential to exacerbate already congested locations during the construction stages, a phased delivery programme, shown in Figure 1, was produced. The existing project constraints, such as planning permission or land assembly requirements offers limited scope to accelerate the individual schemes within the programme.

Scheme	2015	2016	2017	2018	2019	2020	2021	2022
<b>M20 J5</b>								
<i>Development</i>								
<i>Commencement</i>								
<i>Completion</i>								
<b>A229</b>								
<i>Development</i>								
<i>Commencement</i>								
<i>Completion</i>								
<b>B2246</b>								
<i>Development</i>								
<i>Commencement</i>								
<i>Completion</i>								
<b>A274(2)</b>								
<i>Development</i>								
<i>Commencement</i>								
<i>Completion</i>								

Figure 1: MITP Delivery Programme

- 1.5 Public consultation on the schemes will commence in September 2019. Members will be given the opportunity to make comment through the consultation process with prior communication being undertaken with associated stakeholders.
- 1.6 Design work is being carried out consecutively on all schemes to mitigate any delays and achieve the SELEP spending requirement of 2021. A programme of delivery has been derived to minimise the impact on the network and ensure network resilience with the uncertainty of BREXIT and other key Strategic schemes being delivered in and around the Borough of Maidstone and Tonbridge & Malling.
- 1.7 KCC has reviewed other projects to allow over programming of the MITP in order to mitigate any potential underspend from the LGF.
- 1.8 A suitable scheme has been identified and is now included within the programme for delivery (see 1.1). The current cost estimate for the A20 London Road at its junction with Hall Road and Mills Road scheme is £3.5m, being made up of £1.3m developer contributions, £2m LGF and £200k KCC contribution.

## **Scheme Updates:**

### **2. A20 Coldharbour Roundabout:**

3. In May 2018, SELEP's Independent Technical Evaluator endorsed the release of funding to deliver the A20 Coldharbour roundabout scheme. This also included the forward design for the remaining programme of works and identified over programming.
  - 3.1 The detailed design continues with good progress. This element of the scheme will be completed in October 2019. It is anticipated that the next stage of the project will follow immediately, moving into the procurement stage.
  - 3.2 Early discussions with KCC's corporate procurement team have commenced with a procurement plan being developed to ensure the procurement stage can be delivered between January 2020 and March 2020. An award of contract is expected in March 2020, with a construction commencement in April 2020 in line with the completion of the SMART motorway.
  - 3.3 A buildability review is being undertaken as part of the detailed design, with the majority of the works being constructed 'off-line', it is anticipated the construction duration will be approximately 6-8 months.
  - 3.4 This scheme has been de-risked following positive land negotiations with the RBLI, who have agreed in principle the sale of their land as per previous conversations prior to a personnel change.
  - 3.5 A report was presented to KCC's Infrastructure Commissioning Board (ICB) on the 24<sup>th</sup> June 2019 for approval to spend and enter into contracts accordingly, which received approval. This scheme will now be taken to the KCC Environment and Transportation Cabinet Committee meeting in September 2019.
  - 3.6 There have been previous concerns regarding the removal of the signalisation on this scheme. These have been taken into consideration and confirmation is given to the board that part time signalisation is being considered as part of the detailed design phase.

3.7 The general arrangement for this scheme can be seen in **Appendix 2**.

#### **4. A20 London Road:**

4.1 In April 2019, SELEP's Independent Technical Evaluator endorsed the release of funding to deliver the A20 London Road at its junction with Hall Road/Mills Road.

4.2 The detailed design is being undertaken by the same consultant as the A20 Coldharbour Roundabout, to achieve better value for money and greater consistency across both schemes. Although challenges have been encountered through the design phase, these have recently been minimised and the detailed design continues to progress accordingly.

4.3 It is recognised that existing surface water drainage remains a concern at this location. The design will incorporate a system that will resolve this ongoing problem and the project team are working closely with KCC's drainage team to achieve a successful solution.

4.4 Third party land is required to deliver this proposed scheme, early positive discussions have been held with the landowner and will continue to do so until a signed agreement has been reached.

4.5 There will be several complex utility diversionary works required to deliver this scheme. As such, early engagement has been undertaken with the relevant utility companies to inform the design and costings of the scheme.

4.6 The detailed design will be completed in November 2019 and will be incorporated with the A20 Coldharbour roundabout for the procurement phase and submitted as one contract.

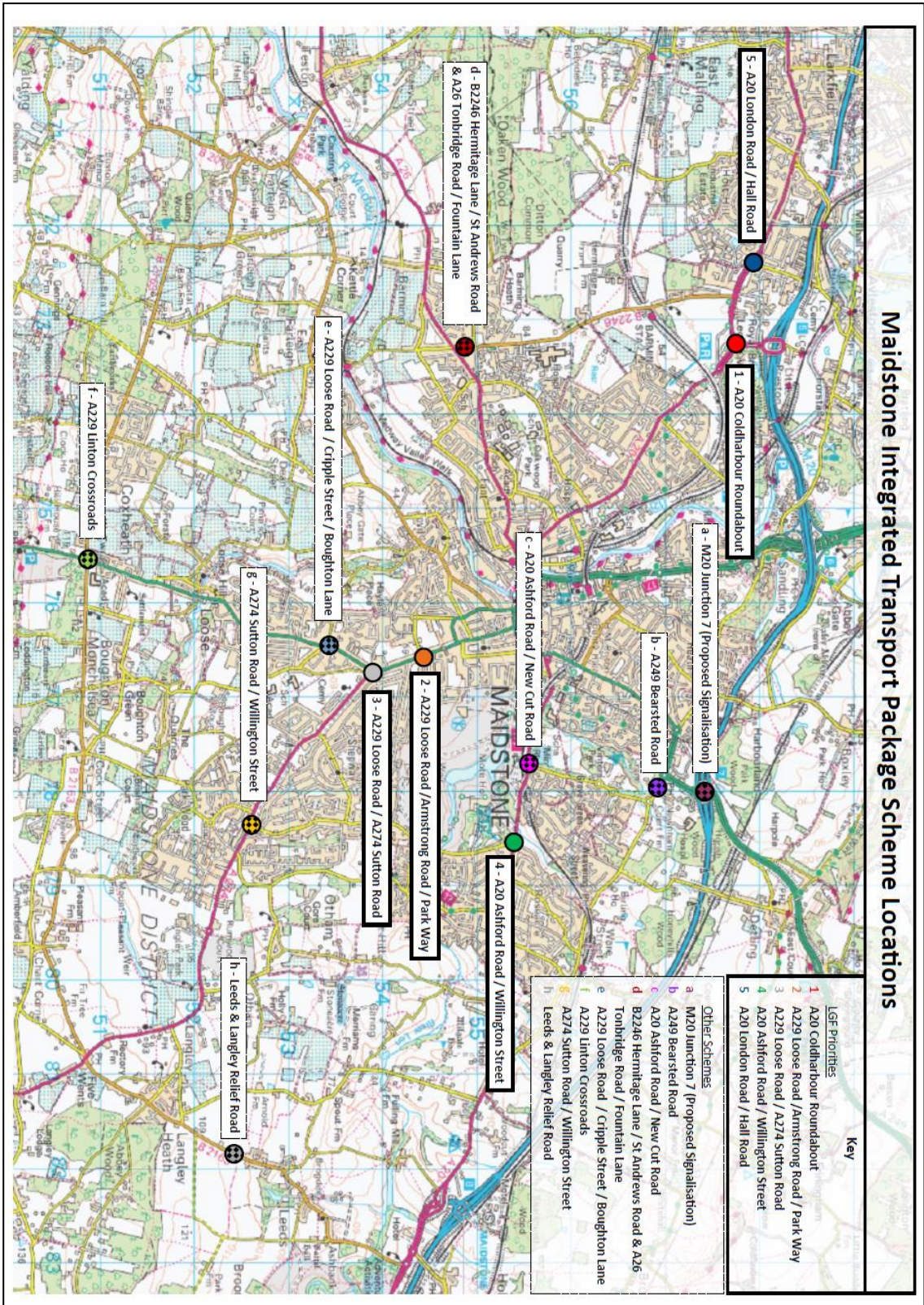
4.7 The general arrangement for this scheme can be seen in Appendix 3.

#### **5. Conclusion:**

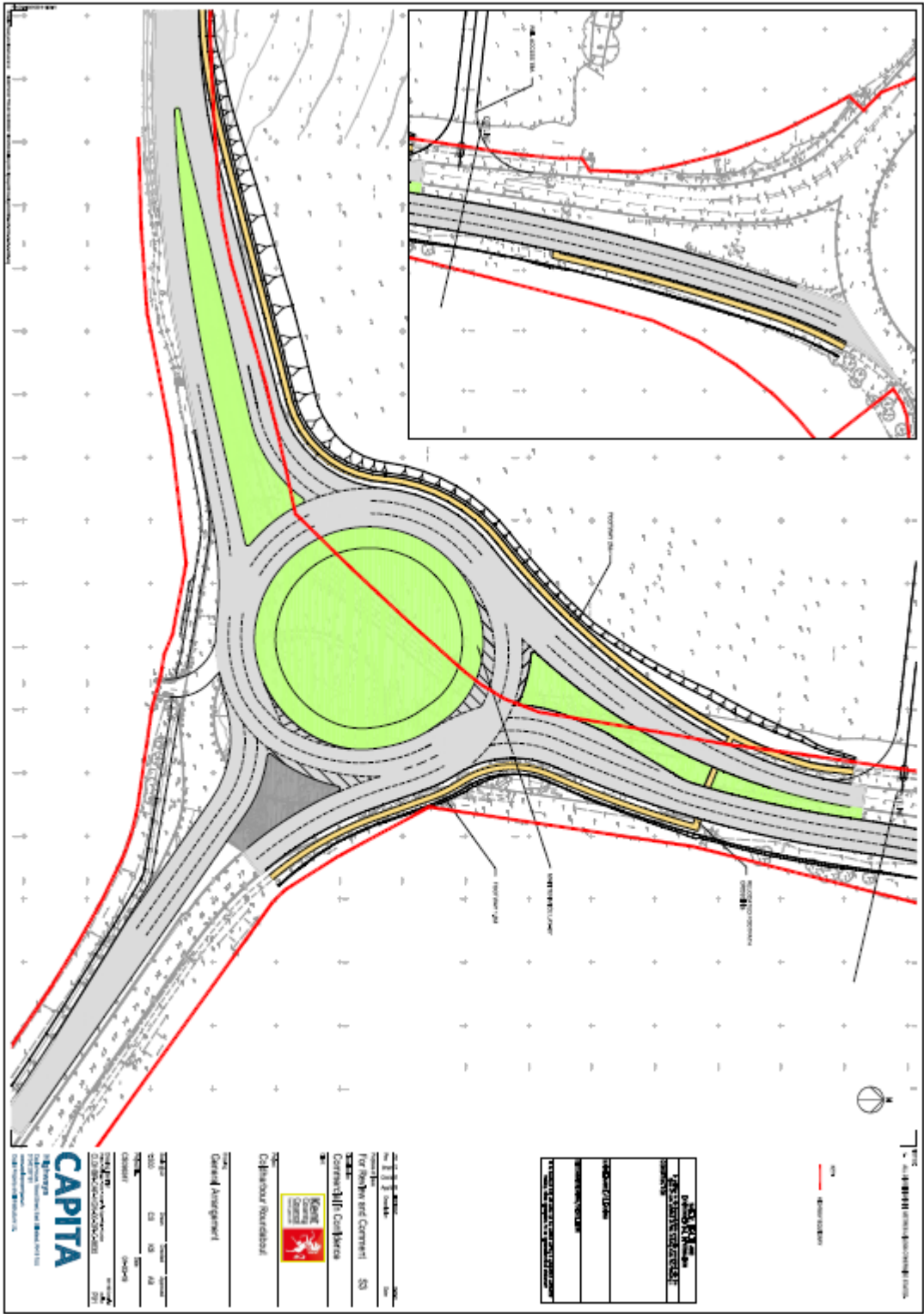
5.1 Kent County Council presents this report to Members for information. They must recognise the risks associated with the delivery of these works and understand the timing constraint of spending the Local Growth Fund contributions by the end of March 2021.

5.2 KCC will keep Members and the board updated at key milestones throughout the next stages.

**Appendix 1:**



**Appendix 2:**



Appendix 3:

