

**From:** Mike Whiting, Cabinet Member for Planning, Highways, Transport & Waste

Barbara Cooper, Corporate Director of Growth, Environment & Transport

**To:** Environment & Transport Cabinet Committee – 10 October 2019

**Decision No:** 19/00050

**Subject:** A20 Coldharbour Roundabout

**Classification:** Unrestricted

**Past Pathway of Paper:** None

**Future Pathway of Paper:** For Cabinet Member Decision

**Electoral Division:** Aylesford South

**Summary:** This paper seeks approval to take the highway improvement through the next stages of development and delivery including authority to progress statutory approvals and to enter into funding and construction contracts.

**Recommendation(s):** The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport & Waste on the proposed decision as follows and indicated on the proposed decision sheet attached at Appendix A.

- i) give approval to the outline design scheme for the A20 Coldharbour roundabout in Tonbridge & Malling for development control and land charge disclosures, drawing number **CLDHBR-CAP-HGN-00-DR-C-0035 S3-P01**;
- ii) give approval to progress all statutory approvals or consents required for the scheme, drawing number **CLDHBR-CAP-HGN-00-DR-C-0035 S3-P01**;
- iii) give approval to enter into land agreements with third parties as necessary;
- iv) give approval to enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Infrastructure Construction Board to the recommended procurement strategy; and
- v) give approval to undertake engagement with all relevant stakeholders as identified in the communication plan.

## 1. Introduction

- 1.1 The Maidstone Integrated Transport Package (ITP) aims to reduce congestion and ease traffic movements through the town. The scheme's purpose is to help fulfil the strategic aims of delivering the SELEP housing and employment

growth targets, delivering the Maidstone Borough Council Transport Strategy and Local Plan, while complying with DfT transport scheme performance and approval criteria to justify investment of capital funds. The packages of measures were agreed at the Maidstone Joint Transport Board in 2015.

- 1.2 The second phase, and the focus of this business case, is the proposed improvements to and around Coldharbour roundabout on the A20 to the north west of Maidstone town centre. Coldharbour roundabout is the intersection of the A20 and a link road to the M20 J5. The scheme is needed at this stage due to the considerable growth in the local area. Recent planning applications to the South of the site, Bridge Nurseries, East of Hermitage Lane, West of Hermitage Lane & Oak Apple Nursing Home will have an increased impact on the existing congestion currently experienced. It is therefore imperative that infrastructure is implemented to ensure that congestion is reduced, and journey time reliability is improved to allow extensive growth in the surrounding areas. The key locations in close proximity are shown below:

		Dwellings
Maidstone NW	<b>Maidstone</b>	<b>1200</b>
Whitepost Field, Aylesford (Gladman)	<b>Malling</b>	<b>800</b>
East Malling Research (EMR)	<b>Malling</b>	<b>1300</b>
Preston Hall	<b>Malling</b>	<b>200</b>
Nursery Fields	<b>Maidstone</b>	<b>400</b>
Total		<b>3900</b>

- 1.3 The improvement works are also required now to allow delivery which will complement the Managed Motorway works between junctions 3 and 6 of the M20 and before minor alteration works are carried out around M20 Junction 5.
- 1.4 Coldharbour roundabout is a signalised roundabout which is a key pinch point due to traffic movements on the A20 between the Maidstone and Malling (Ditton) built-up areas; and movements from each of the built-up areas to and from the motorway. Significant pressures exist in the Hermitage Lane and will continue to worsen if this intervention is not constructed at this time.
- 1.5 The scheme is predominantly the enlargement of the roundabout; whereby it is changed to a non-signalised roundabout. The scheme costs are covered in a later chapter but are broadly £4m, with the total scheme costs, in addition to the construction, including a land-take and associated works at nearby junctions. A key objective of the scheme is to reduce queueing at peak periods and ease congestion at this junction to improve journey time reliability.
- 1.6 The increased circulatory requires third party land on the north west quadrant which is currently owned by the Royal British Legion Institute (RBLI). Discussions have been held and an 'Agreement in Principle' reached with the Director of Finance & Corporate Services for KCC to acquire the land by negotiation which can be funded within the scheme budget. Heads of Terms are now being drafted accordingly and it is anticipated formal agreement and

subsequent legal agreements will be completed by the end of 2019. No planning permission is required, and this scheme can be delivered as Permitted Development.

- 1.7 There are no capital financial implications or risks for KCC. All costs associated with the scheme and its construction, currently estimated at £4m (including 2019/20 costs), are to be funded through the award of the Local Growth Fund through the SELEP and Sec106 developer contributions (see below), including all staff/land costs associated with the delivery of this scheme. Sec106 contributions, in the whole, have been banked and the remaining will be received by KCC prior to award of contract. This scheme is very well supported by the SELEP Board, Local Authorities, Parishes and has received endorsement from the Maidstone and Tonbridge & Malling Joint Transportation Boards. The risk of this scheme not proceeding is low and KCC will continue to engage with the relevant stakeholders to keep them updated on programme and progress.

## 2. Financial Implications

- 2.1 The estimated cost of the A20 Coldharbour roundabout scheme is **£4m**; the allocation from the Local Growth Fund is **£2.7m** and Developer Contribution of **£1.3m**.

£000s	2018-19	2019-20	2020-21	Total
LGF Contribution		£2500k	£200k	£2700k
Developer Contributions S106's		£300k	£1000k	£1300k
<b>Total</b>		<b>£2800k</b>	<b>£200k</b>	<b>£4000k</b>

- 2.3 Costs of developing the scheme are included within the estimate. Feasibility design work was funded via a previously endorsed SELEP Business Case.

## 3. Policy Framework

- 3.1 The scheme supports policy objectives of supporting existing businesses and encouraging economic activity with housing growth and job creation by reducing congestion and improving infrastructure and accessibility.

## 4. Scheme Update

- 4.1 A preliminary modelling exercise has recently been undertaken, using traffic data collected in 2018, to update the baseline situation and confirm the proposed scheme continues to demonstrate operational and capacity benefits to the local and strategic network. The results have demonstrated benefits with a noticeable reduction in overall delays and queues on the A20 Coldharbour roundabout.
- 4.2 The majority of the scheme can be delivered within the highway curtilage of the A20. Land to the north west of the existing roundabout will be secured via

negotiation to allow the enlargement of this roundabout. An agreement in principal with the landowner has already been reached. Planning consent is not required, no other land needs to be acquired and it is unlikely that any other statutory approvals or consents will be required but is included in the decision recommendation as a contingency safeguard.

- 4.3 Substantial investigatory works have been carried out in the early stages of the design process. The details of which are being used to positively inform the outline design and provide a more robust cost estimate. Topographical surveys, ecology surveys, geotechnical surveys, drainage surveys, core testing and arboricultural surveys have all been completed.
- 4.4 Air quality and noise assessments are also being progressed to ensure the scheme does not have a negative impact on these elements. The base data will then be utilised to inform the post scheme review.
- 4.5 It is recognised this will have a significant impact on the local area, particularly during construction, and as such initial meetings have been undertaken with Tonbridge & Malling Borough Council, Maidstone Borough Council and the HE and a steering group formed which continually updates and feeds back progress and concerns. Specific engagements sessions will be arranged in a locally convenient location to outline the schemes advantages and address concerns of the local community. The use of social media will play an important role in the dissemination of information. A dedicated email address and 'Twitter' account will be operational for this purpose. Newsletters will be delivered prior to, and during construction and will offer details of specific operations, progress and key dates.
- 4.6 More detailed liaison and coordination with HE has been carried out to minimise the risk of roadspace conflicts. Initial meetings in relation to their projects for the M20 Smart Motorway, M2 J5 and Operation Brock have indicated KCC's current programme can be achieved. This communication will continue and be closely monitored to ensure this key infrastructure improvement is delivered on time.
- 4.7 Delivery of the scheme in practical terms will be dependent on completing the detailed design of the scheme and procuring a contractor through a competitive tender process, under European procurement rules. Delivery will also be dependent on the cost and affordability. Cost estimates will continue to be refined throughout the detailed design by an independent cost consultant.
- 4.8 On the basis that the design and procurement proceed satisfactorily and road space permits to carry out the works affecting the A20/M20 J5 being granted by Kent County Council, a start of construction in early 2020 is anticipated.

## **5. Risks**

- 5.1 A scheme Risk Register has been formulated for this project and identified associated risks captured accordingly. This register identifies the likelihood and mitigation measures of any such risks. An uncontrollable risk remains around the uncertainty of BREXIT, this could have an implication on the project costs and or deliverability. KCC remain confident that the estimates, undertaken by

an independent Cost Consultant, has a significant contingency allowance for any fluctuation in market prices. Liaison will also continue with the KCC Streetworks team to ensure roadspace remains available to deliver the scheme in the timescales identified.

## **6. Equality Implications**

6.1 An Equality Impact Assessment has been completed for this project, see background documents. This has concluded that none of the Protected Characteristics are affected by the proposed scheme and therefore KCC will periodically review this document whilst keeping all the relevant groups informed and updated.

## **7. Legal Implications**

7.1 Heads of Terms have been drafted for the sale of the required third-party land and are to be communicated to the landowner in due course. It is not anticipated that this process will be delayed, and negotiations continue with the landowner's representative who attends the Project Steering Group Meetings.

## **8. Conclusion**

8.1 This is a significant investment in Tonbridge & Malling which benefits the Maidstone area and is an important scheme to help reduce congestion on the A20 strategic route, whilst supporting housing development, job creation and growth in the local area. Considerable investigatory and preliminary work has been carried out and there is confidence that a construction date of early 2020 can be achieved.

## **9. Recommendation(s):**

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- v) give approval to undertake engagement with all relevant stakeholders as identified in the communication plan.

## **10. Background Documents**

Appendix A: Proposed Record of Decisions  
General Arrangement Drawing Numbers **CLDHBR-CAP-HGN-00-DR-C-0035 S3**  
**P01**  
EqIA Report

## **11. Contact details**

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