



Major Capital Programme Team

Commercial Marketing Brochure

Version 1.3 - January 2023

Introduction to the KCC, Major Capital Programme Team

The Major Capital Programme Team collectively focus on shaping the Transport Strategy for KCC and delivering large infrastructure schemes necessary to facilitate the required growth within the County. In recent years this function has been a challenge due to the lack of funding available to us as a County Council. There is currently no KCC capital funding available for major highway improvement schemes and so the delivery of these schemes relies on other funding sources. The majority of this funding has come from external bidding opportunities from Central Government. We have been successful in Kent in reacting positively to Central Government funding announcements and through bidding have unlocked substantial amounts of money to deliver highway improvements to our network. The remaining funding comes from Developer contributions which can be problematic as this is then hinged on the planning process which can often be lengthy.



The Transport Strategy sub-team are currently preparing to generate a new Local Transport Plan (KCC's strategic schemes or policies and highlighted proposals for infrastructure schemes in each District) following updates to Government Policy and changes to travel behaviour. The team develop these infrastructure projects through feasibility, planning, design, consultation, construction and post construction phases, working in partnership with internal and external multi-disciplinary teams. Examples of our success in securing external funding and working to deliver schemes with our partners are:

- From 2015 to date; KCC has secured over £100m from the Local Growth Fund which has been allocated through the South East Local Enterprise Partnership. The Government Growth Deal came to an end in March 2021, although due to Covid has been extended and we are continuing to deliver the remaining schemes such as Sturry Link Road and the Maidstone Integrated transport Programme.
- The Team secured National Productivity Investment Fund for the delivery of the A249 Bearsted Road and now, following the M2 Jct 5 scheme starting on site announcement we also have further certainty to progress the delivery of the Housing Infrastructure Fund (HIF) schemes in Swale (£38m).
- We have also supported Dover District Council (DDC) in their bid for to the HIF Marginal Funding stream which will support the delivery of the Dover Bus Rapid Transport scheme. The Team also supported DDC in the delivery of their Market Square scheme.
- We have been working closely with Ebbsfleet Development Corporation to develop and fund potential schemes in their area which we jointly want to bring forward. Again, our team has been instrumental in leading on the delivery of these schemes and will be responsible for bringing these to market.
- The team continue to explore potential additional funding streams and are currently awaiting the outcome of two bids to the Major Road Network and Large Local Majors funding opportunity from DfT for the A28 Birchington and Bluebell Hill projects.



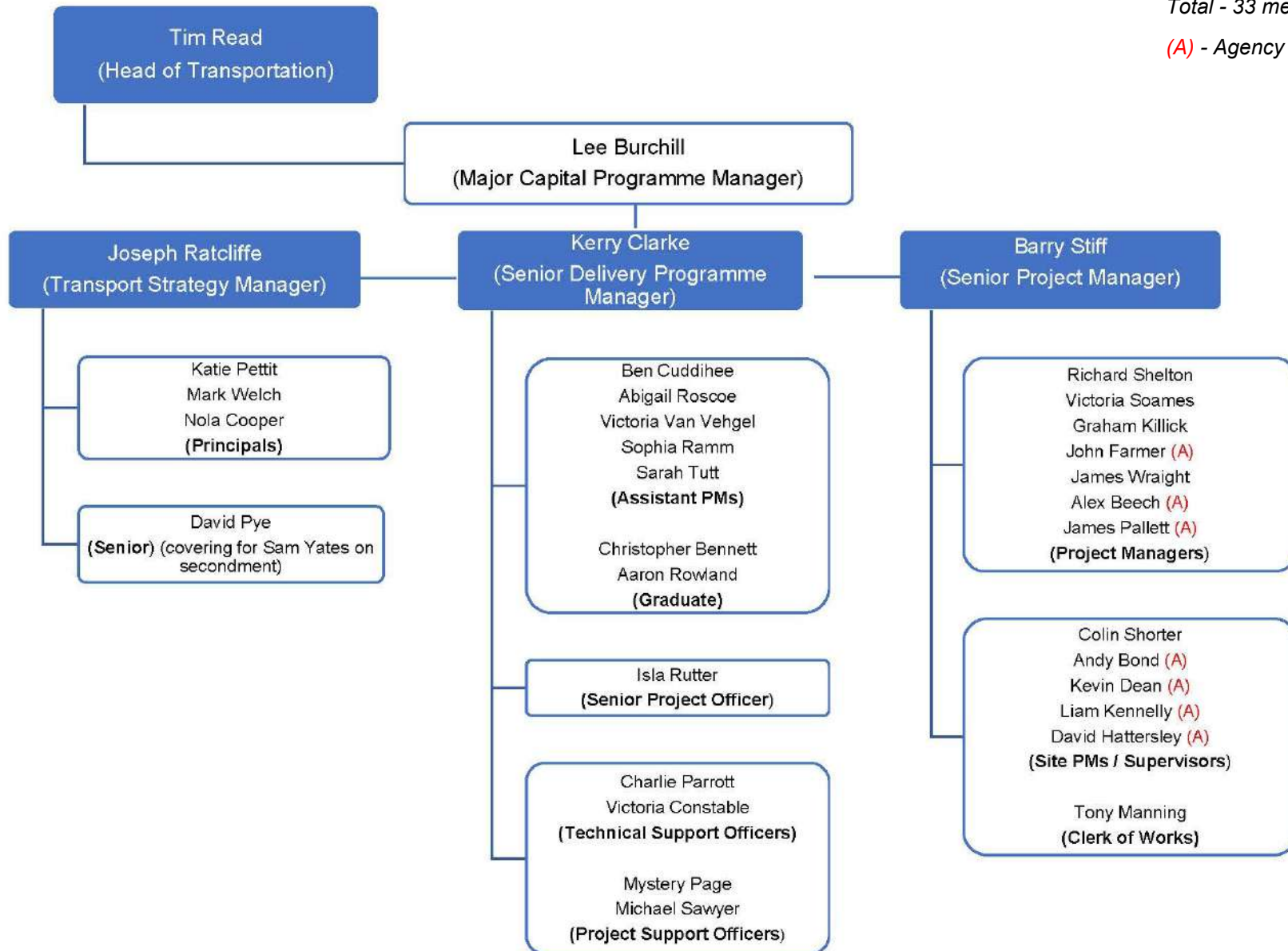
HM Government



SOUTH EAST
LOCAL ENTERPRISE
PARTNERSHIP



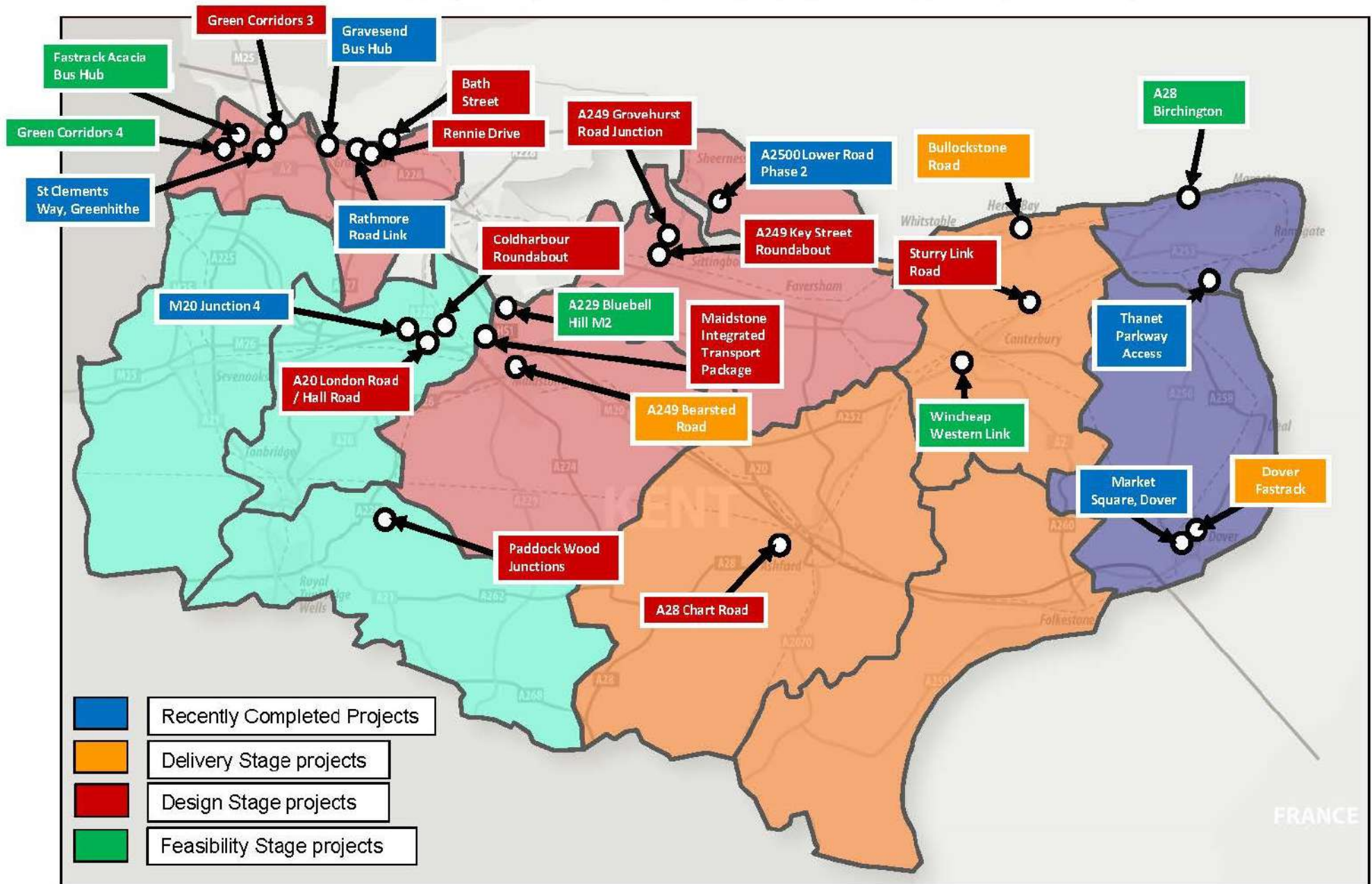
Major Capital Programme Team Structure



Total - 33 members of staff

(A) - Agency

Our works programme across Kent



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- **Design Stage**

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Estimated Value - £4m
Timescales for Construction - Autumn 2023 (9 months)
- [Maidstone ITP - A229 Loose Road Corridor](#)
Estimated Value - £8.9m
Timescales for Construction - Ongoing programme from 2022
- [A249 Grovehurst Road and Key Street Roundabout](#)
Estimated Value - £38.1m
Timescales for Construction - Spring 2023 (15 months)
- [Green Corridors Phase 3 Walking and Cycling Improvements](#)
Estimated Value - £7.4m
Timescales for Construction - Rolling programme
- [Bath Street](#)
Estimated Value - £5.52m
Timescales for Construction - Early 2023 (10 months)

[Maidstone ITP - A20 London Road, Aylesford](#)

Estimated Value - £3.3m

Timescales for Construction - Summer 2024 (8 months)

[Maidstone ITP - A20 j/w Willington Street](#)

Estimated Value - £3.3m

Timescales for Construction - Spring 2024 (12 months)

[A28 Chart Road Junction Improvements](#)

Estimated Value - £26.6m

Timescales for Construction - Early 2025 (23 months)

[Paddock Wood Junction Schemes](#)

Estimated Value - £4.789m

Timescales for Construction - Autumn 2023 (9 months)

[Sturry Link Road](#)

Estimated Value - £29.575m

Timescales for Construction - Early 2024 (23 months)

- [Rennie Drive Junction Improvements](#)
Estimated Value - £1.5m
Timescales for Construction - Autumn 2023 (6 months)

- **Feasibility**

- [A229 Blue Bell Hill M2 and M20 Interchange Upgrades](#)
Estimated Value - £235m
Timescales for Construction - Winter 2026 (28 months)

- [London Road Corridors Improvements](#)
Estimated Value - Unknown at this time
Timescales for Construction - To be confirmed

- [Fastrack Acacia Bus Hub](#)
Estimated Value - Unknown at this time
Timescales for Construction - 2023

- [A274 Sutton Road / Willington Street](#)
Estimated Value - £2.5m
Timescales for Construction - To be confirmed (Currently Paused)

- [A28 Birchington, Acol and Westgate-on-Sea Relief Road](#)
Estimated Value - £59.9m
Timescales for Construction - Spring 2026 (24 months)

- [Stonebridge Roundabout](#)
Estimated Value - Unknown at this time
Timescales for Construction - To be confirmed

- [Wincheap Western Link](#)
Estimated Value - £2.5m
Timescales for Construction - To be confirmed

Recently Completed Projects



Recently Completed Projects

St Clements Way, Greenhithe Improvement Scheme

This scheme has increased the size and capacity of the St Clements Way/London Road roundabout, providing additional lanes to reduce traffic congestion and improve journey time reliability, particularly during peak times.

The principal contractor for this scheme was Jackson Civil Engineers Ltd. Construction was completed on 31 March 2019 and the site is currently undergoing post scheme monitoring. The final cost of the project was £6.4m

A2500, Lower Road Improvement, Minster

The scheme was split with Phase 1 providing a new roundabout at the junction of Lower Road with Barton Hill Drive. Phase 2 provided an improvement for the Lower Road arm of Cowstead Corner Roundabout and a 1.1 kilometre section of new shared footway and cycleway between the A249 and Barton Hill Drive.

The contract was awarded to Breheny Civil Engineering to carry out the construction phase of this project. The total scheme cost was £6.65m secured through funding from Local Growth Fund (£1.26m) to support Phase 1 with a further £3.195m provided from the National Productivity Investment Fund. The scheme was completed in 2020 .

Thanet Parkway Access

A new access road was built from the A299 Hengist Way with additional pedestrian and cycle access to Cliffsend village. As part of the main railway station scheme being delivered by Bam Nuttal, there will be a 297 space car park, a forecourt with bus stops, drop-off and pick-up zones, electric vehicle charging points and secure cycle storage.

Eurovia UK were appointed as the principal contractors for this £1.75m scheme which was completed in Autumn 2021 to allow the Thanet Parkway Station project to progress to the next stage.

Rathmore Road Improvement Scheme

This scheme changed Rathmore Road into a two-way street and made additional road and junction improvements so that the railway station is integrated with the rest of the town centre. The scheme allowed for the future creation of a Bus Hub on Barrack Row.

Works for this scheme were completed in December 2017, Jacksons Civil Engineering were appointed as the contractors to help deliver the construction phase of the £9.5m scheme which consisted of £4.2m provided by the South East Local Enterprise Partnerships, Local Growth Fund and a further £5.3m match funding.

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Gravesend Bus Hub

As part of the [Kent Thameside Local Sustainable Transport schemes package](#) , a new bus hub has been implemented to improve the transport interchange between bus and rail in Gravesend town centre and Barrack Row. This will link to the existing Rathmore Road scheme which was delivered by Kent County Council and completed in December 2017

The scheme was completed in May 2022 and the construction phase was carried out by FM Conway who were appointed as the principal contractor for this scheme. The Gravesend Bus Hub scheme was a £4.17m project delivered to budget. The scheme was allocated £1.6m from with funding also secured through various other funding streams and input from other authorities.

The grand opening video can be found here - [Kent County Council - Gravesend Bus Hub 2022 - YouTube](#)

Market Square, Dover

The scheme aims to revitalise Market Square and encourage job and economic growth within the area. The aim of the project is to attract more people to visit and shop in Dover by making Market Square more welcoming for residents and creating a focal point for visitors to the town centre. The scheme also aims to create a pedestrian link between the new retail and leisure development at St James with the traditional high street on Biggin Street.

A major revamp started in November 2021, with contractors FM Conway carrying out the works on behalf of Kent County Council and Dover District Council. The £3.6m project is funded by a grant of £2.44m from the coastal communities fund and a £1.2m contribution from Dover District Council. Dover Town Council also contributed. Construction lasted a total of ten months and was completed in August 2022.

M20 Junction 4 Eastern Overbridge

This scheme saw the eastern overbridge over the M20 Junction 4 (West Malling) widened to provide an extra traffic lane, increasing the road from 2 lanes to 3 with the new overbridge open in February 2017. The western overbridge was resurfaced and junction improvements works were carried out in Autumn 2017.

The £5.69 million project was delivered by Kent County Council, after £2.2m was secured from the Local Growth Fund alongside £3.69m in match funding.

A full list of our completed road projects can be found at: www.kent.gov.uk/roads-and-travel/road-projects/completed-road-projects

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Projects in Delivery

Construction ongoing at Dover Fastrack Scheme
(below)



Construction ongoing at Bullockstone Road Scheme
(below)



Projects in delivery

Dover Fastrack

Dover Fastrack is a new bus rapid transit system that will connect Whitefield, Dover town centre and Dover priory Station, to provide a reliable, high quality and frequent bus service. The buses will have priority over other traffic on the route. The Dover Fastrack will use existing roads, new roads and dedicated busways to improve the efficiency of bus travel within the area in order to reduce the dependence on private cars, increase air quality and better safeguard the environment.

The scheme progressed into it's construction phase in January 2022 with a planned completion for Autumn 2023, Colas Limited were appointed as principal contractors. The project was allocated £22.9m from Homes England which was awarded to Dover District Council through the Housing Infrastructure Fund (HIF).

Bullockstone Road Improvement Scheme

This scheme will provide improvements to Bullockstone Road in order to improve highways safety and facilitate several housing and employment sites proposed in the [Canterbury City Council's Local Plan](#). The improvements, together with the proposed spine road to be constructed as part of the developer site as Strode Farm, will form the Herne Relief Road.

The project will cost £8.9m and is being funded through S106 developer contributions from the three nearby housing sites. Breheny Civil Engineering Limited were appointed as principal contractors. Construction begun on 1st August 2022, with the widening works through the middle section of Bullockstone Road. The two new roundabout junctions will follow. Planned completion for July 2023 .

A249 Bearsted Road, Maidstone

The scheme will provide a signalised roundabout with improved approaches at A249/Bearsted Road (Next) junction, an enlarged and signalised roundabout at New Cut Road (KIMS), and Bearsted Road between the two junctions is to be widened to a four lane dual carriageway with improved pedestrian & cycle links to the residential areas either side of the improvement. As part of the project, a new access road into Newnham Court Shopping Village will be provided from the KIMS roundabout. The last elements of the design are currently being finalised to allow works to commence.

The scheme is currently anticipating for an onsite start date for construction of February/March 2023.

A full list of our road projects in delivery can be found at: <https://www.kent.gov.uk/roads-and-travel/road-projects/in-progress-road-projects>

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Projects at Design Stage



A249 Grovehurst Road & Key Street Roundabout



A28 Chart Road Improvement Scheme



Sturry Link Road



A20 Coldharbour Roundabout

A20 Coldharbour Roundabout / London Road

Scheme Description

This scheme will enlarge the junction to allow 3 lanes on the roundabout and removal of the existing traffic signals. The scheme aims to improve the capacity of the Coldharbour Roundabout and provide greater journey time reliability through this part of the network which has close links to the M20 at Junction 5.

Scheme Objectives

The scheme objectives are to improve:

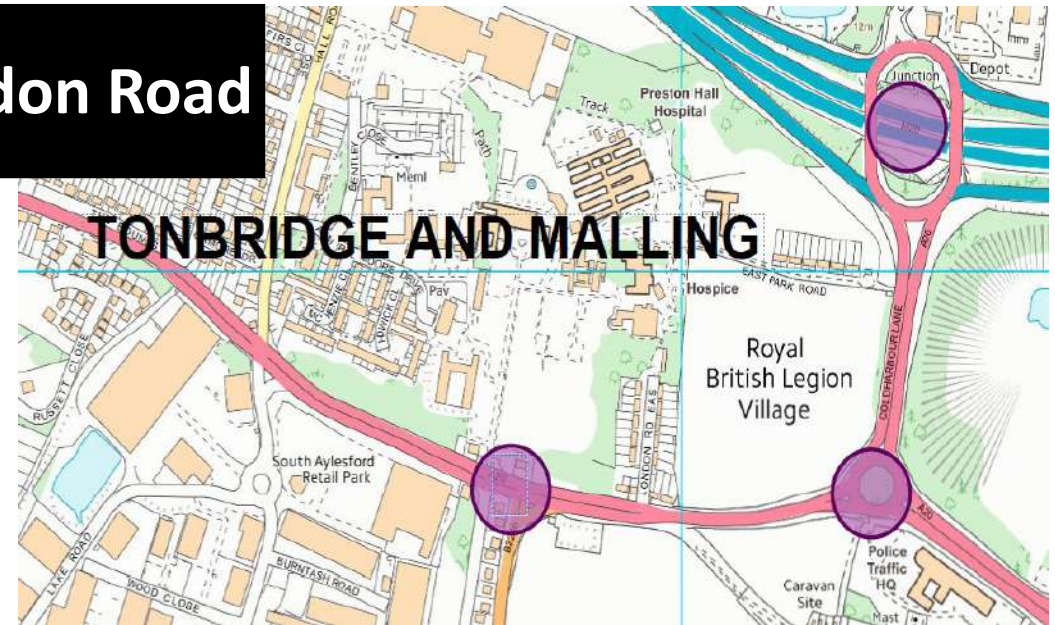
- The efficiency of the roundabout thereby relieving congestion.
- The reliability of journey times for those travelling through the roundabout.
- Air quality in the area.
- Access to the 20-20 Business Park and South Aylesford Retail Park.
- The Capacity on the road network to accommodate further development.

Funding Streams

The total cost of the scheme is currently estimated at £5.5million, with the LGF allocation funding £4.2million and Developer Contributions providing a further £1.3million.

Likelihood of coming to Market

100% - Funding confirmed with SELEP for Local Growth Fund element. Land requirements have been agreed. Risk still remains in relation to the interaction with National Highways and required road space.



Latest Updates

The Coldharbour Roundabout scheme is due to commence construction in Autumn 2023 with the A20 London Road Aylesford scheme following on, with an anticipated start during Summer 2024. The combined construction phase for both projects is 18 months. The procurement process has started for Coldharbour and actual onsite construction date will aim to following on construction from Bearsted Road, but allowed to overlap slightly with offline works while Bearsted road is winding down.

Time Frames

The scheme is now in the tender process and has successfully completed the SQ phase. The SQ Approval has recommended those suppliers which will proceed to the ITT Stage and a likely award is expected in the Autumn 2022. The Form of contract will be The New Engineering Contract 4 (NEC4) Option B (priced contract with bill of quantities) with KCC Z Clauses. This scheme will be fully designed and will therefore be a “build/construct” contract.

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A229 Loose Road Corridor (MIT)

Scheme Description

The Keep Maidstone Moving schemes aim to reduce congestion and ease traffic movements at pinch point locations within Maidstone. Several key routes including the A20, A26, A229 and the A249 connect with the M20 within the borough, resulting in high volumes of traffic.

Scheme Objectives

The scheme forms part of the wider 'keep Maidstone moving' package of schemes which aims to upgrade much of the road infrastructure that surrounds Maidstone. Congestion in and around Maidstone is a major problem for motorists and these schemes aim to reduce this issue.

Latest Updates

Approval has been granted by KCC to take the A229 Loose Road Corridor Junction improvement scheme through the next stages of development and delivery including the authority to progress statutory orders and to enter into funding and construction contracts. Scheduled to go on-site October 2022

Likelihood of coming to Market

75% - Funding confirmed with SELEP for Local Growth Fund element and land requirements have been agreed with the purchase of the Wheatsheaf Public House. Further risk still remains with the potential benefit of the full scheme. Wheatsheaf element of the scheme can only progress following the outcome of the experimental closure of Cranborne Avenue, a full review will take place in 2023.

Completion of works on Loose Road at the junction of Armstrong Road/ Park Way in the process of being delivered



Time Frames

Funding options were contingent on the scheme going to site in 2021, therefore further review of the scheme design and costings is being carried out before the procurement stage.

Funding Streams

Funding has been secured through the South East Local Enterprise Partnership (SELEP) and indicative estimates have been calculated for each junction improvement from the £8.9m total allocation.

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A20 Ashford Road j/w Willington Street

Scheme Description

Changes to this junction were consulted on as part of the Keep Maidstone Moving schemes, designed to reduce congestion, travel times and pollution in Maidstone. The changes to this junction will include;

- An upgrade to the traffic lights to include a pedestrian crossing
- The creation of a new give way lane for turning left into Ashford Road from Willington Street, by removing the traffic signal control.
- The creation of a new lane for turning into Willington Street for vehicles travelling east on Ashford Road. The lane will also widen further back from the junction.
- A rebuild of the current ragstone boundary wall of Mote Park so it is 4 metres closer to the park.

Scheme Objectives

The Key objectives for this scheme are to;

- Improve the efficiency of the junction thereby reducing congestion
- Improve road safety and the reliability of journey times
- Increase capacity on the network to better accommodate further development.
- Improve air quality

Likelihood of coming to Market

75% - Funding confirmed with SELEP for Local Growth Fund element and listed building consent has been approved for the ragstone wall. Further risk still remains with road space availability and achieving the intended benefits within the available footprint of the scheme.



Time Frames and Latest Updates

The detailed design for this scheme has been completed. However, due to other pressures on the network, this project will be delivered at the end of the programme.

- Estimated construction start date: Spring 2024
- Estimated Completion: Spring 2025

Funding Streams

This scheme is a £1.146m project to be delivered following phase 2 of the Keep Maidstone Moving Schemes. The Improvements are funded through the Maidstone Integrated Transport Package (MITP)

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A249 Grovehurst Road and Key Street

Scheme Description

The Scheme will focus on delivering improvements to two junctions that are located on the A249 west of Sittingbourne in the District of Swale. The improvement will increase capacity on the road network, and provide infrastructure needed for the housing requirement set out in Swale's adopted local plan.

What will Change

The improvements include;

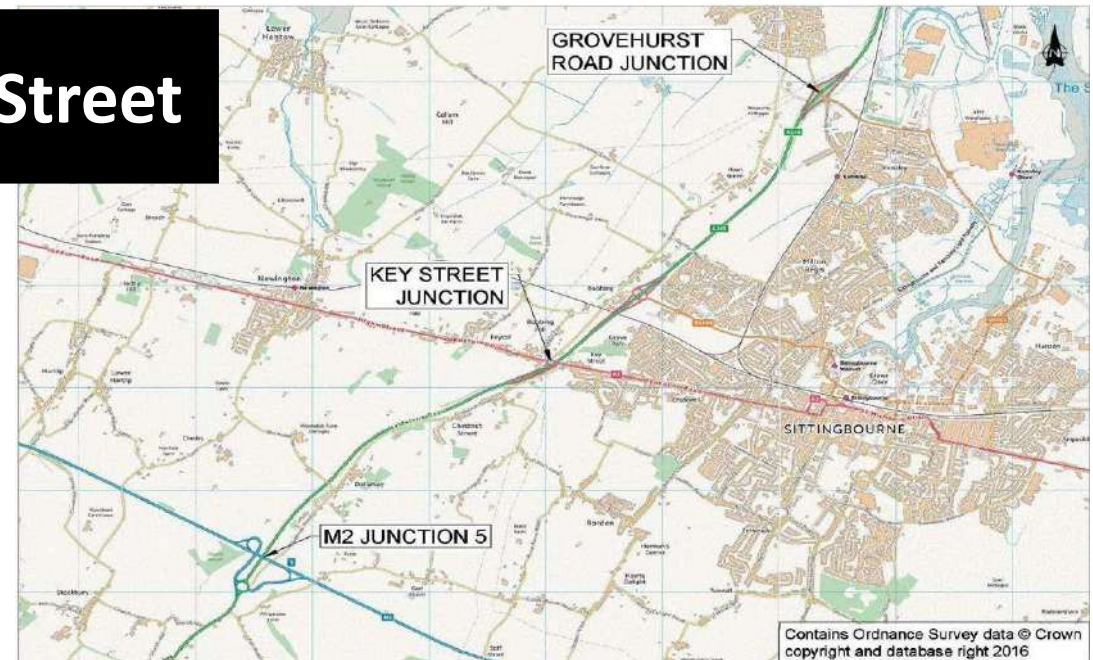
- Replacing the existing Junction with a two bridge flyover
- Removing the current roundabouts and constructing an additional bridge to create a loop over the A249

Improvements to Key Street roundabout will include;

- The closure of the existing A249 southbound exit slip road and the redirection of southbound traffic along Chestnut Road
- The addition of a lane at Chestnut Street Roundabout Arm
- An additional Left Turn on the A2 Key Street Arm Approach
- Various capacity and safety improvements to the Keycol Hill Arm
- The installation of a new toucan crossing on the Sheppey Way roundabout arm to provide a safe crossing for pedestrians and cyclists

Likelihood of coming to Market

100% - Funding confirmed through Homes England, with additional S106 banked. Planning has been granted and land requirements agreed. Risk still remains in relation to the interaction with National Highways.



Latest Updates

Systra appointed for detailed design under Medway Framework 2. TTRO for Road closure and s6 agreement with National Highways required. Land transfers required for Grovehurst Junction from developers under section 106 agreements. Advanced environmental mitigation works commenced in spring 2022 to Spring 2023. Out to Tender aim to award March 2023.

Funding Streams

The £38.6 millions is funded by £38.1 million from the Housing Infrastructure Fund Grant along with £500,000 of developer contributions.

Time Frames

The estimated timescales for the tender process are for an SQ to be released in June 2022 with procurement process through to December 2022 and contract award in March 2023. The construction is planned to commence in Spring/Summer 2023 and finish in August 2024. The works will take into account the road space implications of the improvements works to M2 J5.

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A28 Chart Road Improvement Scheme

Scheme Description

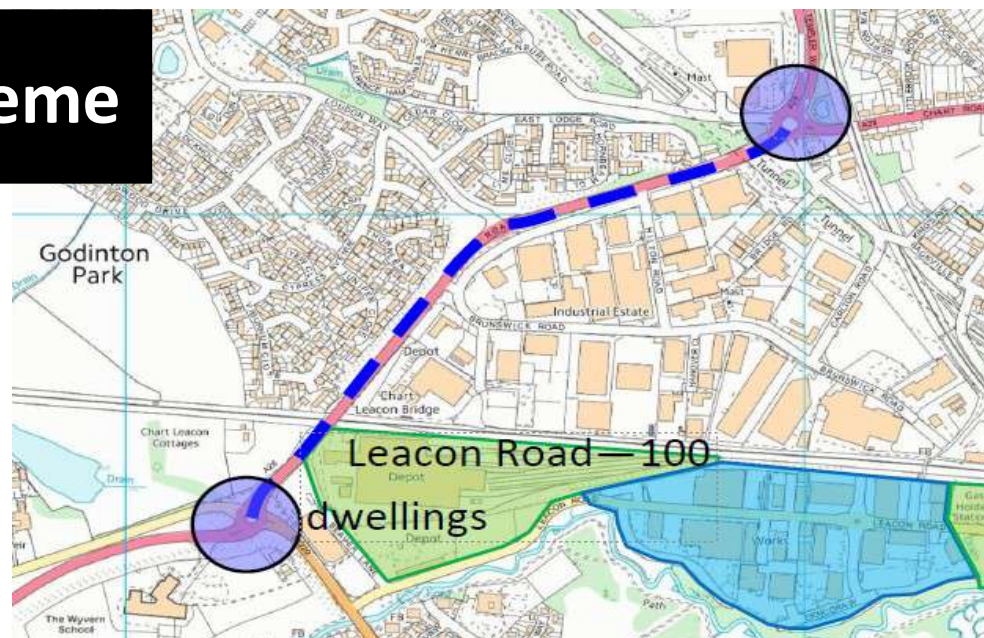
This scheme is an improvement of the existing road, which includes:

- Changing the A28 into 2 lanes each way between the 'Tank' and 'Matalan' roundabouts
- Improvement of the 'Tank' roundabout, 'Matalan' roundabout, 'Loudon Way Junction and other intermediate side roads/ accesses
- Using the existing railway bridge for the northbound carriageway with construction of a new railway bridge for the southbound carriageway
- Extensive landscaping proposals and traffic noise screening
- Continuous shared footway and cycleways on both sides of the road
- Additional controlled crossing's, for pedestrians and cyclists

Scheme Objectives

The schemes objectives are;

- To provide improved capacity and safety
- To relieve congestion and give improved and reliable journey times.
- To support local growth and developments including Chilmington Green.



Likelihood of coming to Market

60-70% - The scheme is reliant on significant funding or a bond to be provided by the developer at Chilmington Green. Further due diligence is being carried out on the existing design to provide certainty of the programme and delivery timescales.

Time Frames and Latest Updates

The project is currently on hold until funding is provided by the developer which is expected in 2024. Detailed design to current standards is currently being undertaken and is expected to complete Spring 2023.

Funding Streams

The £26.2m project has secured extensive funding from SELEP, but this had to be paid back and only £2.892m from the Local Growth Fund remains. The remaining funding to deliver the project is required from the developer at Chilmington Green.

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Green Corridors 3 Walking and Cycling Improvements

Scheme Description

The Green Corridors Programme aims to encourage and sustainable active travel by making walking and cycling an attractive and realistic choice for short journey's both for work and leisure. The scheme aims to construct a minimum of 12 walking and cycling routes across Ebbsfleet, Greenhithe, and Northfleet.

Scheme Objectives

The objectives of the scheme are to improve the quality of active travel routes across the effected areas. We also want to ensure that these new routes are safe and accessible for members of the public and residents. This objective also fits into the wider need to create more sustainable modes of transportation.

Latest Updates

Most schemes are at the detailed design stage and will be timetabled for construction in late 2022/early 2023.

Likelihood of coming to Market

100% - Funding is fully confirmed by Ebbsfleet Development Corporation through a funding agreement. Additional funding may be required for further phases and larger schemes which are identified through the detailed design. Public consultation has been carried out and the programme is extensive and still needs to be delivered to tight timescales.



Time Frames

Spring 2021 - Summer 2022: Rolling programme of scheme design.
Summer 2021 to Summer 2023: Rolling programme of construction.

The smaller elements of the programme will be delivered through the KCC Highway Term Maintenance Contract due to the value of the works. Larger schemes within the programme have been identified and will form part of a future tender process, specifically sites 6, 8 and 11.

Funding Streams

The total budget for this programme is £7.4m which will be split across all of the schemes.

This funding is being provided by Ebbsfleet Development Corporation. Kent County Council will be delivering the schemes.

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Paddock Wood Junction Schemes

Scheme Description

The proposed improvement of the A228/B2017 junction is for an enlarged roundabout within the existing highway boundary to achieve increased capacity with wider entry lanes and more circulating space. The proposed improvement of the B22017/B2160/Mascalls Court Road junction is to locally realign the B2170 and change the current staggered priority junction into a traffic signal-controlled crossroads together with pedestrian crossing facilities.

Scheme Objectives

The scheme supports the councils objectives by reducing congestion, improving the highway infrastructure to provide more reliable journey times and improved public transport links and accessibility, to support Kent business and housing growth and encourage economic activity to benefit the local and wider communities.

Likelihood of coming to Market

75% - Funding is confirmed following signed S106 agreements with the adjacent development and 85% has been banked by KCC. The project still requires planning and KCC are carrying out further due diligence on the design and associated cost of the proposals.



Time Frames and Latest Updates

A decision to enact the scheme was taken during July 2021. The planning application is expected to be submitted in 2023 in which following a decision will give us more certainty around future timescales.

Funding Streams

The scheme is fully funded by the S106 developer contributions. The estimated cost of the improvements was determined by independent cost consultant's commissioned by KCC and includes a substantial contingency and risk provision, which is considered robust. the total cost of the scheme is £4.789 million

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Bath Street, Gravesend

Scheme Description

Kent County Council are planning to implement a key Fastrack link between the Northfleet Embankment East development and Gravesend Town Centre in the form of a contraflow bus lane in Bath Street. The proposal is to construct a contraflow bus lane between the existing taxi lane and the general one-way traffic. The scheme will also upgrade the existing Toucan crossing to current standards to improve accessibility for both pedestrians and cyclists.

Scheme Objectives

The Bath Street scheme will reduce congestion and improve accessibility through the delivery of a fully integrated sustainable Fastrack network, making sustainable transport a real alternative to the private car, particularly for residents in new developments including Northfleet Embankment East.

Latest Updates and Timescales

A three month procurement process is currently being undertaken which started in October 2022. An award is expected in January 2023 with construction due to commence in Spring 2023 for a period of approximately 10 months.



Funding Streams

The Bath Street scheme is a £5.52 million project and will be fully funded by a grant from Ebbsfleet Development Corporation. The scheme will be delivered by Kent County Council (KCC).

Likelihood of coming to Market

100% - Funding secured from EDC and nearly half already available in the budget. SQ completed, awaiting issue of Invitation to tender (ITT)

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Sturry Link Road

Scheme Description

The proposed Sturry Link Road aims to reduce traffic through Sturry, ease congestion at the Sturry level crossing and cater for the extra traffic from the new housing proposed at Sturry, Broad Oak and beyond at Herne Bay. Sturry experiences high levels of traffic which combined with frequent operation of the level crossing can lead to severe congestion, making journey times unreliable. The proposed new road, with its dual role to serve new housing, provides the opportunity to deliver an alternative route for traffic to avoid the level crossing and help tackle and reduce traffic congestion in Sturry.

Scheme Objectives

The proposed new road will be located to the north and west of Sturry providing a new 1.5km route to link the A28 Sturry Road in the south to the A291 Sturry Hill in the east. A section of new road is also proposed to provide a direct link to Shalloak Road to the west.

The new road will follow an east to westerly route to the north of the Canterbury to Ramsgate railway line on land currently comprising a mixture of arable farming and rough grassland, before heading in a southerly direction to cross over the railway and the Great Stour to join the A28.

A key feature is the proposal for a 250m long continuous bridge structure (viaduct) spanning both the railway and both arms of the Great Stour

Latest Updates

The Sturry Link Road project has progressed to tender stage. The tender period for a design and build contract is currently ongoing with the contract award anticipated for early 2023. The design programme begins in Spring 2023 and will complete late the same year. Construction phase is likely to start in early 2024 with an estimated completion for late 2025.



Funding Streams

The £29.6m project has been secured by Kent County Council, with £5.9m from the [Local Growth Fund](#) obtained from the [South East Local Enterprise Partnership](#), and the £23.7m match funding. From S106 contributions.

Timescales

- Detailed design - Summer 2022 to Summer 2023
- Procurement - February 2022 - April 2023
- Construction - Early 2024 to Winter 2025.

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Rennie Drive Junction Improvements

Scheme Description

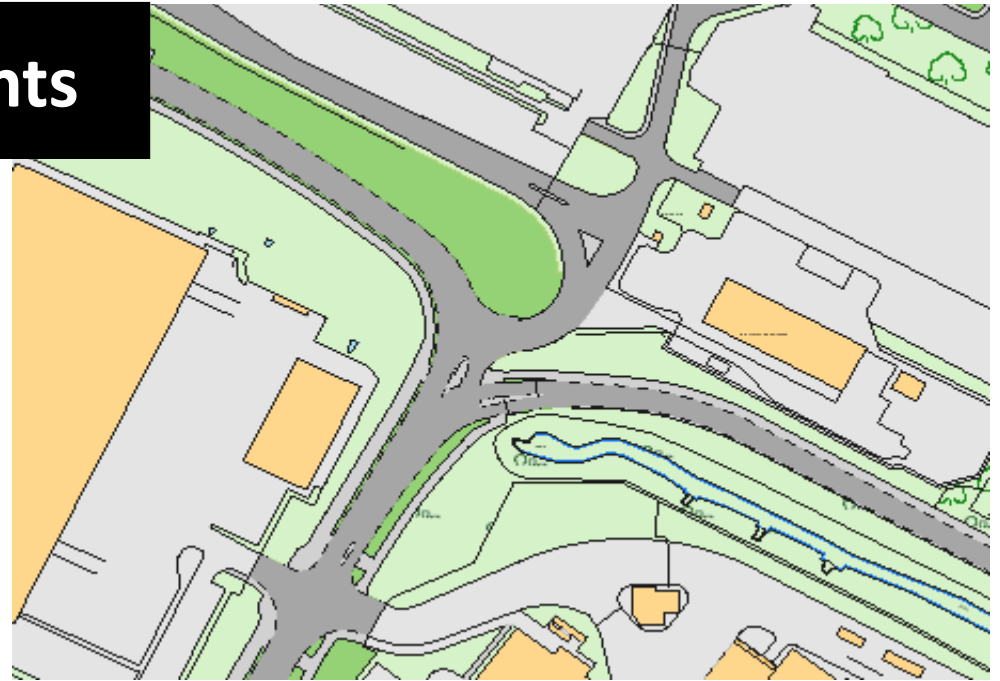
The proposed junction improvement will allow Fastrack buses to turn left or right out of the junction and also turn left or right into the junction. The traffic signals are being re-configured together with changes to the footway/ cycleway crossing points at the junction. A bus lane is also being introduced Southbound on Rennie Drive from the Fastrack junction.

Scheme Objectives

The objectives of the scheme is to help facilitate the increase in Fastrack services by widening key roads in the network. This includes Rennie Drive because of its proximity to the Littlebrook development site including the Amazon Fulfilment/Distribution Centre.

Latest Updates

Scheme has completed outline design with detailed design stage now underway through a framework consultant (Waterman Infrastructure and Environment.). Funding has been allocated through the Bus Service Improvement Plan as a Fastrack Improvement scheme. Anticipated to go onto site in Autumn 2023.



Time Frames

Scheme is likely to start its procurement process in Spring 2023 for approximately 4 months with an anticipated start date for Autumn 2023. No fixed dates have been agreed yet and more certainty will come following detailed design stage.

Funding Streams

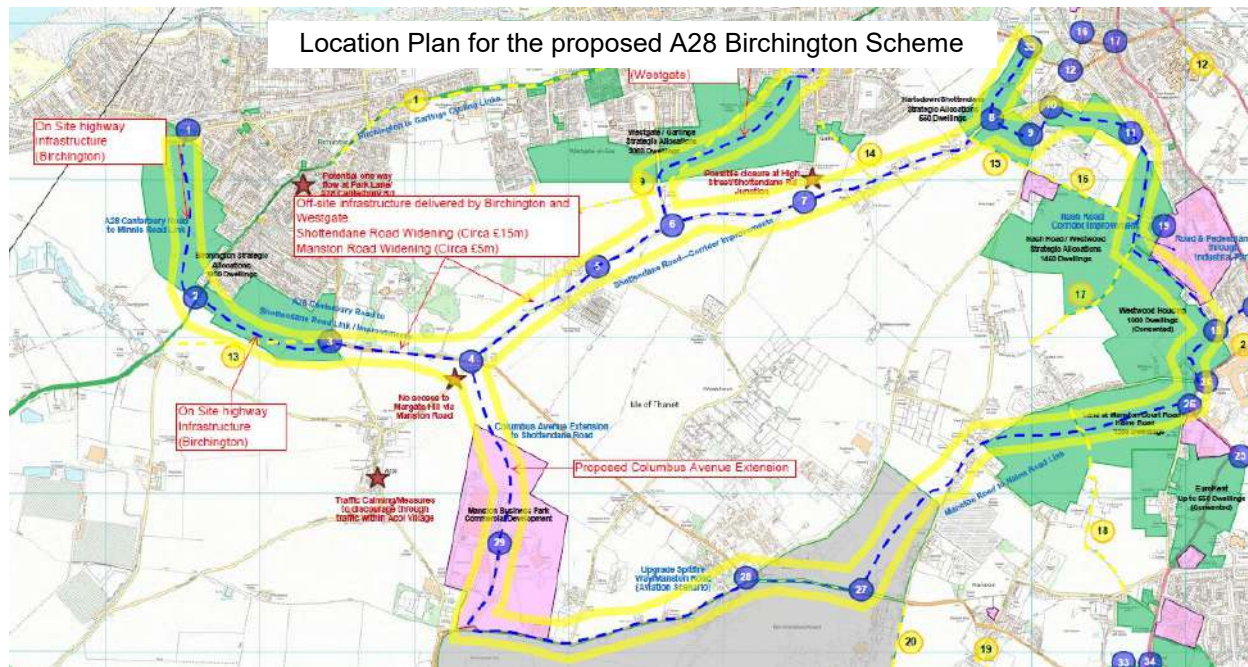
The scheme is being funded by a Fastrack BSIP grant through the NBS. The total budget for the scheme is £1.5M

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Projects at Feasibility Stage



Location Plan for the proposed A229 Blue Bell Hill and M20 Interchange Upgrade Scheme



Location Plan for the proposed A28 Birchington Scheme



A274 Sutton Road junction with Willington Street

A229 Bluebell Hill M2 and M20 Interchange Upgrades

Scheme Description

The A229 Blue Bell Hill stretches between Junction 6 of the M20 in Maidstone and Junction 3 of the M2 at Blue Bell Hill village. This section of road is a key strategic link between the M20 and M2, and between Maidstone and Medway

Scheme Objectives

The overall aim of the scheme is to improve journey time reliability, poor air quality and road safety. This will allow the road to accommodate an increase in future traffic, expected as a result of the Lower Thames Crossing and proposed local developments, while providing suitable routes and facilities for public transport, pedestrians and cyclists.

Latest Updates

As of Autumn 2021 the DfT has asked for additional information to determine whether the business case is accepted and funding is granted by Ministers. Further detailed design work will be required before construction could begin including: detailed development of the options to establish a preferred scheme, refining and developing the design of the chosen option, development of environmental mitigation plans, further engagement with the community and other stakeholders, agreement of funding, planning and other statutory consent, development of construction plans to manage both the timing of works and impacts on traffic during construction of the scheme.

Likelihood of coming to Market

50% - Funding is not yet confirmed through DfT and requires further business case approval. Additional funding is required as well as land and planning permissions. Risk still remains in relation to the interaction with National Highways and DfT on the LTC project.



Time Frames

Should the business case be successful then the timetable should be as follows; submission of the next stage of the business case to the DfT including details of the preferred scheme – summer 2023, planning permission and consents – spring 2023 to summer 2024, further detailed design – summer 2023 to summer 2025, submission of full business case to the DfT – autumn 2025 construction to begin – spring 2026, completion of scheme – summer 2028 (aim to be completed before the Lower Thames Crossing opens to traffic).

Funding Streams

The current scheme estimate is £235 million which would rely on Large Local Major Schemes funding to cover 85% of the costs. The remaining 15% would be required from developer contributions and other government funding opportunities.

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A28 Birchington, Acol and Westgate-on-Sea Relief Road

Scheme Description

To support the delivery of the Thanet Local Plan, Kent County Council produced the Thanet Transport Strategy (TTS) which provides improvements to the existing road network to mitigate the impacts of the proposed developments. The TTS will provide an alternative route to the already congested A28 corridor, utilising the existing Shottendane Road which runs south of, and parallel to the A28. It is proposed to widen and improve the existing road corridor.

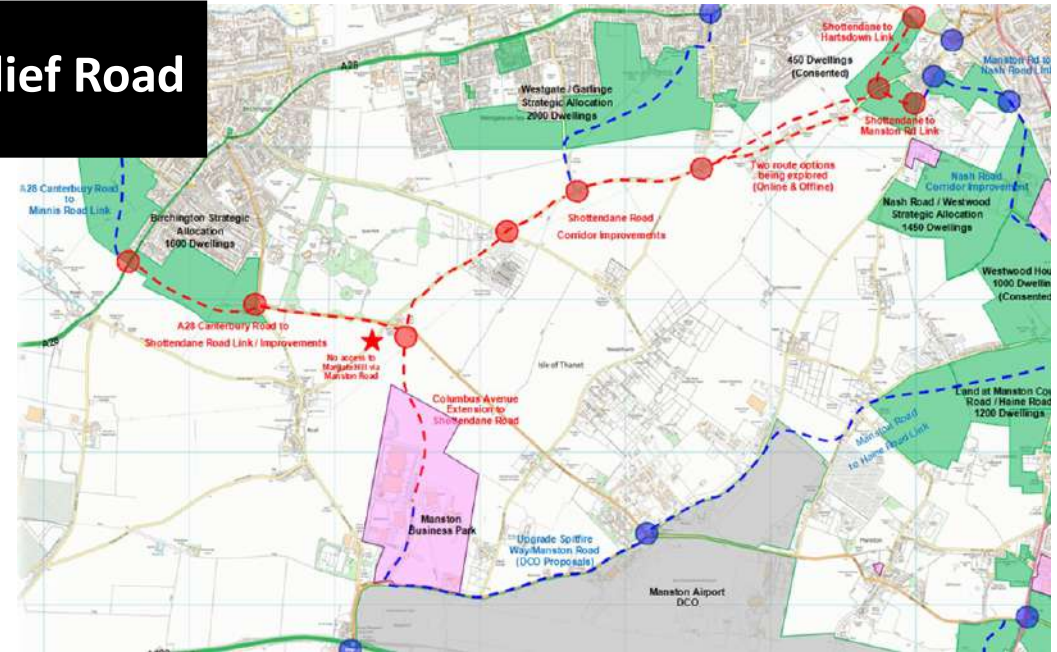
Scheme Objectives

The A28 Relief Road represents a great opportunity for Kent County Council (KCC) to support economic growth and rebalancing; delivery of key strategic housing allocations; sustainable transport amenity and opportunities; and resilience of Kent's Major Road Network (MRN) through the relief of congestion on the existing A28 through Birchington and Westgate-on-Sea.

The scheme is a major strategic transport project, including the creation of new links/junctions and upgrades to existing links, focussed on providing an alternative route to the already congested A28 corridor. The new road will link to the A28 south of Birchington and to Manston Road and Hartsdown Road, east of Westgate-on-Sea. It will also provide a southern link through an extension to the Columbus Avenue, providing relief to the village of Acol.

Latest Updates

The Strategic Outline Business Case (SOBC) for the scheme was produced in 2019, with approval KCC have been awarded grant funding of £750,000 to develop the Outline Business Case. This is currently being undertaken by KCC to ensure the scheme continues to progress and deliver within programme.



Funding Streams

The project is currently estimated at £59.9m majority made up from the Department of Transport's Major Road Network Investment scheme with the remainder contributed through S106 funds.

Likelihood of coming to Market

65% - Although the project has proceeded to the next business case stage (OBC) funding will not be confirmed through DfT until it passes the full business case stage. Additional funding is required through S106 contributions and risk still remains in relation to land and planning permissions

Time Frames

Construction will likely start Q3 2024 for a period of 18 months.

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London Road Corridor Improvements

Scheme Description

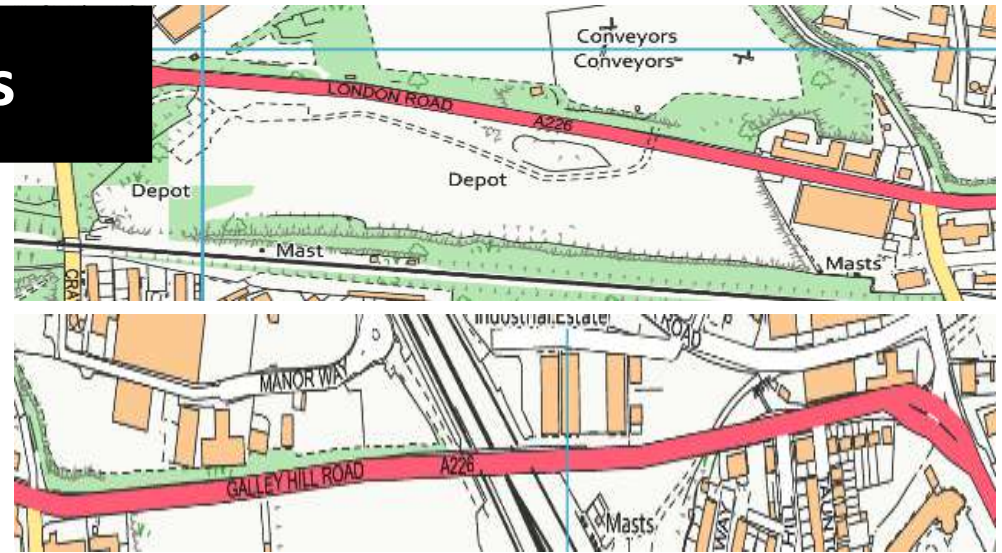
The project aims to improve access for sustainable and public transport modes along the London Road B2175 Corridor which connects Dartford and Gravesham. The scheme includes the stretch of the corridor between Craylands Lane and Lower Road. The London Road B2175 corridor is currently car centric and lacks infrastructure and route provision for alternative travel modes such as walking, cycling and public transport.

Scheme Objectives

The scheme aims to create a significant east-west route for cyclists and pedestrians travelling between Dartford and Gravesham by providing accessible and safe active travel infrastructure, as well as creating a reliable public transport route using bus priority measures for Fastrack. The scheme would also link in with the proposed Green Corridors routes and developer network. It would also connect to the proposed Stonebridge Road Roundabout Junction upgrade scheme and would enable a continuous cycle network connecting Northfleet Embankment West and Grove Road developments to Ebbsfleet Central/Blue Lake and beyond.

Latest Updates

Feasibility study is ongoing and will be complete by September 2022



Time Frames

Feasibility study: March - Sept 2022

Funding Streams & Likelihood of coming to Market

30% - EDC have provided £50k for the feasibility study, no procurement is currently required. Funding for the scheme identified will need to be sourced prior to award of contract for construction.

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Stonebridge Road Roundabout

Scheme Description

Stonebridge roundabout aims to improve the pedestrian, active travel and road infrastructure to reduce the congestion and journey times for local people using the surrounding roads. The scheme will replace Stonebridge's roundabout with a signalled/free-flowing junction. Civilian infrastructure will also be updated with new signalling to improve the safety of pedestrians using the road. Finally, the scheme also looks to increase the frequency of Fastrack services running through Stonebridge and make active travel options more attractive to residents.

Scheme Objectives

The objectives of this scheme are to better connect Northfleet with the surrounding communities which will help to push growth and development forward. The scheme also wants to promote a shift away from private car use and toward active travel and Fastrack options. This project is in conjunction with Green Corridors 4 which has a wider goal of making active travel options more attractive across Kent.

Latest Updates

Feasibility study is ongoing and will be complete by September 2022



Time Frames

Feasibility study: March - Sept 2022

Funding Streams & Likelihood of coming to Market

50% - EDC have provided £50k for the feasibility study, no procurement is currently required. Funding for the scheme identified will need to be sourced prior to award of contract for construction.

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Fastrack - Acacia Bus Hub

Scheme Description

Construction of a new Fastrack bus hub with pantograph opportunity charges to service the new Fastrack electric bus fleet. Based around a triangular island to provide three bus stops connected to the existing Fastrack bus way including pantograph opportunity chargers. Development will also provide the charging electrical infrastructure and a small driver facility.

Scheme Objectives

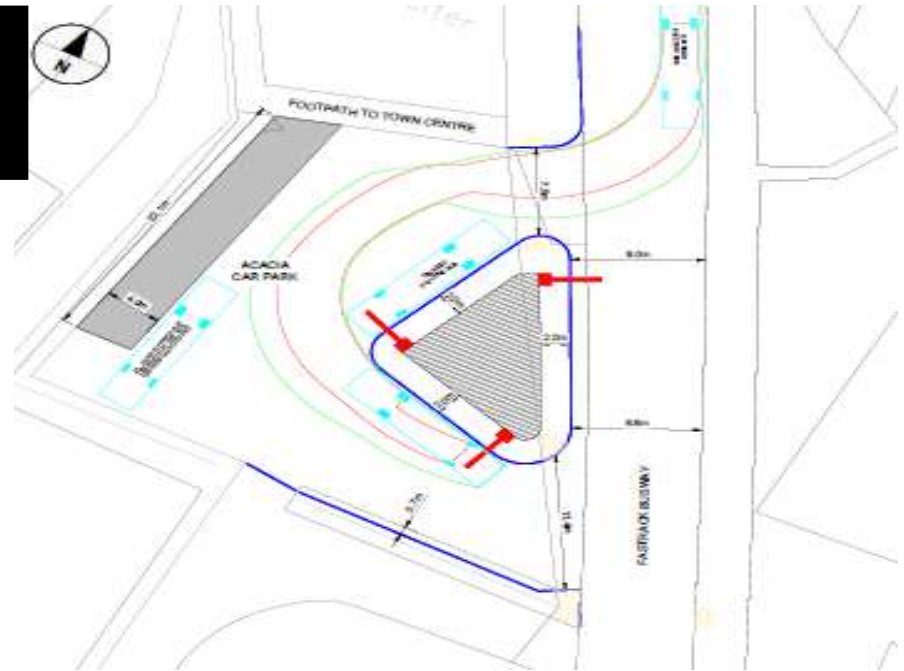
Attractive bus hub to service the new Fastrack electric bus fleet with a covered waiting area with perch style seating and RTI screen. The bus hub will allow the existing Route A to turnaround and charge at the same location. Route B will also be able to charge before turning into Route C to complete the Dartford/Temple Hill/Littlebrook circuit.

Latest Updates

Concept design being refined, work currently being carried out by Aecom through the Kent professional services framework.

Likelihood of coming to Market

30% - Scheme viability to be confirmed during 2023, funding to be secured through Fastrack BSIP/Electric Bus funding.



Time Frames

To be confirmed but during 2023

Funding Streams

Fastrack BSIP/Electric Bus funding

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Wincheap Western Link

Scheme Description

The Western Link is part of the Wincheap Improvement scheme that involves:

- Construction of a new A2 off slip, including improvements along Ten Perch Road.
- Provision of a Western link which will connect the new off slip from Ten Perch Road, along the Boundary into Simmonds Road.
- Construction of a new gyratory system through Wincheap with traffic flowing eastbound along Simmonds Road and Westbound along the A28 Wincheap.
- Provision of an Eastbound bus and cycle lane along the A28 Wincheap, alongside public realm improvements throughout the scheme to provide greater accessibility and to improve the viability of the Wincheap Park and Ride initiative. Although due to a lack of funding and available land this element of the improvements scheme is not being progressed.

KCC are responsible for the delivery of the Western Link, with the other two elements of the Improvements scheme being delivered by developers.

Pentland Homes are responsible for the delivery of the A2 Off-Slip and Quinn Estates are responsible for the delivery of the Gyratory system.

Latest Updates

The outline design of the Wincheap Western Link has been completed by Pell Frischmann in September 2019. This design involved the working up of Option C (attached below) which include a bus lane with an initial view to beginning construction in Autumn/Winter 2020. However, following the latest design review due to the lack of viability in the eastbound bus lane proposals there is no longer a requirement for a bus lane to be included as part of the Western Link Road scheme. Subsequently due to uncertainties regarding the delivery of new 4th A2 off slip and wider Wincheap strategy the scheme was put on hold.



Time Frames

To be confirmed following a review of current design.

Funding Streams

The Wincheap Western Link Road has secured funding of £2.5m from developer contributions agreed through the section 106 process. KCC have received confirmation from Canterbury City council that the s106 for the Cocking Farm Development (Ref. CA/17/00519/OUT) was signed on the 12th November 2018, which allows for a s278 to be worked up to release an initial £200k of funding, with the subsequent £2.3m available upon occupation of 100 houses.

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A274 Sutton Road j/w Willington Street

Scheme Description

This scheme proposes widening the A274 Sutton Road around the Willington Street and Wallis Avenue junctions in Maidstone. The junction is already congested in the morning and evening peak times, which is likely to worsen with further development. The improvements are needed to improve journey time reliability and reduce congestion at peak times. However, the current proposals will only provide modest improvements to the capacity and the junction.

Scheme Objectives

The Scheme proposes to implement;

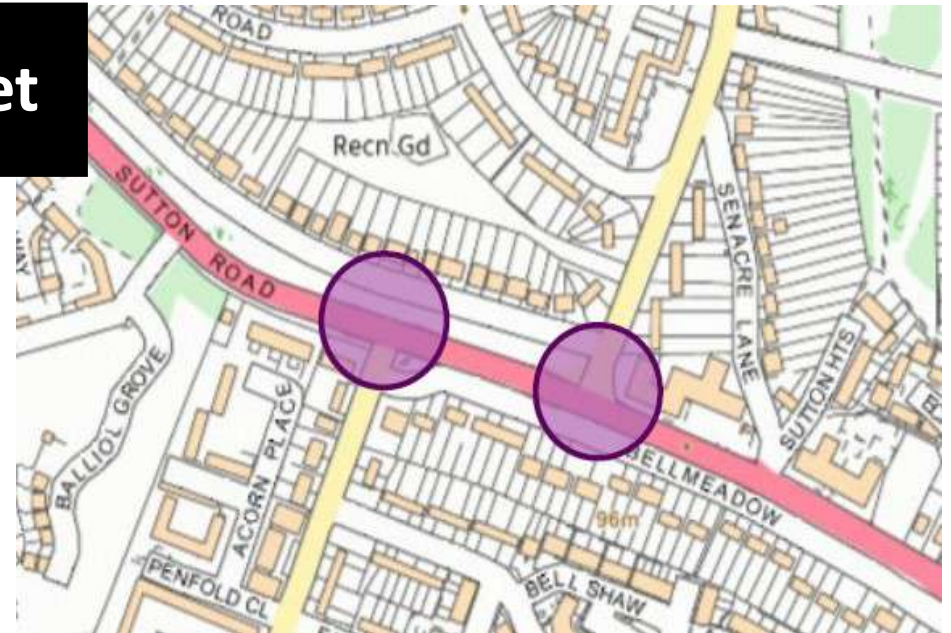
- Additional lanes would be installed further back from the junction to provide queuing capacity for vehicles travelling from Willington Street to Sutton Road, .
- Dedicated turning lanes into Wallis Avenue
- New bus lay-bys

Latest Updates

The outline design for this scheme was carried out between June 2017 to January 2019. Detailed Design took place between winter 2019 and Spring 2020. The scheme design is awaiting further challenge and review before being finalised and reported to KCC Members.

Likelihood of coming to Market

30-40% - Funding is identified through S106 contributions, however there remains KCC Member and public pressure as to the correct solution at this junction. It is unlikely that a scheme to achieve the benefits will be accepted given the required land take and vegetation loss.



Time Frames

To be confirmed following further design review.

Funding Streams

The improvements are linked to S106 funding from surrounding developments so do not have time constraints on delivery and spend. The schedule for delivery has therefore been delayed to concentrate on the implementation of other schemes in Maidstone which have unlocked external funding.

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