



# Major Capital Programme Team

## Commercial Schemes Brochure

*As of October 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 following a successful bid to Homes England, we 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 North Thanet Link and Bluebell Hill projects.



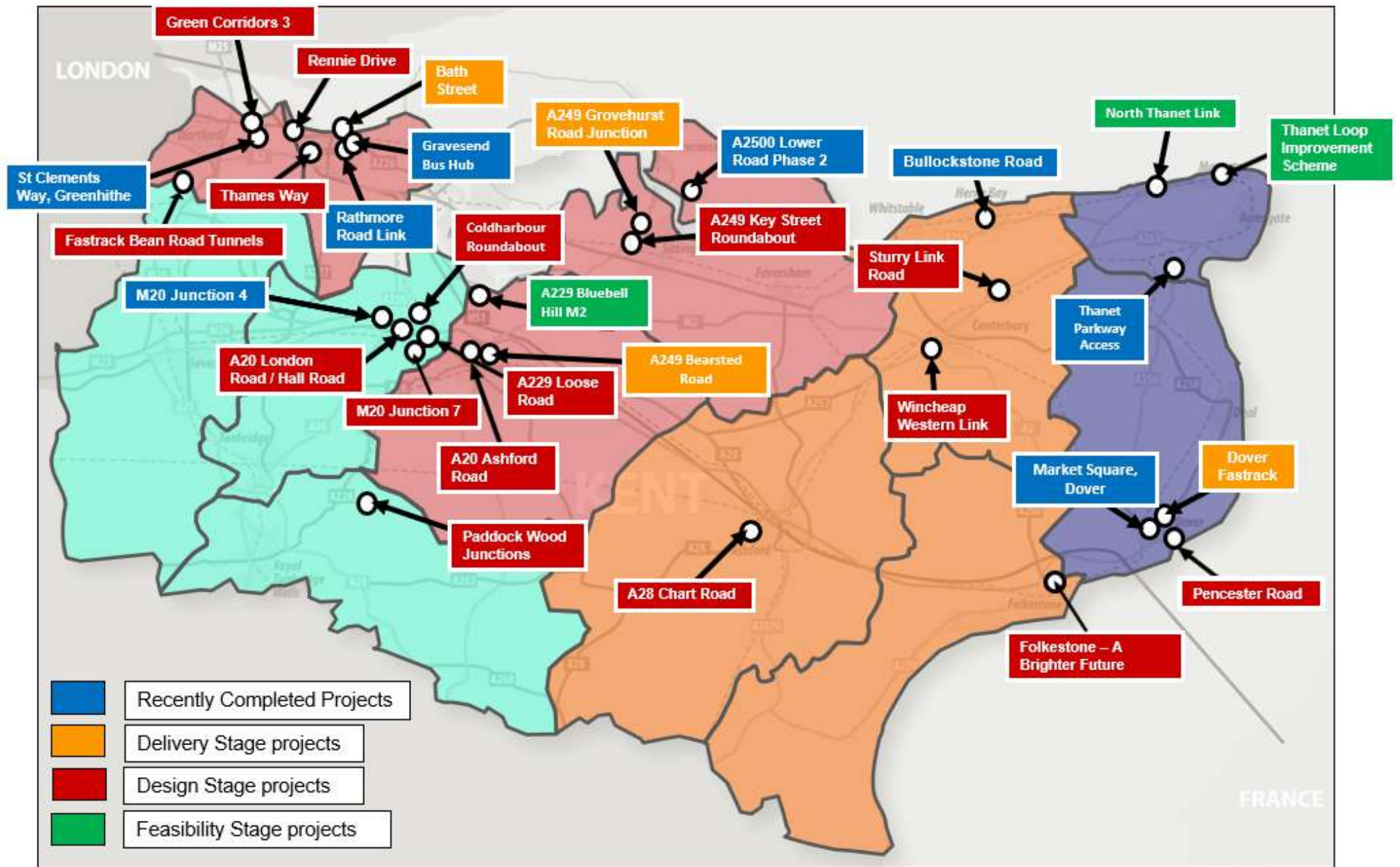
HM Government



SOUTH EAST  
LOCAL ENTERPRISE  
PARTNERSHIP



# Our works programme across Kent



# Our existing service providers to support our projects

## *Kent Professional Services Framework*



## *Highways Cost Consultancy Contract*



## *Medway Civil & Structural Engineering*

### *Professional Services Contract*



## *Highways County Modelling Contract*



## *Professional Land Services Contract*



## *ESPO Framework Contract*



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- **Projects within our pipeline**

- [A20 Coldharbour Roundabout](#)  
Estimated Scheme Budget - £3.5m  
Timescales for Construction - January 2024 (9 months)
- [A249 Key Street Roundabout](#)  
Estimated Construction Value - £3.5m  
Timescales for Construction - Early 2024 (9 months)
- [Green Corridors Phase 3 Walking and Cycling Improvements](#)  
Total Scheme Budget - £7.4m  
Timescales for Construction - Rolling programme
- [North Thanet Link](#)  
Estimated Scheme Budget - £59.9m  
Timescales for Construction - Early 2027 (24 months)
- [Thames Way](#)  
Estimated Scheme Budget - £5.5m  
Timescales for Construction - Spring 2024 (TBC)

[A20 London Road, Aylesford](#)

Estimated Scheme Budget - £2m

Timescales for Construction - Summer 2024

[A28 Chart Road Junction Improvements](#)

Estimated Scheme Budget - £26.6m

Timescales for Construction - Early 2025 (23 months)

[Paddock Wood Junction Schemes](#)

Total Scheme Budget - £4.789m

Timescales for Construction - August 2024 (9 months)

[M20 Junction 7](#)

Total Scheme Budget - To be confirmed

Timescales for Construction - Currently under review

[Folkestone - A Brighter Future](#)

Estimated Construction Value - £12.1m

Timescales for Construction - August 2024 (13 months)

- [Rennie Drive Junction Improvements](#)  
Total Scheme Budget - £1.5m  
Timescales for Construction - Early 2024 (6 months)
- [A229 Blue Bell Hill M2 and M20 Interchange Upgrades](#)  
Estimated Scheme Budget - £235m  
Timescales for Construction - Summer 2027 (26 months)
- [Pencester Road, Dover](#)  
Total Scheme Budget - £3m  
Timescales for Construction - Early 2024
- [Wincheap Western Link](#)  
Total Scheme Budget - £2.5m  
Timescales for Construction - To be confirmed
- [A249 Loose Road Corridor - Wheatsheaf Junction](#)  
Estimated Scheme Budget - £5.63m (to be refined)  
Timescales for Construction - Currently under review

[A20 Ashford Road Junction with Willington Street](#)

Estimated Scheme Budget - £1.146m

Timescales for Construction - May 2024 (TBC)

[Fastrack Bean Road Tunnels](#)

Estimated Scheme Budget - £13.08m

Timescales for Construction - Currently under review

[Thanet Loop Improvement Scheme](#)

Total Scheme Budget - Unknown at this time

Timescales for Construction - To be confirmed

[A274 Sutton Road / Willington Street](#)

Estimated Scheme Budget - £2.5m

Timescales for Construction - To be confirmed

# Recently Completed Projects

## **Bullockstone Road Improvement Scheme - Opening Ceremony 27th July 2023**

We have recently completed the construction of our Herne Bullockstone Road Improvement Scheme which began construction in August 2022 and despite a challenging winter we have managed to successfully deliver the scheme to programme and within budget. The project budget was £8.9m with funding through S106 developer contributions from the three nearby housing sites. Breheny Civil Engineering Limited were appointed as principal contractors for this project which was substantially complete in July 2023,

The scheme was formally opened to the public on the 21st July with Sir Roger Gale MP in attendance for the formal opening ceremony (Picture Below).

Bullockstone Road has been widened to seven metres with two new roundabout junctions created at the A291 Canterbury Road and at the northern end of the scheme to the north of Lower Herne Road to provide access to the future Lower Herne Village development site. As well as the two new junctions the speed limit along Bullockstone Road has been reduced from the 60mph national speed limit to 40mph and a new shared footway and cycleway has been built along the full length of the scheme. We have also replanted over 300 trees and hundreds more new plants (yes we did snag all of them) to replace the lost greenery and two attenuation ponds have been built to help with drainage.



## ***Thanet Parkway Station - Opening Ceremony Friday 8<sup>th</sup> September 2023***

The team has also been recently managed the successful delivery of the new Thanet Parkway station. The new station will increase rail connectivity between East Kent, London and the wider Kent area by providing access to mainline and high speed services. The project will provide access to more employment opportunities for local residents. It will also improve investment opportunities for businesses in Thanet (such as Discovery Park).

The station has 2 platforms for 12-car trains, there are lifts and stairs to access the platforms, ticket vending machines, waiting shelters, seating and passenger help points to provide remote assistance. A new access road was built from the A299 Hengist Way prior to the main station which allowed additional pedestrian and cycle access to Cliffsend village. There is a 297 space car park, a forecourt with bus stops, drop-off and pick-up zones, electric vehicle charging points and secure cycle storage.

The official opening event took place on Friday 8<sup>th</sup> September 2023. Rail Minister, Huw Merriman and KCC Leader, Roger Gough were in attendance and gave speeches before the unveiling of a commemorative plaque. There was also an art competition at Minster CofE Primary and Chilton Primary, where six talented pupils won High-Speed travel passes for their families from Southeastern.





# Other Recently Completed Projects



St Clements Way, Greenhithe



Gravesend Bus Hub



Market Square, Dover



A2500 Lower Road, Minster



Rathmore Road, Gravesend



A229 Thanet Parkway Access



M20 Junction 4 Eastern Overbridge

## **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 Local Growth Fund provided by the South East Local Enterprise Partnership and a further £5.3m match funding.*

## **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 final cost of the project was £6.4m.*

## **Market Square, Dover**

*The scheme aims to revitalise Market Square and encourage job and economic growth within the area by attracting more people to visit and shop in Dover. The scheme has created a pedestrian link between the new retail and leisure development at St James with the traditional high street on Biggin Street.*

*The works on site started in November 2021, with contractors FM Conway carrying out the works on behalf of KCC 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.*

## **A229 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.*



## 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 the Local Growth Fund with funding also secured through various other funding streams.

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

## 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 budget was £6.65m secured through funding from the 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 .

## 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](http://www.kent.gov.uk/roads-and-travel/road-projects/completed-road-projects)



# Projects in Delivery

## Dover Fastrack

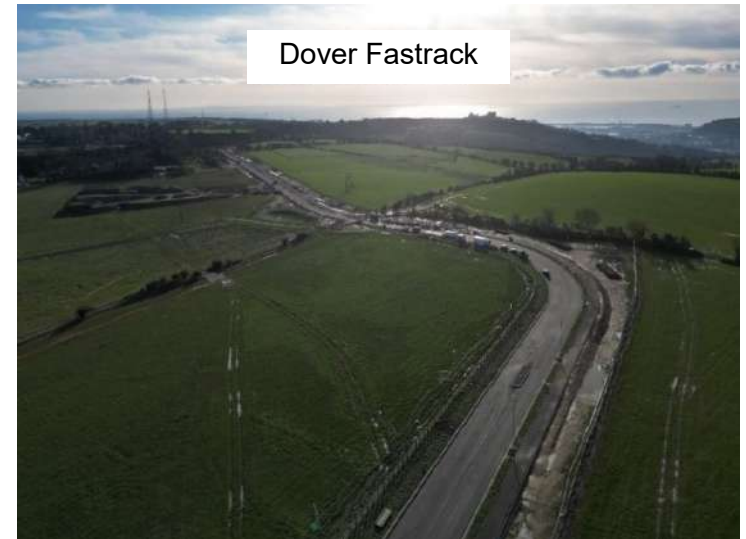
*Dover Fastrack is a new bus rapid transit system that will connect Whitfield, Dover town centre and Dover priory Station, to provide a reliable, high quality and frequent bus service. The buses will have priority over other traffic on the route. The Dover Fastrack will use existing roads, new roads 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 early 2024, Colas Limited were awarded the £17.7m construction contract to deliver scheme. The project was allocated funding from Homes England which was awarded to Dover District Council through the Housing Infrastructure Fund (HIF) as well as a grant from the Department for Transport's Zero Emission Bus Regional Areas (ZEBRA) scheme (secured by KCC, the funding is for electric buses and the required charging Infrastructure for the existing Fastrack Kent Thameside services and the proposed Dover Fastrack service).*

## 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 for October 2023 with Colas appointed as principal contractors, enabling works are ongoing in preparation for a full start.*



## **Bath Street Fastrack Contraflow**

*This scheme proposes to construct a contraflow Fastrack bus lane on Bath Street. This is part of the overall [Fastrack programme](#) across Dartford, Gravesham and Ebbsfleet and will implement a key Fastrack link between the Northfleet Embankment East development and Gravesend town centre. The scheme will use under-utilised hatched road space to widen the existing carriageway to incorporate a southbound bus lane.*

*The proposed bus lane will connect to West Street to the north and the new Bus Hub on Garrick Street to the south via New Road. Both the existing northbound traffic lanes, plus the existing southbound taxi lane will remain, with only minor changes to the kerb alignment. The scheme will upgrade the existing crossing to a toucan crossing to improve accessibility for both pedestrians and cyclists. The scheme will also reposition the pedestrian crossing at the New Road junction so it is closer to the junction to improve the crossing for pedestrians.*

*Jackson Civils were awarded the £2million construction contract which began construction formally in March 2023 with a planned completion for Spring 2024. The project has been fully funded by a grant from the Ebbsfleet Development Corporation with KCC delivering the project on their behalf.*

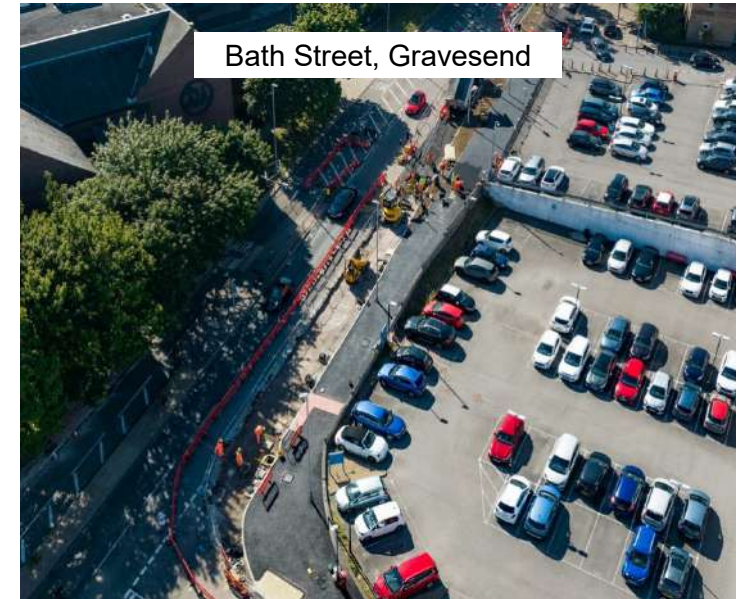
## **A249 Grovehurst Road**

*The A249 Grovehurst Road junction is a double roundabout layout with a single two lane carriageway bridge over the A249 connecting the two. It is the main route for traffic heading towards the Sittingbourne Northern Relief Road to the east and Iwade village to the west. The junction also has connections to Grovehurst Road and Swale Way.*

*The scheme for Grovehurst Road is to provide an additional bridge over the A249 creating a full gyratory junction. The pedestrian and cycle facilities include signal controlled crossings within the junction.*

*Jackson civils were awarded the £22.6million construction contract, with works commencing onsite formally from July 2023 until August 2024. The project has been fully funded by a grant from the Housing Infrastructure Fund and developer contributions.*

*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>



# Projects Within Our Pipeline

## *Including;*

- *Coldharbour Roundabout - Detailed Design / Procurement Stage*
- *A20 London Road / Hall Road - Detailed Design Stage*
- *A249 Key Street Junction Improvements - Detailed Design Stage*
- *A28 Chart Road Improvement Scheme - Detailed Design Stage*
- *Green Corridors Walking and Cycling Improvements - Detailed Design Stage*
- *Paddock Wood Junction Improvements - Detailed Design Stage*
- *North Thanet Link - Feasibility Stage*
- *M20 Junction 7 - Detailed Design Stage*
- *Thames Way - Detailed Design Stage*
- *Folkestone - A Brighter Future - Outline Design Stage*
- *Rennie Drive Junction Improvements - Detailed Design Stage*
- *A20 Ashford Road j/w Willington Street - Detailed Design Stage*
- *A229 Blue Hill M2 and M20 Interchange - Outline Design Stage*
- *Fastrack Bean Road Tunnels - Detailed Design Stage*
- *Pencester Road - Detailed Design Stage*
- *Wincheap Western Link - Outline Design Stage*
- *A274 Sutton Road j/w Willington Street - Outline Design*
- *A229 Loose Road Corridor - Wheatsheaf Junction - Detailed Design*
- *Thanet Loop Improvement Project - Feasibility Stage*



# A20 Coldharbour Roundabout

## Scheme Description

This scheme will enlarge the junction to allow 3 lanes around the roundabout. The traffic signals are to be completely removed with give way lines to indicate entry to the roundabout. A new access is being provided from the northbound carriageway of Coldharbour Lane

## Scheme Objectives

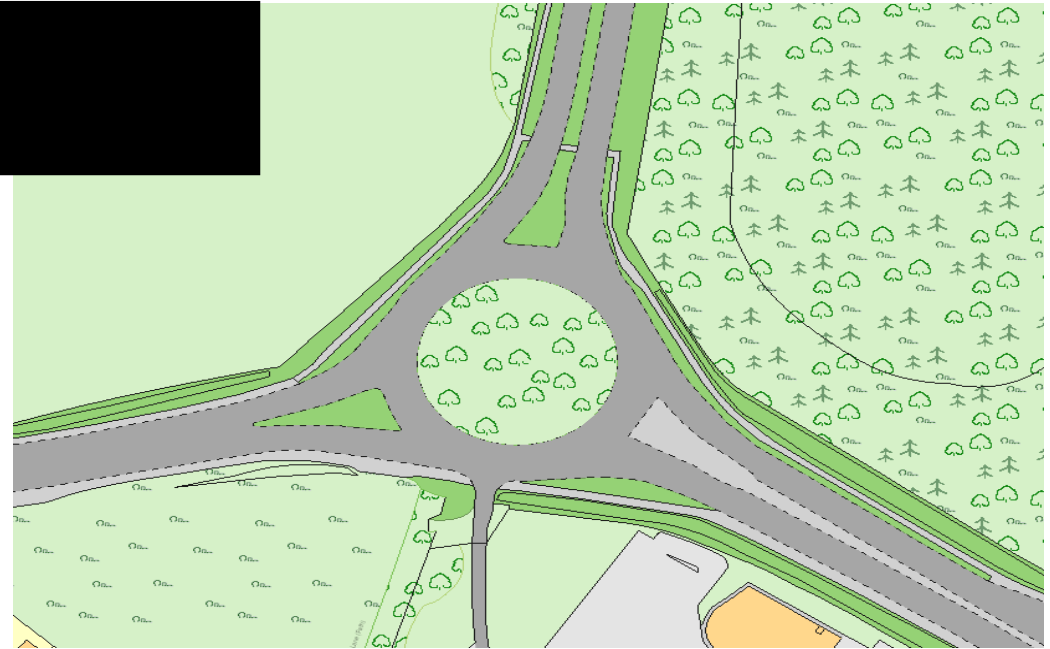
Considerable growth is planned in this area, including the 'Whitepost Fields' development, which will increase congestion between Maidstone and Ditton. Improvements are needed to the roundabout to reduce congestion, improve journey times and support travel to and from the M20.

## Funding Streams

The total funding available for the Coldharbour scheme is £3.5million and was originally packaged alongside the A20 London Road scheme due to their close proximity, however this has now been split. The combined LGF allocation is £4.2million with Developer Contributions providing a further £1.3million for the Coldharbour Roundabout and A20 London Road / Hall Road schemes.

## Likelihood of coming to Market

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



## Latest Updates and Timeframes

The Coldharbour Roundabout scheme is planned to commence in early 2024 to allow the Bearsted Road scheme to be underway from October 2023 and to manage congestion on the M20 during this time. The procurement process is underway with an aim to award in November 2023 ahead of a full start in the new year.

The Form of contract will be The New Engineering Contract 4 (NEC4) Option B (priced contract with bill of quantities) with KCC Z clauses.

# A20 London Road / Hall Road

## Scheme Description

The design for this scheme is currently being reviewed with all options being considered to address the current flooding issues at the junction. We are also exploring proposals to upgrade the existing signals at the junction should the full scheme not progress to ensure full capacity is achieved. We are working with our ITS team to consider all options at present before any formal decision is made.

## Funding Streams

The scheme was originally awarded Local Growth Fund funding to develop both the A20 London Road junction and the A20 Coldharbour Roundabout schemes due to their close proximity. The combined LGF allocation is £4.2million with Developer Contributions providing a further £1.3million for both schemes.

## Preferred procurement route to market

Should the full scheme not progress, the preferred route to market for the drainage and signalling improvements would be to utilise the existing HTMC contract through AMEY. Until a formal decision has been made on the preferred scheme both routes remain options.



## Latest Updates

Work is continuing to develop the drainage solutions for the non roundabout option. Further meetings have been held directly with Crown Estates to discuss flood alleviation measures and how they may be able to support improvements that link into their drainage network.

Currently permission for investigatory works within the Retail Park to locate and identify drainage assets is being agreed together with further survey works of the highway drainage assets on the A20. KCC ITS are undertaking a verification of the WSP traffic modelling for the proposed upgrade of the existing traffic signals to confirm Traffic Capacity for this option in lieu of the previous roundabout option.

## Time Frames

Currently there are no exact timescales whilst further investigation works and design reviews are carried out. The scheme will likely progress in conjunction with the A20 Coldharbour Roundabout scheme due to the close proximity of the two.



# A249 Key Street Junction Improvements

## Scheme Description

This junction improvement has come about in order to provide the road network capacity required to handle future predicted housing and commercial development growth. This upgrade will seek to ensure communities and businesses can access the strategic road network (A2/M2) without continuing to experience significant congestion and queuing traffic on the A249 and surrounding local network.

The preferred development proposals incorporate the upgrading of the existing Key Street roundabout by widening approaches and exits, introducing walking and cycling infrastructure and closing the existing A249 on-slip access to re-provide it further south from a proposed developer roundabout.

## Latest Updates

The key dates to currently be aware of are as follows;

- Procurement September 2023 – January 2024
- Contract award February 2024
- Delivery of developer roundabout on Chestnut St January – May 2024
- Advanced Ecological works (Dormice) & clearance April 2024
- Anticipated construction start Spring 2024
- Anticipated construction completion Autumn 2024

## Preferred procurement route to market

### **Likelihood - 100%**

The preferred route to market will be through the open tender process, procurement is currently underway with SQ being undertaken from June 2023.



## Time Frames

Detailed design is currently being undertaken by Systra who were commissioned under the Medway Framework. Procurement will commence from September 2023 with an aim to start in Spring 2024 following an award in February 2024.

## Funding Streams

The total scheme budget of £6.801m is made up of a £6.1m grant from Homes England with the remainder being sourced from S106 developer contributions.

# A28 Chart Road Improvement Scheme

## Scheme Description

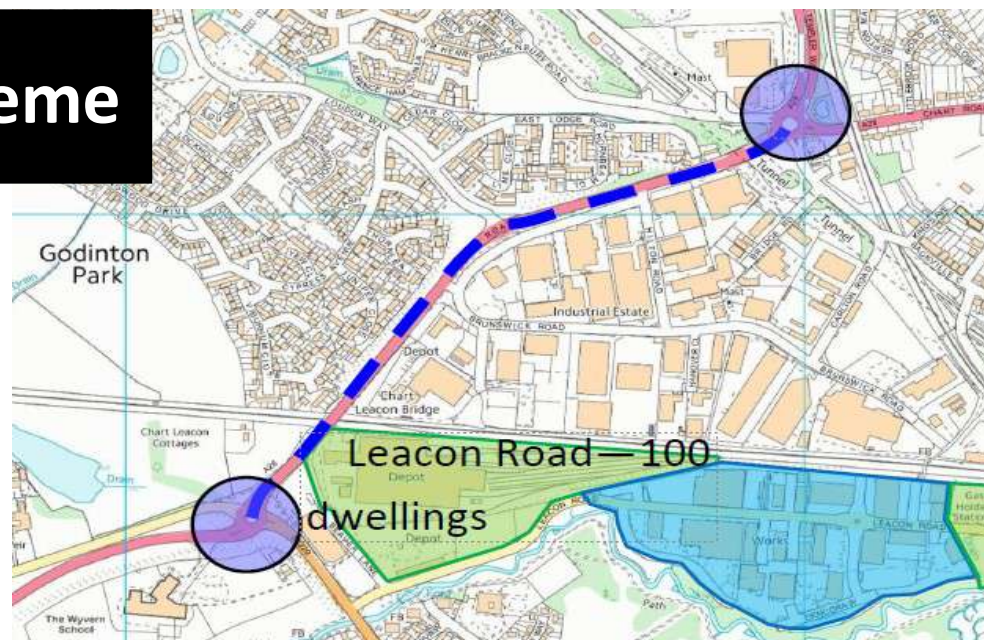
The project aims to provide additional capacity on the road network to improve traffic flows, improve pedestrian and cyclist routes, minimise environmental impacts on residents of Godinton and maximise opportunities to provide replacement planting.

The carriageway between Tank roundabout and Matalan roundabout is to be dualled with two lanes provided in both directions separated by a central island. The existing Tank and Matalan roundabouts are being enlarged to increase capacity. Loudon Way is being improved with more efficient signals, dedicated right and left turn lanes from Chart Road, and new pedestrian/cyclist controlled crossings of Loudon Way and Chart Road. Continuous footway/cycleway facilities are being provided on both sides of Chart Road

## Scheme Objectives

The scheme 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
- traffic noise screening for residents
- continuous shared footway and cycleways on both sides of the road
- additional controlled crossings, for pedestrians and cyclists, at Loudon Way/Chart Road junction and Chart Road north of Matalan roundabout.



## 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 construction of the project is currently postponed. It is predicted to restart in spring 2025 when the developer of Chilmington reaches their planning obligation to provide funding to the project, once 400 homes have been occupied.

## Funding Streams

The project had previously secured extensive LGF monies from SELEP, but this had to be paid back with only £2.892m retained. The remaining funding to deliver the project will be required from the developer at Chilmington Green.

# Green Corridors 3 Walking and Cycling Improvements

## Scheme Description

The Green Corridors Programme aims to encourage sustainable active travel by making walking and cycling an attractive 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 in this area. 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 2023 / early 2024.

## 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 2023: Rolling programme of scheme design.  
Summer 2021 to Summer 2024: 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.

# Paddock Wood Junction Schemes

## Scheme Description

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.

## Time Frames and Latest Updates

Subject to planning consent, the intention is to proceed with the detailed design of the scheme and procurement of a contractor so that initial works can take place in summer 2024 to take advantage of the school holidays and also a planned closure of the B2160 by the water company to undertake works to their pipe infrastructure. Some advance site clearance may be undertaken in February 2024 prior to the bird nesting season. The scheme construction works are expected to take up to 9 months and therefore should be completed by spring 2025 .

The principle of the scheme was established as part of the consideration of the planning consents for the three developments and hence public consultation in the normally accepted sense is not appropriate. However, because of the passage of time, and as a pre cursor to submitting the planning application, a plan of the scheme and explanatory letter was distributed to local residents and other interested groups and organisations such as emergency services and bus operators in early August 2023



## Preferred procurement route to market

### Likelihood - 100%

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.

## 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 estimated cost of the scheme is £4.789 million.

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# North Thanet Link

## 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.

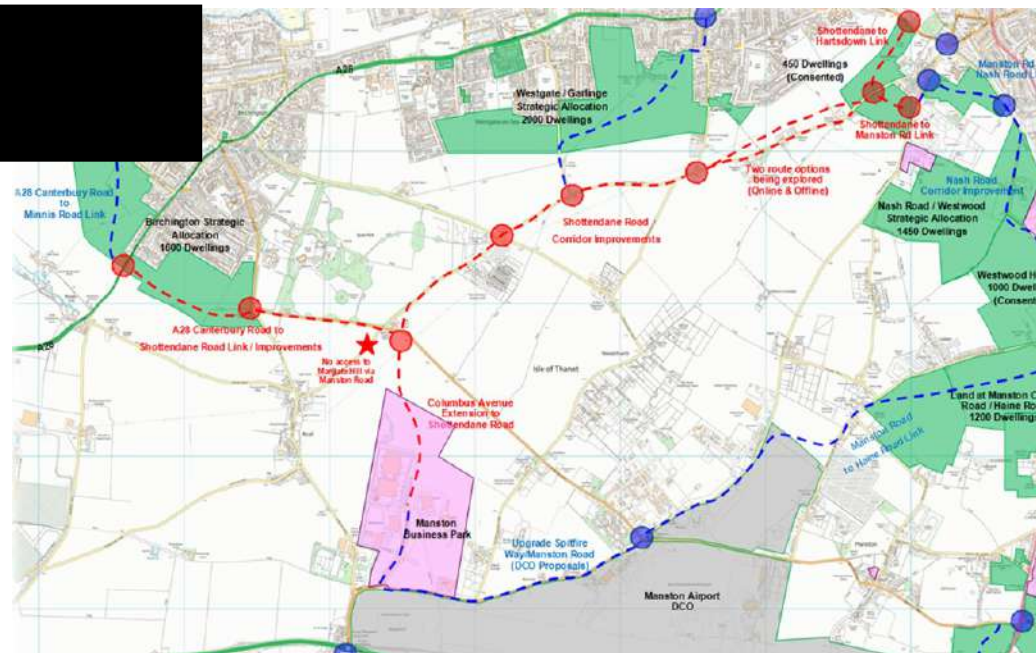
## Scheme Objectives

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 and the bid will request funds from the Department of Transport 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

Outline Business Case submission anticipated for Winter 2023. High level programme and future milestones to be agreed following this submission.

# M20 Junction 7

## Scheme Description

The objective of the M20 J7 improvements is to improve road capacity to allow more reliable journey times and reduced queues for all road users. The scheme will also promote greater environmental and well-being benefits by reducing queuing times and increasing active travel infrastructure.

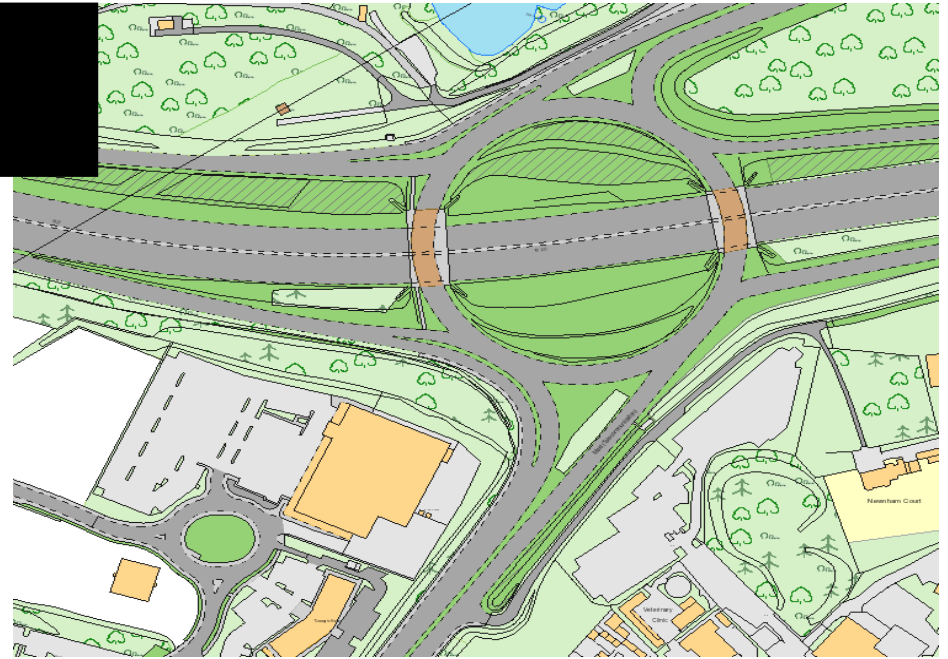
The proposed scheme will implement traffic signals at the M20 Junction 7 roundabout and improve the walking and cycling infrastructure through the junction, mitigating the current barrier from north-south between Maidstone and Swale Districts through providing 4 new toucan crossings and a re-aligned shared use pedestrian and cycle path to connect with the existing infrastructure.

## Latest Updates

Following the successful bid to Maidstone Borough Council's Community Infrastructure Levy (CIL) fund for infrastructure, the funding required to deliver this scheme has now been achieved, a commission to review a previous outline design and progress to detailed design will now be carried out.

## Likelihood to come to market

75% - The scheme is yet to formally recommence upon which more clarity around delivery timescales will be provided.



## Time Frames

Timescales for this scheme are to be reviewed and more clarity provided upon the detailed design stage. The scheme will need to coincide with the A249 Bearsted Road scheme which is due to commence construction in October 2023.

## Funding Streams

The bid to Maidstone Borough Council's CIL fund, along with S106 contributions from nearby housing developments will fully fund this scheme.

# Thames Way

## Scheme Description

The Thames Way Scheme (formerly known as Thames Way Dualling) is a proposed junction upgrade and dualling scheme that is a strategic priority for the local highway network within the Ebbsfleet area (Dartford and Gravesham border).

A previous feasibility study, undertaken by WSP, investigated the feasibility of dualling Thames Way. The report recommended the provision of a two lane-dual carriageway with all lanes available to all lanes of traffic and an associated upgrade to all junctions within the site. Most capacity benefit of this scheme was derived from the junction upgrades and not from dualling the route.

## Latest Updates

KCC commissioned further modelling work to determine whether the updated trip data supports the dualling of Thames Way. The results of this modelling highlight that dualling of Thames Way east of the A2260/Thames Way junction is not required and the junction upgrades alone, as proposed in the Ebbsfleet Central application, will be sufficient to realise the required additional network capacity.

The modelling commission showed that the capacity of the Thames Way/ Springhead Road junction still requires improvement. Outline design is now underway being carried out by WSP commissioned through the Kent Professional Services Framework.



## Time Frames

Scheme scope is currently being reviewed and will likely need to go back through KCC internal approval processes as a result of this. The planned construction date is still subject to change as the programme is refined but the scheme will need to be constructed ahead of the Lower Thames Crossing project.

## Funding Streams

The total funding available for the scheme is currently £5.5m, which will be sought through S106 from the nearby Northfleet Site which is expected to achieve its trigger point in 2026.

# Levelling Up Fund - Folkestone: A Brighter Future

## Scheme Description

The “Folkestone – A Brighter Future” scheme seeks to ‘level up’ Folkestone’s town centre by supporting active travel, creating a high-quality environment that supports civic pride and reverses years of disparity in investment by transforming the fortunes of the towns primary retail areas.

The scheme involves public realm improvements which will involve alterations to the existing highways, drainage networks, street lighting and landscaping.

## Funding Streams

The Folkestone – ‘A brighter Future’ scheme has secured £19.8m in funding from the Department for Levelling up, Housing and Communities (DLUHC) Levelling up Fund round 2 alongside a further £2.2m in match funding from Folkestone and Hythe District Council.

It is anticipated that the construction value for the elements that KCC will be delivering is circa £12 million. The locations will include Station Arrivals, Cheriton Road, Cheriton Gardens, Middelburg Square, Shellons Street, Bouverie Square, Sandgate Road and Guildhall Street.

The remaining construction elements which include Station approach, the refurbishment of the Folca Building and the artistic element of the town centre works are anticipated to be delivered by a combination of Southeastern Rail and FHDC’s artistic consultant and have a construction value of circa £4 million.

The costs are approximate values and will be refined once the design of the scheme is complete.



## Latest Updates

The project is currently in the detailed design stage, with the current programme for construction to begin in early 2024. Recent engagement sessions were recently carried out with the construction market to help understand current pressures associated with the scheme and to help inform the procurement and construction process.

## Time Frames

Phase 2 outline design Oct 23

Phase 2 public engagement Nov 23

Phase 1 Detailed design Oct 23-Feb 24

Phase 2 Detailed design Dec 23-June 24

Phase 1 Procurement Nov 23-Feb 24

Phase 1 Construction Apr – Aug 24

Phase 2 Procurement Mar-Jul 24

Phase 2 Construction Aug 24 – Sept 25

Completion Sept 25



# 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.

The objectives of the scheme is to help facilitate the increase in Fastrack services and improve journey time reliability by reconfiguring this junction. This improvements to Rennie Drive are important because of its proximity to the Littlebrook development site including the Amazon Fulfilment/ Distribution Centre.

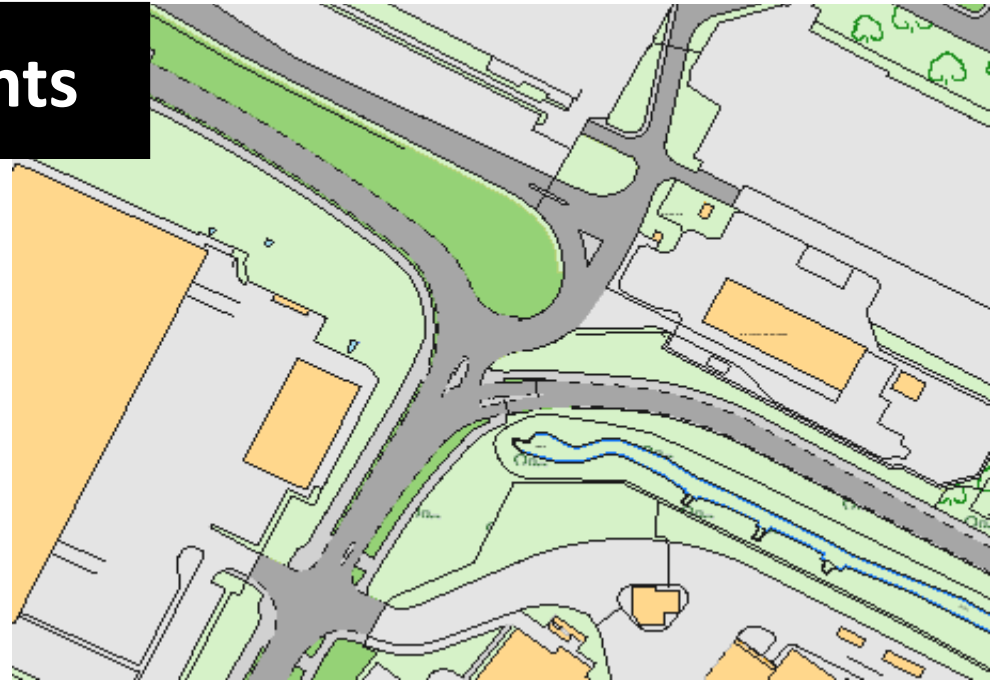
## Latest Updates

The detailed design stage is 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.

## Preferred procurement route to market

Likelihood to come to market - 100%

Due to the proximity and size of the scheme, the preferred procurement route will likely be through the Kent HTMC contract.



## Time Frames

The current anticipated start date is early 2024. 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 currently £1.5M.

# A20 Ashford Road j/w Willington Street

## Scheme Description

Changes to this junction were consulted on as part of the Keep Maidstone Moving programme, 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: Autumn 2024

## Funding Streams

This scheme has a budget of £1.146m. The Improvements are funded through the Maidstone Integrated Transport Package (MITP).

# 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 2027, completion of scheme – summer 2029 (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.

# Fastrack Bean Road Tunnels

## Scheme Description

The scheme will construct a new tunnel through the chalk spine under the B255 Bean Road between Bluewater Shopping Centre and the Whitecliffe development. It will directly connect the centre to the new Ebbsfleet housing developments and Ebbsfleet International Railway Station. It will form part of the Fastrack bus rapid transit system within Dartford and Gravesham.

The tunnel will house a 3.5 metre wide single way Fastrack busway, as well as providing a shared use footway and cycleway.

## Latest Updates

The scheme is currently on hold due to a significant increase in costs following the coronavirus pandemic and unforeseen increases in the price of materials, which is compounded by the war in Ukraine, inflation and rising interest rates.

The scheme, should it progress will be required to go back through the planning approval process with this now being expired having previously been granted in June 2020.

Ebbsfleet Development Corporation are reviewing their business case and will review the funding gap before a decision will be made.

## Preferred procurement route to market

Likelihood to come to market - 75%

The project was previously awarded through the SCAPE design and build contract, but following an increase in construction costs due to unforeseen circumstances the scheme is now on hold. The scheme could potentially look to go through the open tender process as a result of these inflated costs.



## Time Frames

Current timescales are unknown until more clarity can come from additional funding sources and following a business case review.

## Funding Streams

The original overall scheme budget in 2018 for Bean Road Tunnel was £13.08 million.

Additional funding could be made available from BSIP Phase 2 to help progress the scheme to construction.

# Pencester Road, Dover Bus Contraflow

## Scheme Description

KCC has been awarded BSIP funding by DfT for the delivery of a scheme in Pencester Road, Dover, which includes adding a northbound bus contraflow along Pencester Road and providing two new signalised junctions at Maison Dieu Road and at Biggin Street, to improve the route for bus services forming part of the new Dover Fastrack Project. The funding is required to be spent by 31 March 2024.

## Latest Updates

The detailed design is now currently being undertaken by Project Centre through our Kent Professional Services Framework.

The scheme will also be the subject of a Public Consultation for amendments to existing TRO's and implementation of the proposed bus-contraflow.

## Preferred procurement route to market

Likelihood to come to market - 100%

The works will be procured through the AMEY HTMC contract due to the extent of the works and tight timescales for which the funding will need to be spent.



## Time Frames

The scheme is currently being progressed through design which is due to be complete in December 2023, upon which a preferred contractor will be appointed through the AMEY HTMC contract with an anticipated construction start in early 2024.

## Funding Streams

£3m has been secured through the Bus Service Improvement Plan (BSIP) to fund the scheme and is required to be spent by 31st March 2024.

# 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 scheme is not being progressed.

KCC are responsible for the delivery of the Western Link, with the other two elements of the Improvement 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 was completed by Pell Frischmann in September 2019. This design included a bus lane with an initial view to beginning construction in Autumn/Winter 2020. However, following the latest design review and 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 the 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.

# A274 Sutton Road j/w Willington Street

## Scheme Description

The scheme proposes widening of A274 Sutton Road around Willington Street and Wallis Avenue junctions in Maidstone. The improvements are needed to improve journey times and reduce congestion at peak times.

The current proposals include;

- travelling from Willington Street to Sutton Road, the lanes would divide in 2 further back
- dedicated turning lanes into Wallis Avenue
- new bus lay-bys
- some trees and vegetation being removed.

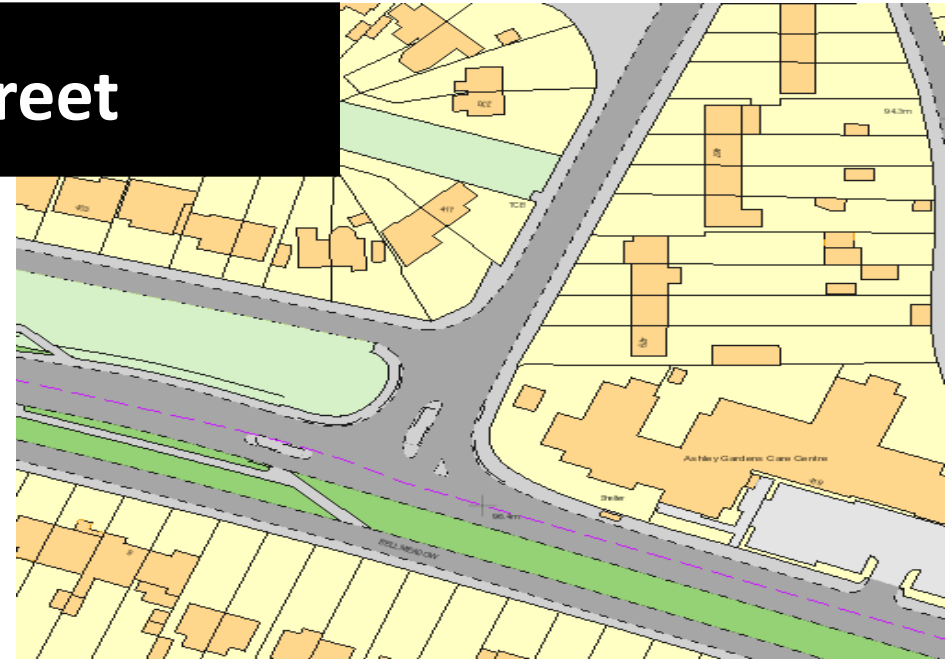
## Latest Updates

Scheme is currently undergoing a design review, but unlikely to progress at the present time due to a lack of political support and funding shortfall. The future of the scheme will depend on this further review of the benefits from the proposed scheme.

## Preferred procurement route to market

Likelihood to come to market - 25%

Due to scale of the works, the utilisation of the AMEY HTMC contract may be the preferred route for procurement should the scheme progress to market.



## Time Frames

Should the scheme progress, this project would be delivered at the end of the Maidstone Integrated Transport Package programme.

## Funding Streams

To be confirmed, the scheme was originally funded as part of the Maidstone Integrated Transport Package but has since been removed pending further review. The original total scheme budget was £2.5m funded solely from the MITP grant and S106 contributions.

# A229 Loose Road - Wheatsheaf Junction

## Scheme Description

The changes to the Wheatsheaf junction improvement scheme include improvements to the A229 Loose Road with A274 Sutton Road to a reconfigured signalised junction. The scheme also includes the demolition of The Wheatsheaf public house, where space will be used for improvements including a landscaped area.

These changes will also include the closure of Cranborne Avenue to create a child-friendly cul de sac, with widening of approaches to the junction also included as part of the design.

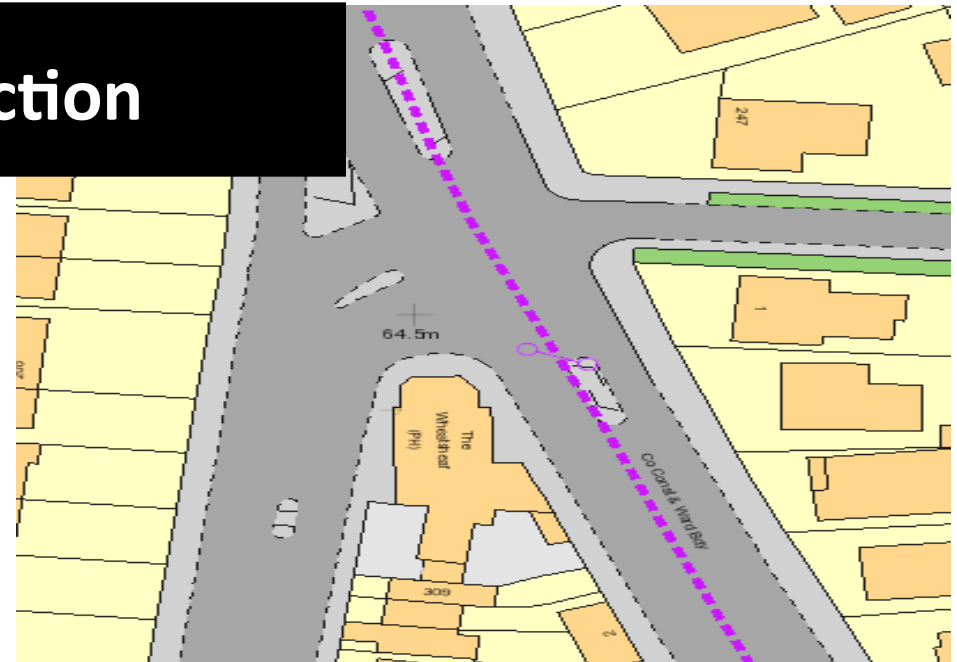
## Latest Updates

Following the recent TTRO closure along Cranborne Avenue, consultee responses are currently being carried out and reviewed within the required timescales before a final decision is made. The outcome of this experimental TTRO will decide next steps as to how improvements can be made to the junction and whether the full scheme is still required. KCC currently own the Wheatsheaf pub having purchased this back in 2020 to safeguard the potential future use for the land which was required in the original design.

## Preferred procurement route to market

Likelihood to come to market - 50%

The extent of the scheme will be determined by the preferred scheme following a design review, but the scheme could possibly be delivered through the HTMC contract due to scale of the works required for this scheme.



## Time Frames

A decision on how the scheme progresses will be decided following a review of the experimental closure of Cranborne Avenue and further reviews of the preferred scheme to be finalised following this.

## Funding Streams

The scheme is part of the Maidstone Integrated Transport Package, £5.63m of which is the total cost of the A229 Loose Road Corridor schemes (excluding the purchase of the Wheatsheaf Public House).



# Thanet Loop Improvement Project

## Scheme Description

Kent County Council are seeking a further review of the bus priority schemes previously investigated in a study undertaken by Jacobs. The original study identified potential bus priority schemes along nine corridors across Kent for potential funding opportunities from the DfT.

Early onset feasibility work has been commissioned to consider concept design options along the Thanet corridor.

## Latest Updates

The scheme has been identified as part of the Bus Service Improvement Plan (BSIP) package which will outline potential routes within the Thanet area that could be bought forward. The scheme is currently within the very early stages of feasibility with Jacobs recently commissioned as designers to consider and review potential schemes before any are progressed and presented to the DfT.

In addition to this, funding permitted, the concept design of the fast-tracked schemes would be undertaken. This would involve high-level design drawings of the identified schemes and would involve simple schemes such as bus stop accessibility, parking restrictions or minor junction changes.

For the more complex schemes, further design and/or traffic modelling input will be required to assess the wider benefits that could be achieved from potential schemes.



## Time Frames

Upon completion of the feasibility review, a more indicative delivery programme will be produced to meet spending deadlines for this funding.

## Funding Streams

These schemes will be funded as part of the Bus Service Improvement Plan (BSIP). The total cost of these schemes is to be confirmed at this time.