
A228/M20 Junction 4 - Eastern Overbridge Widening

**To: Tonbridge & Malling Joint Transportation Board - 28
September 2015**

Main Portfolio Area: Growth, Environment & Transport

**By: Roger Wilkin, Interim Director of- Highways &
Transportation**

Classification: For Information

**Ward: West Malling & Leybourne, and Downs & Mereworth
Division: Malling North**

**Summary: Progress report on M20 Junction 4 overbridge widening
scheme**

1. Introduction

1.1 Permitted development along the A228 Medway Valley and at Peters Village, Wouldham have S106 obligations to contribute to the improvement of M20 Junction 4. Highway assessment identified that widening the eastern side of the gyratory from two to three lanes would meet the traffic impact of these developments.

1.2 The S106 contributions from the current permitted developments were not sufficient to fully fund the improvement. A bid for Local Growth Fund (LGF) was accepted in principle and the business case was formally approved by the South East Local Partnership at their Board meeting in March 2015. All developer contributions have been received and the LGF funding released.

1.3 The scheme involves demolishing the existing outer cantilevered paved margin and parapet and then widening the bridge in order to achieve the additional traffic lane. See plan at Appendix A. There will be associated minor works to reposition the existing traffic signals, move the street lights that are positioned on the M20, amendments to motorway communication cabinets and local surfacing tie-in works to the top of the east facing slip roads.

2.0 Current Situation

2.1 The detailed design has been completed. Tenders have been issued to six firms who have demonstrated experience in this type of work. Tender submissions will be assessed on the basis of both price and quality considerations.

2.2 The contractor will need room for site offices and a field on the north side of Junction 4, east of A228 and just before Leybourne Way, would be suitable. A Regulation 3 planning application will soon be made to KCC Planning Application Group.

3.0 Programme

3.1 The objective is to award a contract in December 2015 and start construction in late February/early March 2016 having allowed the contractor time to plan the work and set up site offices.

3.2 Construction should take about 8 months and hence be completed by autumn 2016.

3.3 Some critical construction activities such as demolition of the existing bridge parapet cantilever and lifting in bridge beams will require weekend nighttime closures of this part of the M20. No diversion is required as M20 traffic will be taken up and down the slip roads through Junction 4 to bypass the work activity. This arrangement worked successfully when the western overbridge was widened in 2006.

3.4 Residential property is some distance from the junction and night time activities will be relatively low noise and no significant inconvenience to residents is envisaged based on the experience in 2006.

4.0 Communications

4.1 A Communications Plan has been prepared and in addition to information on KCC's web site an initial letter drop will be undertaken to brief local residents about the scheme. When a contractor is in place and a detailed construction programme available then further measures will be taken to ensure a comprehensive supply of information is available to residents, road users and key organisations.

4.2 A meeting was held with the vice chairman of Leybourne Parish Council, also attended by Mrs Hohler - the Member for Malling North, in July 2015. The Parish Council have asked if a number of matters - some of which relate to residual concerns about the junction of Castle Way with Leybourne Bypass - such as signage, signal co-ordination and yellow boxes could be considered as part of the scheme. Most are relatively minor and may have merit in helping contribute to reducing driver confusion and conflict potential at the junction as well as other minor measures related to the scheme to widen the adjacent J4 eastern overbridge.

4.3 These ideas are being looked at in more detail. If any modest measures are considered genuinely worthwhile then they could possibly be implemented and funded from the J4 works on the basis that they could be considered as complementing the underlying objectives of the Local Growth Fund grant which we have to supplement the S106 funding.

6.0 Financial

6.1 The estimated cost of the scheme is £4.80m. Total funding of £5.63m is available comprising £3.43m of banked S106 contributions and £2.20m of LGF

funding. Unused LGF funding will be used to support other schemes within the LGF Kent pool of approved schemes.

7.0 Legal implications

7.1 This Report is for information only and hence there are no legal implications for the Board.

8.0 Conclusions

8.1 The scheme has been designed, all funding is in place and construction procurement underway. Subject to a satisfactory return of tenders, construction will take place during the spring and summer of 2016.

9.0 Recommendations

For Information

Future Meeting if applicable: As necessary but none planned at present	Date:
--	-------

Contact Officer:	Richard Shelton - Project Manager (Major Projects) e mail:richard.shelton@kent.gov.uk tel: 07540 677604
Reporting to:	Mary Gillett - Major Projects Planning Manager

Appendices

Appendix A	Scheme Plan
------------	-------------