
To: **Tonbridge & Malling Joint Transportation Board - 14 March 2016**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Roger Wilkin, 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

1.0 Introduction

1.1 The Board will be aware of the scheme to widen the eastern bridge of M20 Junction 4 from previous reports and attendance at the September 2015 and November 2015 meetings of this Board.

1.2 This report gives a further update as start of construction approaches.

2.0 Current Situation

2.1 A summary of the current situation is as follows:

- i. A construction contract has been awarded to John Sisk & Son Ltd.
- ii. Planning permission has been given for the construction site compound on the field adjacent to Castle Way (north) between the M20 and Leybourne Way.
- iii. Highways England are about to commence the maintenance and upgrade of electronic motorway signage which has delayed the start of the J4 works until April.
- iv. Traffic management for the Junction 4 works are likely to be set up over the week end of 2 & 3 April - provisional.
 - The detailed construction programme is still being finalised but key traffic management arrangements will be as follows:
 - All three lanes (in both directions) along the M20 will remain available but a 50mph speed limit will apply - for the safety of the workforce, drivers and their passengers.
 - It will be necessary to cone down the eastern overbridge to one lane - for similar safety reasons.

- The A228 from the Snodland direction will also need to be coned down on the approach to Junction 4 so that traffic can be lined up appropriately before entering the junction and the single lane over the bridge - to help the junction gyratory to operate as effectively as possible. A 30mph speed limit will apply
 - The right turn out of Castle Way (South) onto A228 will be banned and traffic required to turn left and 'U' turn at Park Road roundabout - this will help traffic exit Junction 4 gyratory more easily.
 - The existing pedestrian route through the junction will be maintained.
 - The bus stops on either side of A228 Castle Way (north) will be maintained.
- v. Some minor off peak/night time activity may take place during March for advance works to move motorway communications cables clear of the bridge widening works and minor site clearance - provisional.
 - vi. Traffic surveys will be taking place during March to establish base line data and also to monitor the effects of the temporary closure of the right turn out of Castle Way (south). The survey locations have been agreed with Leybourne Parish Council.
 - vii. Despite the later start it is still hoped that the scheme will be completed in October although it will be prudent to assume November to allow a margin of contingency.
 - viii. Advance signage - static and variable message - will be placed on the M20 and A228 during March to advise drivers of the start of works in April.
 - ix. Newsletter No. 2 will be circulated locally and to parish councils during March summarising the situation as described in this report.
 - x. John Sisk will have a designated public liaison officer based on site who will be proactive in keeping the local community and travelling public informed, and dealing with queries.
 - xi. When John Sisk's mobilisation and forward planning is completed and the construction team are established on site it will then be possible to move onto the next stage of communication and the sharing of the detailed construction programme.

3.0 Financial

3.1 The estimated cost of the scheme is £4.80m. The construction tenders received were consistent with the estimated cost. 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.

4.0 Legal implications

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

5.0 Conclusions

5.1 Everything is in place to allow construction to commence in April and to take place over the spring and summer months so that it can be done as efficiently as possible taking advantage of longer daylight and hopefully better weather conditions.

5.2 It is unfortunately inevitable that the works will cause inconvenience particularly at peak periods but the site team will do its best to keep the local community and wider travelling public fully informed so they are better able to plan their journeys.

6.0 Recommendations

For Information

Future Meeting if applicable: As necessary but none planned at present	Date:
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Contact Officer:	John Farmer - Project Manager (major Projects) e mail: john.farmer@kent.gov.uk tel: 07740 185252 - OR Richard Shelton - Project Manager (Major Projects) e mail:richard.shelton@kent.gov.uk tel: 07540 677604
Reporting to:	Tim Read - Head of Transportation Service

Appendices

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