
HIF Funding, Key Street & Grovehurst Junctions Sittingbourne

To: **(Swale Joint Transportation Board – 10th September 2018)**

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

By: **Tim Read, Interim Director of Transportation & Public Transport**

Classification: **For Information**

Ward: **Bobbing, Iwade & Lower Halstow**

Division: **Swale West**

Summary: Update report on the submitted Housing Infrastructure Fund (HIF) application

1.0 Introduction and Background

1. Introduction

- 1.1 The County Council submitted a Housing Infrastructure Fund application to central government in September 2017 with a view to unlock existing congestion concerns. The congestion issues relating to the Key St and Grovehurst Junctions were the Planning Inspectorates principle reasons for enforcing an early review, in 2022, of Swale Borough Councils Local Plan. The application was made with the intention of releasing the post 2022 residential development proposed within the originally submitted local plan.
- 1.2 A total value for the bid submitted is £39,667,917 which includes the following three elements;
Key St Junction Improvements - £6m
Grovehurst Junction Improvements - £30m
SNRR/SSRR feasibility - £3m

2.0 Bid Progress Update

- 2.1 A letter dated 20th March was received from the Ministry of Housing, Communities and Local Government, confirming that the application had successfully passed the first phase. The application will now be taken through a co-development stage with the Ministry to develop the business case.
- 2.2 The Ministry has provided three dates at which the business case can be submitted these being; September, December 2018 or February 2019. At present the County Council are looking at submission at the December opportunity.
- 2.3 Grovehurst Progress - In January 2018, KCC commissioned Capita to undertake a review of the initial feasibility study produced by Amey Consulting in 2016 the following tasks were completed by the end of April 2018:
 - Provide full topographical survey to include all four slip roads, the mainline A249, the existing roundabout arrangements and where accessible, points associated with the proposed realignments/new construction.
 - A review of the current feasibility study and the resultant layout, providing comments on potential suitability of design, consideration of the south western quadrant and

any concerns/solutions/mitigation measures that should be considered if it is viewed that traffic flows could be improved.

- Establish design criteria from DMRB standards for slip roads and roundabout geometry for both horizontal and vertical alignments including headroom
- Undertake new traffic surveys
- Consideration of existing Transport Assessments and provide comment on suitability of feasibility design
- Consideration and comment on NMU provision and requirements for improved connectivity

- 2.4 Key Street Progress - KCC have been working with developer consultants to optimise the proposed plan submitted in the EOI. CCTV evidence has been collected from various arms of the junction and the Eastbound A2. This evidence has been used to identify other factors that may be further contributing to the poor performance of the current junction layout. A review of that data was undertaken in March 2018 and a small number of factors have been identified that could be included in the final design solution. To properly evaluate the junctions performance a Micro-simulation (VISIM) traffic model has been prepared. A base simulation was completed in early April and future date runs up to 2031 will be completed imminently. Simulation testing has commenced on the various identified design improvements to evaluate their effectiveness in optimising the junctions' performance. The proposed scheme has evolved since the application submission from full signalisation to signalisation of the A249 off-slip and contravening circulatory only.
- 2.5 The drawings submitted for the HIF application can be found at Appendix 1. It should be noted however that changes have already been made to the Key St junction following an evaluation of its capacity.

3.0 Financial

- 3.1 The cost estimates for Grovehurst Junction and Keycol Junction are as submitted within the bid and referenced above. These will be reviewed during the next design phase.
- 3.2 Developer Contributions Update
- 3.3 Grovehurst – No contributions have been collected against this junction to date although there are several applications expected to come forward in 2018.
- 3.4 Key Street – A total of £452,487 has been, or is expected to be, collected through signed Section 106 agreements to date. A further two sites currently allocated in the Adopted Local Plan are expected to come forward in 2018 and make further contributions; these are Manor Farm and South West Sittingbourne. However, without HIF funding, the ability to bring forward a long term solution to the junctions capacity to meet current and future highway demands would be curtailed and ongoing congestion and potential highway safety issues would remain.
- The collections have been received from the following planning applications;
- High St Newington—reference 16/501266, £102,487, 124 homes.
- Crown Quay, reference 16/507877, £300,000, 405 homes. (TBC)
- Spirit of Sittingbourne, reference 14/505440, 212 residential apartments, £50,000.

4.0 Legal implications

- 4.1 No update on the legal implications is provided at this time.

5.0 Conclusions

- 5.1 This report is for information only and no conclusions are included.

6.0 Recommendations

6.1 This report is for information only and no recommendations are included.

Future Meeting if applicable:	Date:
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Annex List

<i>Annex 1</i>	<i>Grovehurst Junction Scheme Proposal submitted for HIF funding</i>
<i>Annex 2</i>	<i>Key Street Junction Scheme Proposal submitted to HIF funding</i>



HIF report Annex 1
Grovehurst Submitt

HIF report Annex 2
Key Street.pdf