
A2500 Lower Road / Barton Hill Road

To: **Swale Joint Transportation Board – 18 December 2017**

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

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

Classification: **For Information**

Ward: **Sheppey Central**
Division: **Sheppey**

Summary: Update on proposals for improving the A2500 Lower Road between Cowstead Corner and Barton Hill Drive and a junction improvement at Lower Road / Barton Hill Drive - Minster

1.0 Introduction

- 1.1 Members will be aware of the scheme to improve the junction of the A2500, Lower Road and Barton Hill Drive from previous reports and attendance by officers at meetings of this Board - most recently 26 June 2017.
- 1.2 This report gives a further update on the South East LEP funding and the programme to deliver the junction improvements as well as advising on the National Infrastructure Productivity Fund (NPIF) bid for the new proposals to improve the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive.
- 1.3 The intention is to treat the improvements as a single project titled the A2500, Lower Road Improvement. This will be broken down into two phases.
 - Phase 1 – Lower Road/Barton Hill Drive - Junction Improvement
 - Phase 2 – Lower Road Widening – Cowstead Corner to Barton Hill Drive
- 1.4 The scheme for Phase 1 is a new roundabout at the junction of the A2500 Lower Road with Barton Hill Drive. Proposals are shown on the scheme plan in Appendix A
- 1.5 The scheme for Phase 2 is to widen a 1.1km section of the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive, including the construction of a new shared footway/cycleway alongside the road which will provide the infrastructure for all road users, currently lacking in this location. Proposals are shown on the scheme plan in Appendix B.

2.0 Current Situation

Phase 1

- 2.1 The SELEP funding has been confirmed and developer contributions from s106 agreements identified.
- 2.2 Detailed design work has been progressing on the proposals for the roundabout junction of the A2500 Lower Road with Barton Hill Drive.
- 2.3 A request for a screening opinion for Phase 1 was submitted to the planning authority. Confirmation has been received that a full Environmental Impact Assessment (EIA) is not required and that the proposals are therefore able to proceed as permitted development.
- 2.4 WSP has been engaged as the engineering consultant to provide the detailed design and construction drawings for Phase 1, and the feasibility and detailed designs of Phase 2.
- 2.5 Initial discussions have taken place with the KCC Streetworks Team to identify the most appropriate times to undertake these works. Details are still to be finalised but construction will ensure minimum traffic disruption in July and August to avoid delays to holiday traffic.
- 2.6 The roundabout has been developed to incorporate the potential for a spur road for a fourth arm to serve as access to the development site identified as Policy A12 in 'Bearing Fruits 2031: The Swale Borough Local Plan 2017.'

Phase 2

- 2.7 NPIF bid for part funding of Phase 2 was submitted in the summer of 2017 and the funding was confirmed in October 2017.
- 2.8 Match funding and the provision of the land required for the widening of Lower Road has been identified and agreed in principal with the promoters of the site of Policy A12. The funding and land is conditional on receipt of planning consent for housing on the site of Policy A12 and will need to be secured through a s106 agreement.
- 2.9 The improvement of the Lower Road is also part of the Local Plan Policy A12 and is to be provided in association with the residential development.
- 2.10 The provision of the new footway cycleway will provide an important connection between the residential area of Minster with the retail and business areas at Rushenden and Neat's Court. The proposals are for a 3.5m shared footway cycleway separated from the carriageway by a 1.5m verge; see the typical cross-section in Appendix 3.
- 2.11 WSP has been engaged as the engineering consultant to provide the feasibility designs, detailed design and construction drawings of Phase 2.
- 2.12 An Equalities Impact Assessment has been drafted and presented to the County Council Diversity Team for comment.

2.13 A screening opinion is being prepared for Phase 2 to determine if a full EIA is required. As the nature of the site of Phase 2 is similar to Phase 1 it is anticipated this will not be required and hence the scheme will also be able to proceed as permitted development.

3.0 Programme

3.1 The works will be carried out in two phases. The roundabout on Barton Hill Drive will be carried out in 2018 with the work to improve the A2500 Lower road following on in 2019.

3.2 The current programme is;

A2500 Lower Road / Barton Hill Drive Junction Improvement

- public engagement – December 2017
- finalise detailed design - November 2017
- procure a works contractor - Spring 2018
- complete acquisition of land and receive s106 contributions - Spring 2018
- commence works Summer 2018 – subject to land and S106 contributions

A2500 Lower Road Improvement – Cowstead Corner to Barton Hill Drive

- preparation of feasibility design – October 2017
- public engagement and consultation – December 2017
- prepare detailed design – February 2018
- developer to obtain planning consent for the site of Policy A12 – Nov 2018
- commence works Spring 2019 – subject to land and s106 contributions

3.3 The earliest construction start date for Phase 1 would be summer 2018 but if land acquisition or the receipt of match funding through the s106 contributions are delayed there is a risk that construction may be delayed until spring 2019.

3.4 Consideration will be given to ensure that construction works have minimal impact during the main tourist season. For Phase 1 the proposed roundabout is mainly within land adjacent to the highway so would allow much of the works to be constructed with minimal impact on the existing traffic flows. The timing of the works for Phase 2, the widening of Lower Road, is more critical and will be planned in detail with the Streetworks Co-ordinator.

4.0 Communications

4.1 The current proposals for Phase 1 were first presented to Minster Parish Council on 20 October 2016.

4.2 A Communications Plan is being developed. This will involve informing residents, road users and key organisations of the proposals and timescale for each of the phases of the project.

4.3 An exhibition has been arranged to be held at Minster Parish Council Offices on Tuesday 5 December 2017. This will be followed by a presentation to Minster Parish Council on 7 December 2017

5.0 Financial

Phase 1

- 5.1 The latest cost estimate of the Barton Hill Drive Roundabout stands at £1.8m and assumes a land contribution from the relevant landowner. Contributions of £540,000 are being sought from the proposed developments at Plover Road and Harps Farm, with the balance of £1,260,000 being funded by South East Local Enterprise Partnership through the Local Growth Fund.
- 5.2 The s106 agreement with the developers of Harps Farm has been signed. The s106 agreement with the developers of Plover Road has been drafted and agreed but is still to be sign.
- 5.3 The principal of the contribution of the land is agreed but still to be formally secured.

Phase 2

- 5.4 The cost estimate for the widening of Lower Road is £4.85m.
- 5.5 The current cost estimate is robust and is based on outline proposals that have been reviewed by external cost consultants. It includes;
- construction costs
 - budget estimates from the utility companies
 - project management costs
 - contingencies, inflation and risk allowance

6.0 Legal implications

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

7.0 Conclusions

- 7.1 The LGF and NPIF funding have been granted and there is a commitment to make all the land available and match funding from s106 agreements required to enable this project to progress.

8.0 Recommendations

For Information

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

Appendix A	Phase 1 – Scheme Plan – Drawing no. 0320-PH1-PE-001 rev B
Appendix B	Phase 2 – Scheme Plan – Drawing no. 0167-PE-01 rev B
Appendix C	Phase 2 – Typical Cross Sections – Drawing no. 0167-700-531 rev B