

## Transportation Advisory Group



Report subject	<b>Dorset Local Enterprise Partnership (DLEP): Programme Update Report</b>
Meeting date	26 February 2020
Status	Public Report
Executive summary	This report for Dorset Local Enterprise Partnership (DLEP): Programme has been developed to update members on progress with respect to projects within the BCP Council area.
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to note the DLEP Programme Update.</b>
Reason for recommendations	No decision required.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Corporate Director of Regeneration & Economy
Service Director	Julian McLaughlin – Service Director for Growth & Infrastructure
Contributors	Gary Powell (Head of Engineering) Bob Askew (Transport Improvement Manager) Tim Forrester (DLEP & Capital Programme Manager)
Wards	All
Classification	No decision

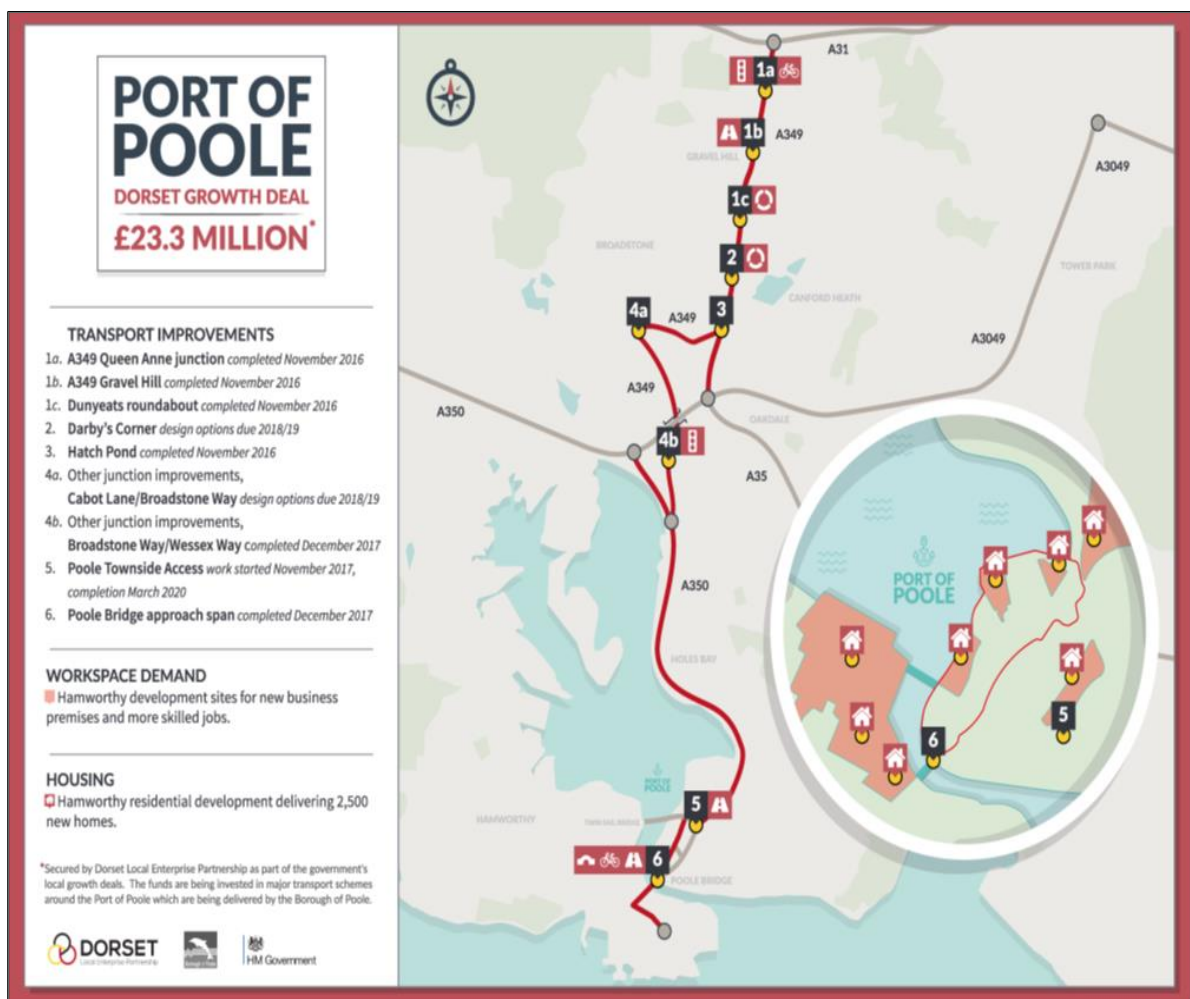
### Background

1. Dorset LEP successfully secured a £98.5 million Local Growth Fund for Dorset through the government's Local Growth Deal to bring together local, national and private sector funding. The funds objectives are to unlock and unblock key housing and employment sites, create more highly skilled jobs, and support economic growth.

2. Within Bournemouth, Christchurch and Poole the Growth Deal has been utilised for 2 main transport programmes, the Bournemouth International Growth (BIG) Programme and the Port of Poole Programme. This report provides an update on the various projects that are on-going within these programmes. In addition to this, funding has been allocated to develop proposals at Boundary Roundabout and the report also details progress of this scheme.

## Port of Poole Programme

3. The Port of Poole Programme consists of six transport schemes to improve access into and around the Port of Poole. The investment will help drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area.

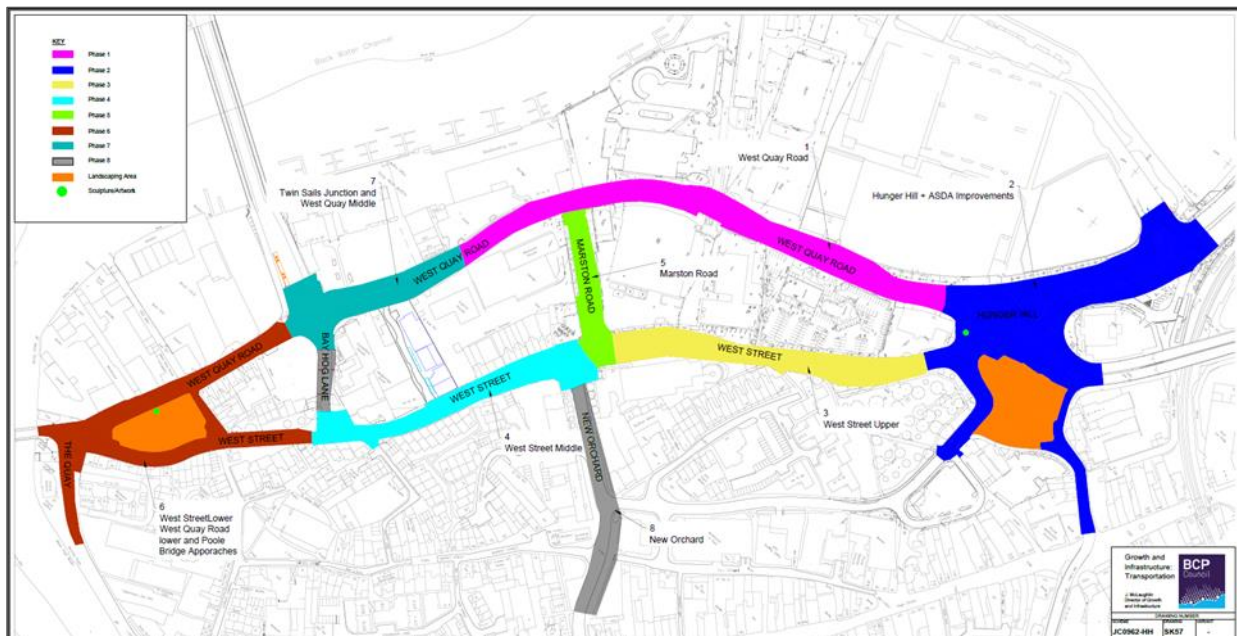


As illustrated above, the majority of these schemes have been completed on time and to budget. The remaining projects are Poole Townside Access, Cabot Lane /Broadstone Way Junction Improvements, Darbys Corner roundabout improvements and some further landscaping and urban realm works.

## Townside:

4. The scheme comprises of major access improvements to the Port of Poole on the town side of the Backwater Channel and new development sites, commenced November 2017 and is due to be completed by March 2020.

*Stage 3 (in progress)* is the completion of all remaining inter-junction enhancements scheme wide, including further packages of work on West Street, Poole Bridge Approach, the southern end of West Quay Road, Quay footway, New Orchard and station subway area to progress throughout 2020.



## Landscaping and Urban Realm

- Hunger Hill landscaping is substantially complete (some minor works to complete when the weather improves in the spring) it's open to the public now and getting positive feedback.
- Works on Barbers Piles green space has commenced and are progressing well.
- Public Art commissions now all approved by Members and steering group, so detailed design ongoing. Showcase sculpture piece has received planning approval and works ongoing to install appropriate foundations.

## Darbys Corner roundabout:

This is an options development, appraisal/modelling exercise only, the outcome of which will be the formation of a report that identifies recommendations and costings for a series of options. Initial options are being developed to consider improvements to the roundabout layout to seek to deliver more efficient movement of vehicles, pedestrians and cyclists. WSP our consultancy partners were appointed in Nov 2019 to undertake a review and modelling of design options.

### **Cabot Lane/Broadstone Way Junction Improvements:**

The objectives of this project are to improve efficiency of the signalised junction by reviewing the existing general arrangement and signal timings. Any solution must cater for safe and efficient movement of pedestrians and cyclists. Pedestrians and Cyclists shall still be able to cross Cabot Lane/Broadstone Way in a single stage. This forms part of the key strategic route to the Port and is also the designated abnormal load route. Design options and modelling for this junction are well progressed and will be used as the basis for developing a Business Case that will be submitted to the DLEP to secure the funding for delivery.

### **Bournemouth International Growth (BIG) Programme**

The Bournemouth International Growth (BIG) Programme is a major economic growth plan focused on improving connectivity, easing congestion, protecting existing jobs and creating new ones in and around Bournemouth Airport and Wessex Fields.

Projects within the programme include:

A338 Reconstruction (PROJECT COMPLETED)

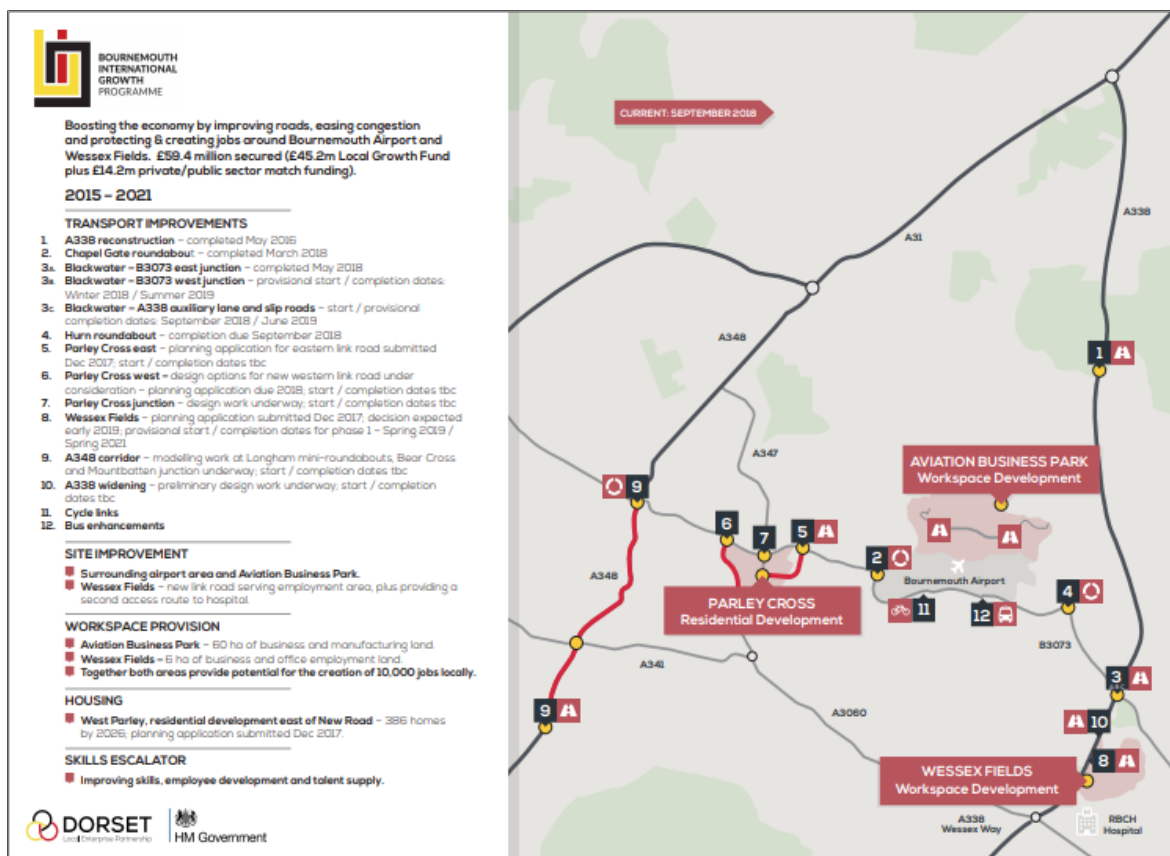
Blackwater Junction & A338 Widening (PROJECT ONGOING)

FWP / A348 Corridor (PROJECT ONGOING)

Wessex Fields (PROJECT ONGOING)

Chapel Gate (PROJECT COMPLETED)

Hurn Roundabout (PROJECT COMPLETED)



## Ferndown-Wallisdown-Poole (FWP) Corridors:

The FWP Corridors programme comprises two strategically important traffic routes which pass through BCP Council and Dorset Council's administrative areas - the A349 Ringwood Road and the A3049 Wallisdown Road.

The aims of the FWP Corridors programme, agreed between the council partners (the former BBC, BoP and DCC) and the DLEP are to:

- deliver improvements to bus service levels, journey times and reliability.
- increase the modal share of cycling for travel to work or education journeys on the A348/A3049 corridor.
- increase the proportion of walking journeys made for short trips or multi modal journeys on or around the A348/A3049 corridor.
- deliver accessibility, place and safety improvements to Wallisdown local centre that prioritises people over vehicles; and,
- ensure the effectiveness of the A348/A3049 as a strategic route that delivers safe and improved traffic movement and acts as a key enabler of growth.

An outline business case for the FWP Corridors programme has been developed by BCP Council (as the lead for the FWP Corridors Programme) following an

optioneering exercise undertaken by external consultants; modelling of options by Dorset Council to understand their impact on the wider highway network; and, a robust prioritisation exercise to determine priority interventions. At the request of DLEP this was updated and revised in January 2020 following a further economic appraisal.

The OBC puts forward the following three highway improvement interventions for DLEP funding and explains why these prioritised interventions should receive financial support.

Priority rating	Intervention of FWP Corridors preferred scenarios	Cost (£)
1	Cycle/pedestrian improvements along the A3049 Wallisdown Road – Area 1	£1,050,000
2	Cycle/pedestrian improvements along the A348 Ringwood Road – Area 2	£1,561,500
3	Junction improvements at Ringwood Road / B3061 Sea View Road (ID014)	£502,500
<b>TOTAL</b>		<b>£3,114,000</b>

The OBC was considered by the DLEP Board in January and we are now working with them to move to a full business case and the grant agreement to develop these interventions.

A project programme has been developed for the delivery of the three priority interventions. This sets out key project tasks and their likely duration. The timeframe for spend of DLEP Growth Deal funding is March 2021. BCP Council has commenced development of the design in order to ensure the schemes are deliverable in the timeframe.

It is anticipated that construction on the first of the priority interventions would commence in June 2020, with a 40-week construction period. The other two priority interventions would start later during 2020, having construction periods of 16 and 26 weeks. It is envisaged that all three priority interventions would be on-site at the same time. However, the impact of this is considered to be minimal due to either the fact the interventions are located at various points along the FWP corridors and the scope of construction work is unlikely to have a significant impact on the free flow of traffic.

The timeframes are subject to any necessary approvals being secured and funding being confirmed by DLEP. The Transport Improvements Team are considering ways of minimising the risks to delivery whilst still meeting the deadlines imposed by the Growth Deal Programme.

## **Blackwater Junction & A338 Widening:**

The primary aim of this scheme is to improve journey times and journey time reliability for vehicles passing through this historically congested interchange. Provision of safer and more reliable journeys, in turn provides more efficient access, helping to support continued economic growth across the area.

The scheme comprises of three key elements:

- a. East Junction
- b. West Junction
- c. Improvements to A338 Slip Roads

Blackwater East has been completed. This comprised improved capacity and layout of the signal junction.

Blackwater Auxiliary Lane (southbound), Widening (southbound) & Slip Road Improvements (northbound) started 3 Sept 2018 and works were completed at the end of June 2019.

Blackwater West, which is the final element of the scheme is currently underway and is due to be completed this coming spring. This scheme mirrors the improvements at Blackwater East and includes a new on-slip to the A338 in the northbound direction.

## **Wessex Fields:**

The Wessex Fields scheme was reviewed by BCP Cabinet on 30 September 2019. A public consultation was organised in January 2020 to gauge the public's view as to how the employment site could be developed.

However, some works did commence at the same time as the Blackwater Auxiliary Lane, Widening & Slip Road Improvements, to enable the impact on traffic using the A338 to be minimised by using the same lane closures in place. These works included slip road improvements onto the Cooper Dean junction and commencement of the slip road works on the A338 required for the new junction to serve the Wessex Fields development site.

Following approval by Cabinet on 30<sup>th</sup> September 2019, work commenced on the new junction which comprises a roundabout from the slip roads with a junction to the Wessex Water Treatment Works. The extension spine road will be constructed to the boundary of the development site only. This can then feed into the new development, once the future of this has been decided.

Work on the new roundabout is on-going and the extension spine road is due to commence late spring. The spine road works are interlinked with improvement works that Wessex Water are also undertaking to construct new syphons, which will be in place under the new road. The spine road extension works are anticipated to be completed in the summer.

## **Boundary Roundabout:**

Although also funded by DLEP Growth Fund, Boundary Roundabout is not part of the BIG Programme or Port of Poole. It is an upgrade to this major commuter corridor, which compliments the existing work currently being carried out on Wallisdown Rd.

This scheme aims to aid the growth of Bournemouth University (BU) and Arts University Bournemouth (AUB) while helping to address the wider long-standing congestion and road safety issues along the Wallisdown Road corridor, which currently present a significant cost to the local economy.

The aims of the Boundary Roundabout project are to:

- a. Boost the local economy by supporting growth of the two universities and new job opportunities created for graduates and others in a world class digital facility.
- b. Help to enable the expansion of Bournemouth University and Arts University Bournemouth with a 27% increase in student numbers by 2021.
- c. Reduce road casualties by 50%.
- d. Improve journey time reliability.
- e. Increase the number of people walking and cycling and improve public health.
- f. Improve access for people living in no car households.

Preliminary works have already started and the main works are due to commence in March 2020 for completion by March 2021.

## **Summary of financial implications**

5. As part of the agreement with DLEP to fund these schemes, BCP Council are required to fund a level of local contribution, which differs for each scheme. These local contributions are generally met by the Local Transport Plan Programme and have been reported previously to Cabinet and were detailed in the LTP report to the last TAG meeting in January.

## **Summary of legal implications**

6. None at this stage.

## **Summary of human resources implications**

7. All of the above projects have been resourced utilising existing staff and our partnering consultancy and delivery contract.

## **Summary of environmental impact**

8. The programmes are designed to promote sustainable travel.



9. All proposals have been developed to minimise the impact of the construction of any works. This would include early contractor involvement to ensure that construction methods minimise the impact of construction on the environment.

#### **Summary of public health implications**

10. The programmes are designed to promote sustainable travel which should reduce harmful emissions, provide healthy choices, provide better connected communities thereby improving health and wellbeing.
11. The programmes should also improve road safety, thereby creating a safer environment for all.

#### **Summary of equality implications**

12. Equalities implication screening has been carried out for each individual programme and scheme.
13. The proposals all promote sustainable travel and as such will likely enhance the lives of persons with protected characteristics.

#### **Summary of risk assessment**

14. As we are coming to the last year of the Growth Deal funding, the majority of risks have been identified and mitigated against. The main risk with the remaining schemes is being able to complete them before March 2021, especially for those that are still in development.
15. The various project teams will be working hard to mitigate this risk. In some cases, where a local contribution is provided, this element of funding can be slipped to the following financial year if required.

#### **Background papers**

16. None

#### **Appendices**

17. None