



# **BIG Programme – Chapel Gate**

## **End of Project Report**

### **December 2018**

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

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

£45.2m has been secured by Dorset Local Enterprise Partnership as part of the Dorset Growth Deal to fund a series of transport and infrastructure investments along the A338, B3073 and A348 corridors aimed at facilitating better access into and around Bournemouth Airport as well as unlocking employment land at Aviation Business Park and at Wessex Fields.

### **What is the BIG programme going to do?**

From 2015 to 2021 the BIG Programme will:

- Transform accessibility to and around Bournemouth Airport and Wessex Fields through extensive transport improvements
- Release up to 60 hectares of prime, flexible employment land for high-quality new business premises at [Aviation Business Park](#) and 6 hectares at Wessex Fields
- Provide the single largest employment opportunity in the south-east Dorset conurbation with the potential to create up to 10,000 new highly skilled jobs over the next decade
- Generate up to £500 million of GVA into the area
- Deliver around 350 new homes of which up to 50 per cent are affordable
- Deliver increased broadband capacity to Bournemouth Airport and Aviation Business Park
- Develop a new approach to improve skills and employee development, better tailoring it to the needs of key business sectors (aerospace, aviation, advanced manufacturing, digital media, marine, defence and financial services)

### **Why is it needed?**

Bournemouth Airport is a significant economic asset to Dorset. Alongside the opportunity to unlock employment land at Aviation Business Park and Wessex Fields, an exciting economic growth opportunity exists for the region.

However, existing key link roads and transport networks are congested, inadequate and are acting as a barrier to growth. They are in vital need of reconstruction. In addition, poor infrastructure and lack of housing are hindering growth and need to be transformed if Bournemouth Airport, Aviation Business Park and Wessex Fields are able to reach their full economic potential.



Boosting the economy by improving roads, easing congestion and protecting & creating jobs in and around Bournemouth Airport and Wessex Fields.

2015 - 2021

**TRANSPORT IMPROVEMENTS**

1. A338 reconstruction - completed May 2016
2. Chapel Gate roundabout
- 3a. Blackwater - B3073 junctions
- 3b. Blackwater - A338 slip roads
4. Hurn roundabout
5. Parley Eastern link road
6. Wessex Fields
7. A338 widening
8. Longham mini-roundabouts
9. Cycle links
10. Bus enhancements

**SITE IMPROVEMENT**

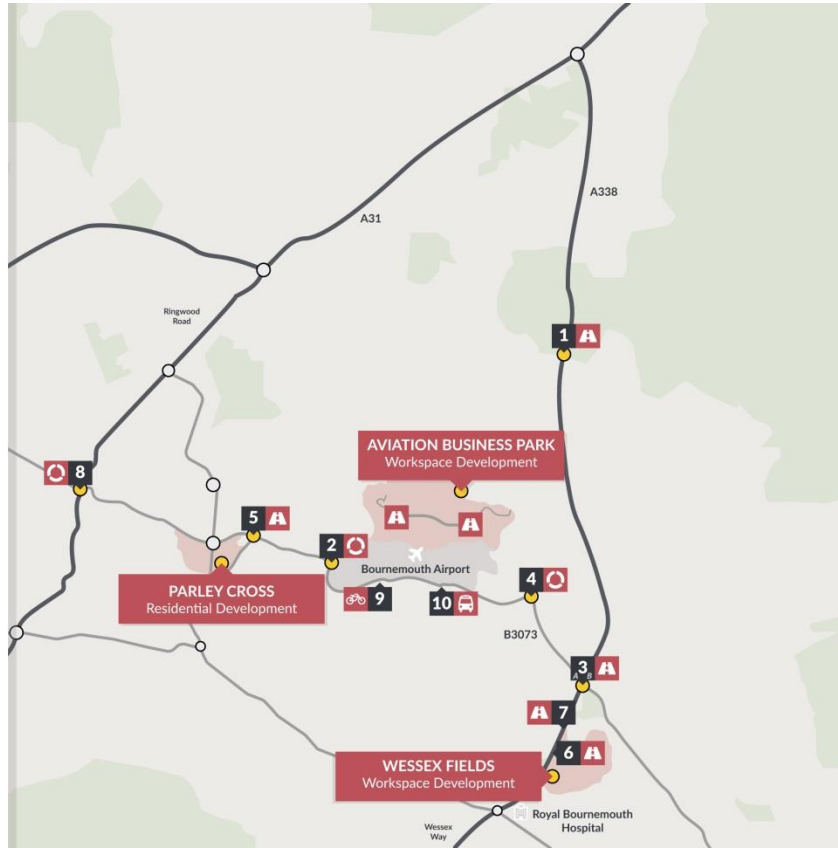
- Surrounding airport area and Aviation Business Park.
- Wessex Fields - new link road serving employment area, plus providing a second access route to hospital.

**WORKSPACE PROVISION**

- Aviation Business Park - 60 ha of business and manufacturing land.
  - Wessex Fields - 6 ha of business and office employment land.
- Together both areas provide potential for the creation of 10,000 jobs locally.

**HOUSING**

- Parley Cross residential development 350 homes by 2028.



**£500m levered in from private sector**  
Promoting Bournemouth Airport and Wessex Fields as business locations. Targeting local business expansion & relocation and international inward investment. Establishing business to business relationships and creating local networks. Working with government & business to attract businesses to locate & develop at the sites.



**£45.2m of investment in local transport**  
Delivering improvements to the local transport network to enable growth of employment in Dorset and beyond that includes road reconstruction, safer roads, new higher capacity junctions and future plans for cycle routes and bus service.



**Effective planning framework**  
Development of site-wide masterplans for both Aviation Business Park and Wessex Fields to ensure both sites provide a high quality environment to locate and do business. Providing an effective planning framework to enable existing companies to expand and encourage businesses to relocate to the sites.

**BIG RESULTS**  
**£500 MILLION**  
BOOST FOR LOCAL ECONOMY



**10,000 jobs and increased skills**  
Delivering on a cohesive strategy for skill and workforce development for the anticipated 10,000 new jobs that will be created on and around the employment sites.



**66ha of land ready for development**  
Working to constantly improve the offer on both Aviation Business Park and Wessex Fields development sites for investors with internal site infrastructure improvements including roads, superfast and ultrafast connectivity as well as upgrading utility provision.



**Housing to deliver 350 new units**  
Helping the private sector to deliver designated housing sites by supporting wider transport and infrastructures and supporting government's ambition for creating more affordable local housing.



**Better access to healthcare**  
Better access to Royal Bournemouth Hospital - for patients, staff, visitors and ambulances.



The BIG Programme is overseen by Dorset LEP in collaboration with Dorset County Council, Bournemouth Borough Council, Christchurch and East Dorset Councils and Manchester Airports Group, owners of Aviation Business Park.

The second scheme to be delivered as part of the programme was the development of the Chapel Gate roundabout close to the entrance to the Aviation Park site. £3m was originally allocated to the project to deliver:

- An 'online' improved roundabout
- Removal of the slip road into the Aviation Park from Parley Cross – replaced with a dedicated left turn approach lane
- Provision of a dedicated left turn lane for west bound traffic and a 'merge in turn' to the west of the roundabout, improving the exit from the Aviation Park
- Improved approaches and alignments
- Improved cycleway links

Project start date	January 2015
Project construction start date	July 2017
Project completion date	December 2017

## Governance

The BIG Programme Steering Group (PSG) was established in September 2014 to ensure that the various elements of the BIG Programme are delivered on time and to budget. As well as ensuring the benefits of the investment including jobs, growth and GVA are realised. BIG Programme Steering Group reports to Dorset LEP Board on a bi-monthly basis through the programme management updates.

In September 2015, the Operations Group was set up to ensure smooth running of the projects within the BIG Programme. The operational group reports to the BIG Programme Steering Group on a bi-monthly basis. More information about the governance and the terms of reference is available on Dorset LEP's [website](#).

## Review of Business Case

An initial business case was produced by WSP: Parsons Brinckerhoff for Chapel Gate and it set out the need for the scheme to improve access to Bournemouth Airport and the associated industrial zone at the Aviation Park. The scheme forms part of a package of improvements along the B3073 corridor, including Hurn Roundabout to the East. The initial scheme costs were outlined as £3.278m, a total of £3m contribution from Dorset LEP with a 10% contribution from Dorset County Council (DCC).

The business case was reviewed by the Dorset LEP BIG Programme manager and the BIG Programme Steering Group and they asked for further information about the scheme. A planning application for the signalised junction was submitted during 2016, and was put on hold as Dorset LEP was not convinced that the junction provided best value for money. There was further evidence from employees at the Aviation Business Park that there were other junctions along the corridor which are causing congestion problems – Parley cross. As well as further concerns raised by airport authority, for holding vehicles under the flight path within the Public Safety Zone.

As a result DCC were asked to produce a B3073 Corridor report which examined traffic flows on the B3073 corridor and considers various options for improving the transport corridor to support job creation and housebuilding in the area. This looked at the intervention needed

at Chapel Gate and included a number of different options for scheme. This included a number of smaller signalised junction and a smaller online scheme.

The compact online roundabout utilises the existing road construction which helps to minimise the cost. Also by utilising the existing footprint the amount of land required is minimised. This online scheme was deemed the best value for money, with a value of £1.76m (£1.6m Dorset LEP and £176,000 DCC) and with a BCR of 41.32. and was developed further into a full business case in June 2017. This included the careful detailed design and early contractor involvement to ensure that the works could be undertaken without causing major delays.

## **Planned Outputs and Outcomes**

Planned outputs for the Chapel Gate

- An 'online' improved roundabout
- Removal of the slip road into the Aviation Park from Parley Cross – replaced with a dedicated left turn approach lane
- Provision of a dedicated left turn lane for west bound traffic and a 'merge in turn' to the west of the roundabout, improving the exit from the Aviation Park
- Improved approaches and alignments
- Improved cycleway links

Planned outcomes

## **Procurement**

As part of the business case DCC developed their procurement strategy which highlighted that the project delivery will be achieved by Dorset County Council (DCC) as follows:

- For design and supervision, through Dorset Highways (DH) with any additional resource required to be procured through the Council's Contract with WSP Parsons Brinkerhoff
- For works, to be carried out using the Dorset Highways Works Term Service Contract (DHWTS), recently awarded by the Council to Hanson Asphalt and Contracting Ltd, and with any additional works required to be delivered directly by Dorset Highways Operations (DHO).

It was recommended by DCC and approved by Dorset LEP to proceed with this procurement for a number of reasons:

- The DHWTS is a compliant contract model having followed the regulations for Public Procurement.
- The DHWTS allows for schemes to be delivered without the requirement for further competition or tendering. The fee values from the DHWTS are significantly better value than would be anticipated from a further competition either by an open tender or Framework further competition.
- The DHWTS is a long-term contract arrangement with DCC which enables schemes to benefit from ongoing performance development and risk mitigation.
- While the DHWTS demonstrates good value against alternative procurement options, it is acknowledged that value for money and potential savings on scheme target costs are dependent on the contractor performance.

- A critical factor in the DHWTSC contractor performance will be sufficient resources and effective procedures employed by DCC in the contract management of each scheme.

### Achievement of Outputs

Chapel Gate was completed in December 2017, outputs for the Chapel Gate

- An 'online' improved roundabout
- Removal of the slip road into the Aviation Park from Parley Cross – replaced with a dedicated left turn approach lane
- Provision of a dedicated left turn lane for west bound traffic and a 'merge in turn' to the west of the roundabout, improving the exit from the Aviation Park
- Improved approaches and alignments
- Incorporation of low fertility soils in the verges to reduce the cost and frequency of grass cutting.
- Improved cycleway links with over 400m of new shared cycleway and widening and improvement to a further 730m of narrow shared cycleways. Improvements were also made to the road crossings.

### Outcomes

The Chapel Gate roundabout scheme has contributed to the outcomes of the BIG Programme. The following outcomes have been achieved from April 2015 – to date .

Outcome	Number
Jobs	1,125
Leverage	£143.94m
Land Unlocked (Ha)	3.2

Outcomes continue to be monitored on a quarterly basis and reported to Department for Business, Energy and Industrial Strategy. Further analysis of these outcomes and benefits will feed into future reporting and case studies.

### Benefits Realised to date

- Increased cycle usage: by comparing May 2017 and May 2018 flows had increased by 60%, with the main difference occurring at commuting times.
- Traffic from B3073 and Aviation Park merges better although the benefits won't be fully realised until A338 works completed and Parley Cross has been improved.
- Traffic clears quicker after Wig Wags operated
- Approach lanes widened (1400m<sup>2</sup>) and approximately 6000m<sup>2</sup> carriageways resurfaced
- Replacement of lighting system with more efficient LED lighting columns

## Review of Project Objectives

RAG Review of Objectives	Status	Comments
<b>Time</b>		The project was completed in the time period set out in the full business case
<b>Cost</b>		The project completed with a small saving of £
<b>Quality</b>		There was an issue with the WSP specified material for surfacing which Hanson applied. There has been a discussion with the contractors and they have taken liability for this issue and will be resurfacing in March. Temporary repairs will take place as necessary before this date. Both of these aspects will be carried out at their own expense (no additional cost for DCC or DLEP)
<b>Scope</b>		The scope did not change through the project.
<b>Benefits</b>		
<b>Risk</b>		The only risk highlighted is outlined above in the quality.

## Lessons learned

- Lead in times for some statutory undertakers can delay delivery and record drawings can be incomplete. Extensive trial holing recommend at an early stage to streamline construction.
- Pre-commencement clearing of ditches ensured that site drained well during construction and assisted with detailed design.
- Ensure that full scheme details are provide to the relevant airport authorities and signed off by all parties involved.
- Land acquired for the cycleway improvements provided very valuable working space during construction helping to reduce impact on traffic and reduce construction costs.

## Conclusion

Due to review of the B3073 Corridor which examined traffic flows along the corridor and considered various options for improving the transport corridor to support job creation and housebuilding in the area, an improved intervention at Chapel Gate was implemented which has improved the traffic flows.

By considering this project as part of a wider programme, this project will enable additional benefits. These will be fully realised when other improvements have been made along the corridor, such as the Hurn Roundabout, Blackwater Junction and Parley Cross.

This project was able to make savings against its original budget, which has enabled other projects across Dorset to be delivered.

### Dorset LEP

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<http://dorsetlep.co.uk/local-delivery/local-delivery-the-growth-deal/bournemouth-international-growth-programme/>

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More information about the A338 is available here: <https://www.dorsetforyou.gov.uk/412615>

More information about the BIG Programme schemes, previous and current is available here:

<https://news.dorsetforyou.gov.uk/big-road-schemes/>