



DORSET

Local Enterprise Partnership

**Port of Poole –
Cabot Lane Junction
Improvements**

End of Project Report

June 2021

Port of Poole Programme Summary

The Port of Poole and surrounding area is an important business region in Dorset and one of the county's key assets.

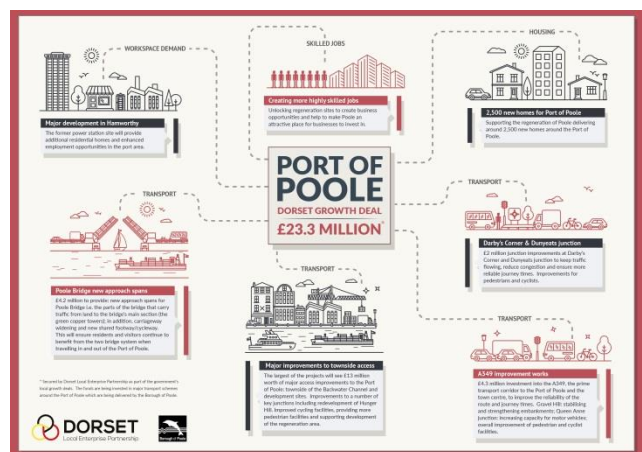
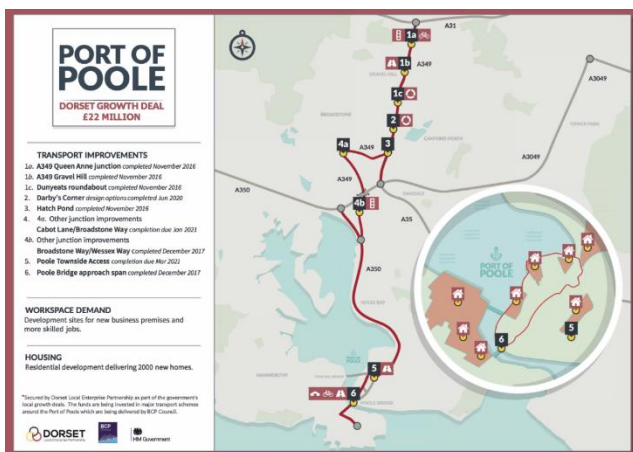
£22 million from Dorset Local Enterprise Partnership's Growth Deal fund has been invested into major transport schemes to improve access into and around the Port of Poole. The investment will help drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area.

- Darby's Corner
- Dunyeats
- Gravel Hill
- Hatch Pond
- Poole Bridge
- Cabot Lane
- Townside

This programme would help:

- Support the regeneration of Poole delivering around 2,500 new homes around the Port of Poole.
- Unlock regeneration sites to create business opportunities and help to make Poole an attractive place for businesses to invest in
- Drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area.

The Port of Poole Programme was launched in April 2016; it highlighted the work that would be completed through an infographic and a map.



Overview of the Cabot Lane junction improvement scheme

The A349 Cabot Lane / Broadstone Way junction lies just to the north of Poole in Creekmoor.

It is located on the A349 which is designated abnormal load route between the Port of Poole and the Strategic Road Network.

The proposed improvement scheme for the junction seeks to encourage modal shift by providing enhanced and safer walking and cycling facilities, whilst improving the flow of traffic through the junction. In addition to providing a safer and more attractive route for children to travel to school and commuters to travel to work by active modes, it also seeks to provide improved performance and resilience on the lanes passing through the junction that form part of the key designated abnormal load route along the A349 between the Strategic Road Network and the Port of Poole, reducing queuing and delays.



The aims of the Cabot Lane junction improvement scheme were:

- Additional DDA complaint crossing points along existing desire lines;
- Enhanced crossing facilities improving safety and reducing severance, particularly for vulnerable users;
- Safer routes to local schools and places of work for active modes;
- Reduced need for future maintenance works;
- Reduced likelihood of accidents;
- Improved resilience of the junction, which lies on the designated abnormal load route to the Port of Poole;
- Improved junction efficiency and capacity, with an associated reduction in delays;
- Improved journey quality and reliability;
- Reduced waiting times and new waiting facilities for cyclists crossing the junction, including those using National Cycle Route 25 between Gillingham (Dorset) and Poole/Bournemouth;
- Reduced likelihood of conflicts between pedestrians and cyclists; and
- An enhanced urban realm.

Project start date (construction)	September 2020
Project completion date (construction)	December 2020

Review of Cabot Lane junction improvements Business Case

In March 2014 the Dorset Local Enterprise Partnership (LEP), covering the geographic areas of the Borough of Poole, Bournemouth Borough and the County of Dorset, submitted its Strategic Economic Plan (SEP) to Government. It identifies the Port of Poole and its surrounding area as an important business region in Dorset and one of the county's key assets.

The Cabot Lane junction improvements scheme was identified as a priority scheme for completion as the transport infrastructure improvements it provides will improve vehicle, pedestrian and cycle links between the Port of Poole, to the town centre, while supporting the regeneration of the Port area. The scheme will, therefore, help to prevent transport constraints from becoming a barrier to growth.

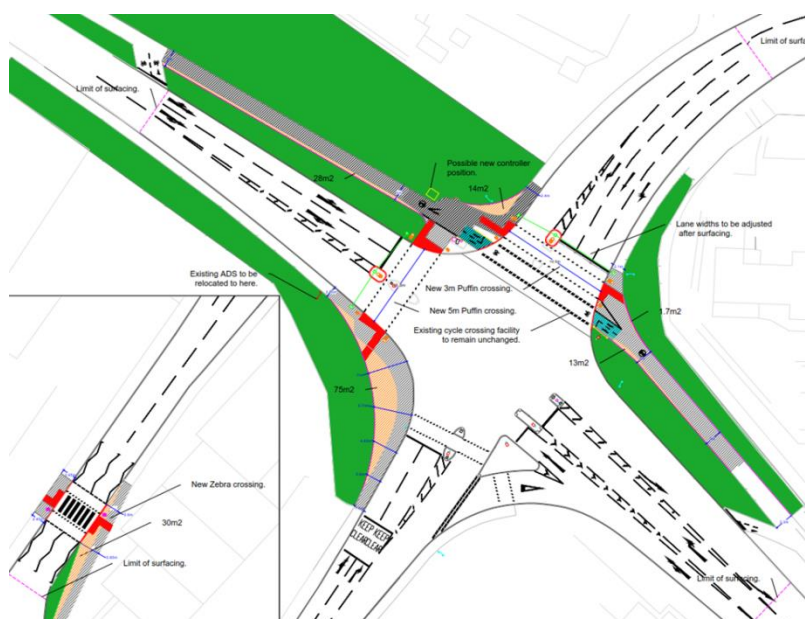
The proposed scheme has been assessed against a "do minimum" option, which forecast a worsening of the issues identified:

- Insufficient facilities for cyclists;
- Insufficient facilities for pedestrians;
- Resilient accessibility to the Port of Poole; and
- Poor road surface quality and enhanced accident risk.

Had the A349 Cabot Lane / Broadstone Way junction improvement scheme not been delivered, these problems are expected to get worse and it will become more difficult to encourage the behavioural change required, with levels of active mode usage in the area showing little change and active mode routes to school and work remaining unattractive. Further economic growth could also be inhibited by poor accessibility to the Port of Poole and increased congestion and the junction will continue to operate sub-optimally with increased potential for accidents.

A comprehensive and robust option selection process was adopted with initially four design options considered.

The final option appraisal process involved modelling all four options and undertaking an operational assessment of each one. This process led to the clear identification of a preferred option, the Do Minimum 2 option.



The Do Minimum 2 option was taken forwards as the preferred option for this junction improvement scheme, as it was expected to be the only option able to encourage modal shift by providing enhanced and safer walking and cycling facilities, whilst improving the flow of traffic through the junction.

Under the optimistic growth assumption the scheme demonstrated a BCR of 4.46 and so offers Very High value for money.

In June 2020 the Dorset Local Enterprise Partnership (LEP) Programme Delivery Board confirmed that the Council's full business case for the Cabot Lane junction improvements scheme had been approved.

Change Request

The following change request was submitted as a result of changes to programme delivery schedules and funding:

(i) Repurpose funds within the PoP Programme (March 2019) - Transfer savings of £77k from Darbys Corner to Cabot Lane/Broadstone Way project.

Planned Outputs and Outcomes

The Cabot Lane junction improvement works were designed to achieve the following:

Outputs:

- Resurfacing of the whole junction (circa 4000m²) to 68psv to improve safety by replacing area of poor-quality surface, improving skid resistance and reducing the need for emergency maintenance.
- Installation of two puffin crossing with extended green time facility and one zebra crossing to eliminate the need for active mode users to cross in live traffic.
- Amended signal staging to better match traffic flows which is expected to reduce delays.
- The addition of early detection equipment to help give cyclists a hurry call at the Cabot Lane southwest bound cycle crossing to reduce waiting times.
- Widening of footway areas around the crossing points and also widening the footway area approaching the cycling crossing point to a minimum of 3m.
- The installation of Copenhagen style cycle stands at either side of the Cabot Lane southwest bound cycle crossing.

Outcomes:

- Continued economic growth of the Port of Poole.
- Improved air quality and reduced noise pollution.
- Creation of safer routes to school and work through the junction.
- Increased physical activity levels leading to better health and wellbeing of residents.
- Attract new users to National Cycle Route 25.

Achievement of Outputs

BCP Council's Environmental Services team undertook the majority of the highway infrastructure works to reconfigure the signalised junction. This involved:

- The replacement of the existing 16.0m long pelican crossing across Broadstone Way southeast bound arm with a new 5m wide 15.3m long puffin crossing, to improve the experience for both pedestrians and cyclists whilst waiting and when crossing the road;



- A new 3m wide puffin crossing facility for pedestrians across the Cabot Lane southwest bound arm of the junction where there is currently no push button crossing facility for pedestrians to raise demand in order to cross the road safely;



- The installation of a new zebra crossing on Cabot Lane, near Holyrood Close, as there is currently no safe crossing point on this section of road for pedestrians or cyclists;



- Widening of footway areas around the crossing points and also widening the footway area approaching the cycling crossing point to a minimum of 3m;
- The relocation of the central islands on the Broadstone Way southeast bound and Cabot Lane southwest bound arms;
- The addition of early detection equipment to help give cyclists a hurry call at the Cabot Lane southwest bound cycle crossing to reduce waiting times;
- Amended signal staging to better match traffic flows, facilitated by the installation of new signal heads on the Cabot Lane northeast bound arm; including use of new signalling technology ([SmartLoop & Plus+](#)) to improve efficiency and resilience;



- The installation of Copenhagen style cycle stands at either side of the Cabot Lane southwest bound cycle crossing;



- Resurfacing of the whole junction to 68psv to improve safety by improving skid resistance; and
- Moving the existing piece of artwork at the junction to a more visible position.



Benefits Realised to date

Creation of safer routes to school and work as a result of the improvements to the junction.

Increased physical activity levels leading to better health and wellbeing of residents.

More efficient vehicle movements have been achieved as a result of the reconfiguration of the previous layout together with new traffic signals equipment.

Greater provision for active and sustainable travel modes has been realised through the infrastructure installed – cycle facilities, wider pavements, additional or upgraded crossing facilities.

Review of Project Objectives

RAG Review of Objectives	Status	Comments
Time		Scheme completed on time
Cost		Scheme came in on budget
Quality		The project delivered all outputs exactly as described in the business case
Scope		The project delivered the scope as defined in the business case
Benefits		The benefits realised to date are in line with those identified within the business case
Risk		No significant risks reported

Finances

	Indicative DLEP Funding	Match Funding	Total Funding
Total Funding	£427,000.00	£183,000.00	£610,000.00

Lessons learned

1. Active engagement well in advance of any construction commencing proved to be essential in order to reap the benefits of partnership working
2. Closer working relationship or control over utilities companies required to prevent/reduce/mitigate failure by them to meet expected deadlines for diversion of their equipment.
3. The proactive communications meant that people were aware of the scheme phases the impact they were likely to have and their duration of the works, which was viewed positively.
4. Strong and robust governance structures and systems helped ensured effective scheme delivery.

Conclusion

Growth Deal Funding has enabled BCP Council to deliver a whole junction improvements scheme at Cabot Lane/Broadstone Way that has:

- Improved efficiency of the junction for motor vehicles through the introduction of new signals equipment and technology while at the same time improving the resilience of the junction as a result of SmartLoop technology and so future proofing a key link delivering accessibility to the Port of Poole.
- provided new infrastructure that both promotes and enables increased use sustainable travel modes
- delivered improved crossing facilities for school children, residents and businesses alike.

Dorset LEP

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