



DORSET

Local Enterprise Partnership

Port of Poole – Gravel Hill, Dunyeats & Hatch Pond

End of Project Report

May 2017

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.

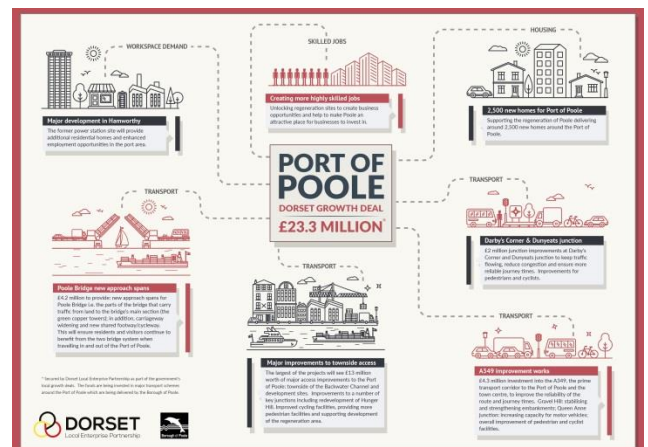
£23,310,000 million from Dorset Local Enterprise Partnership's Growth Deal fund is being invested into major transport schemes to improve access into and around the Port of Poole. The investment will help drive local economic growth and bring an anticipated £500 million of leveraged private investment in to the area.

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

This scheme 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 in to the area.

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



The first scheme, to be developed as part of the programme, is **Gravel Hill**. The investment covers:

- Stabilising and strengthening embankments
- Increasing capacity for motor vehicles at the Queen Anne junction
- Improving facilities for pedestrians and cyclists

Governance

The Borough of Poole has established a Programme Delivery Board aligned with best practice guidance on project management. The Programme Delivery Board's primary function is decision-making and review. The Delivery Board make recommendations to the Dorset LEP Board. A technical project team was also established to deal with day to day planning and delivery of the project.

Review of Gravel Hill Business Case

Approximately 27,000 vehicles use Gravel Hill each day and over the years the embankment had suffered a few failures. As the main link from the A31 trunk road to the Port of Poole and Poole Town Centre, the town cannot afford for this route to be closed. Not doing these works would have resulted in long term disruption as the embankment would have continued to be vulnerable to ground movements. These would have required unplanned emergency repair works (causing unexpected delays and congestion).

The proposed scheme has been assessed against a "do minimum" option, which would involve frequent closures of the road to undertake ad hoc repairs. The assessment demonstrates a benefit-cost ratio of 30.05 which represents very high value for money. These benefits are attributable to time, accident and vehicle operating cost savings, compared to the "do minimum".

Dorset County Council carried out an audit of the Business case to assess whether the Business Case meets the Dorset Local Transport Board (DLTB) Assurance Framework eligibility regarding current guidance for business cases and value for money assessments. Dorset County Council concluded that it does meet the criteria and that the benefit-cost ratio showed very high value for money. It did pick up the following, which was addressed through governance process:

- SMART targets have not been set for the scheme objectives.
- 'Output based specification' summarising the requirements in terms of outcomes and outputs do not appear to have been included.
- The Assurance and Approvals Plan does not appear to have been included.

Change Request

Following the development of scheme design and public consultation, options for Dunyeats were considered and a smaller scheme was deemed more appropriate. Due to the location of Dunyeats and Gravel Hill it was considered best practice to carry out construction on these two projects at the same time.

The recommendation for the revised costs for Dunyeats £270,000, and Gravel Hill £3,510,000 was made from the Port of Poole Delivery Board on 11th March 2016, decision to endorse this recommendation was agreed by the Dorset LEP Board on 24th March 2016.

As Gravel Hill and Dunyeats schemes have now completed their major works, there is greater cost certainty. Gravel Hill cost will be reduced further to £3,086,000. This figure was recommended from the Port of Poole Delivery Board on 12th December 2016, decision to endorse this recommendation was agreed by the Dorset LEP Board on 24th January 2017.

In March 2017, Port of Poole Delivery Board recommended a re-profiled spend across the Port of Poole programme to deliver additional junction improvements at Hatch Pond without increasing the overall Dorset LEP contribution. Decision to endorse this recommendation was agreed by the Dorset LEP Board on 23rd March 2017.

Review of Hatch Pond Business Justification

The Hatch Pond Junction scheme is an integral part of the wider Port of Poole programme. It complements the 'Conurbation-wide key junction improvements' action outlined in the Major Transport proposals (Addressing barriers to growth) section in the Transforming Dorset: Strategic Economic Plan

Following a recommendation at the BoP Transportation Advisory Group in December 2014, the junction improvement works at Hatch Pond were approved by the Transport PFH as part of the wider 2015-18 LTP capital programme. Detailed designs for the scheme were then approved by Ward members with works being completed in November 2016.

Planned Outputs and Outcomes

The improvement works at **Gravel Hill** and **Dunyeats** approved at Transportation Advisory Group in March 2016, were designed to:

- Strengthen the embankment
- Introduce reliable journey times
- Reduce congestion around the junctions
- Provide a shared pedestrian/cycle lane

The junction improvement works at **Hatch Pond** approved, as part of the wider 2015-18 LTP capital programme, were designed to:

- Improve crossing facilities for pedestrians and cyclists.
- Increase capacity/reduce congestion
- Provide a shared pedestrian/cycle lane
- Improve reliability of journey times
- Provide safer routes to businesses/Port

Achievement of Outputs

Mildren Construction was appointed as contactor and they carried out the improvement works to strengthen Gravel Hill embankment and address drainage. This involved:

- The major earthworks to widen and stabilise the embankment.
- Refurbishment of the large culvert (man-made piped structure) which carries Blackwater Stream under the road.
- Improvements to the road's surface drainage.
- Widening the existing footway to construct the shared pedestrian/cycle lane to provide the missing cycle link connecting Merley to Poole Town Centre.



Before

After



Borough of Poole's in-house team, Streetscene, undertook significant improvements to the Dunyeats Road, Queen Anne Drive and Hatch Pond junctions to help improve traffic flow and reduce congestion in the area. This involved:

- At Queen Anne Drive: widening the carriageway, upgrading the signals to provide a toucan crossing (suitable for both pedestrians and cyclists) and introducing a shared footway for pedestrians and cyclists around the junction.
- At Dunyeats Road Junction: introducing toucan crossings; one at the end of Dunyeat's Road and one on the north side of the roundabout on Gravel Hill. The roundabout was not signalised (following proposals during engagement) but some work to a length of kerb line was made to help improve access to and from the Crematorium.
- Reducing the speed limit between Queen Anne Drive and Arrowsmith Road from 60mph to 40mph to help improve the safety for all road users.
- At Hatch Pond: Adding and upgrading signals to provide DDA compliant toucan crossings (suitable for both pedestrians and cyclists) throughout and introducing a shared footway for pedestrians and cyclists. Upgraded lighting, de-cluttering of signage/street furniture and highway resurfacing.

Before



After



While the works progressed, a number of temporary arrangements were introduced to help minimise the disruption. They included:

- A fully signed diversion route directing traffic via: Darby's Corner, Canford Heath Road, Ringwood Road, Bear Cross roundabout, Magna Road and Queen Anne Drive.
- Maintaining access for Gravel Hill residents, cyclists and pedestrians throughout the entire closure. Access to the cricket ground was also available during programmed cricket training sessions and matches.
- Keeping Arrowsmith Road open to local traffic. The existing 7.5 tonne weight limit restriction applied and a temporary 30mph was introduced.
- The introduction of a temporary bus timetable throughout the works for the following bus services: No.3, No.4, No.32 and the 50 school service.
- Temporary traffic signals were installed at Magna Road / Arrowsmith Road junction. They ensured this key part of the diversion route did not become blocked by vehicles waiting to turn right into Arrowsmith Road.

Outcomes

Gravel Hill, Dunyeats and Hatch Pond scheme developments have all contributed to the outcomes of the Port of Poole Programme. The following outcomes have been achieved from 2015-17.

Outcome	Number
Jobs	121
Homes	52
Leverage	£101.1m

Outcomes continue to be monitored on a quarterly basis and reported through LOGASnet to BEIS.

Benefits Realised to date

The revised reduced costs for Dunyeats and Gravel Hill meant that the underspend could transfer to the Poole Bridge project, to pay for the unforeseen increase in cost, this meant that the overall cost of the programme did not change.

The decision to include Hatch Pond came as a result of programme thinking and the need to spend the Port of Poole funding allocation in 2016-17. This meant that Dorset LEP could count an additional junction in the outputs.

Borough of Poole developed a communications plan, which Dorset LEP fed into, to outline the communications required during the delivery of the A349 Gravel Hill improvements scheme. The proactive communications meant that people were aware of the temporary arrangements that were in place for the duration of the works, which they viewed positively.

Temporary traffic signals were installed at Magna Road / Arrowsmith Road junction. They ensured this key part of the diversion route did not become blocked by vehicles waiting to turn right into Arrowsmith Road. The signals are considered to be of benefit to the local community and it has been recommended that they are made permanent, decision to be made at next TAG meeting in July, but not expected to be any issues.

Review of Project Objectives

RAG Review of Objectives	Status	Comments
Time		Gravel Hill and Dunyeats were combined and the schemes along with Hatch Pond all delivered on time in November 2016.
Cost		Gravel Hill and Dunyeats came in under budget; the savings made here were transferred to Poole Bridge for the unforeseen increase in cost.
Quality		The project delivered all outputs exactly as described in the business case.
Scope		The Dunyeats project changed scope as a result of the public consultation and was merged with Gravel Hill. The scope of the Port of Poole programme was changed to include an additional output of Hatch Pond.
Benefits		The benefits realised to date have exceeded expectations at this stage.
Risk		No significant risks reported.

Lessons learned

1. Beneficial for projects like this to be thought of as a programme, so that value for money on schemes are sought to reinvest into other areas of the programme that cost more than originally thought, or were not originally funded.
2. Bi-monthly invoicing (rather than quarterly as originally offered) which has enabled tight cost control.
3. The proactive communications meant that people were aware of the temporary arrangements that were in place for the duration of the works, which they viewed positively.

Conclusion

Growth Deal Funding has enabled Borough of Poole to deliver junction improvements at Gravel Hill, Dunyeats and Hatch Pond. Residents will benefit from the reduced improve traffic flow and reduce congestion in the area and access to the Port along the A349.

John Rice, Engineering Manager, Borough of Poole, said: "These significant improvements will not only benefit pedestrians and cyclists but will help ease traffic flow along Gravel Hill and traffic into and out of Dunyeats Road and the Crematorium."

Julian McLaughlin, Head of Growth and Infrastructure, Borough of Poole, said: "This scheme demonstrated exemplar joint working throughout between the Borough of Poole and its contractor Mildren ensuring any impacts of construction on passing traffic were minimised wherever possible. The successful delivery of this scheme (to time and budget), is a great start to the overall wider programme aim of improving access to the Port of Poole in order to unlock future growth."

Cllr Drew Mellor, Cabinet Portfolio Holder for Transportation, Borough of Poole, said: "These improvements are part of a much wider co-ordinated programme that will see the A31 to the Port of Poole benefit from significant investment over the next few years"

Gordon Page, chairman of Dorset Local Enterprise Partnership said, "We're delighted to see Gravel Hill reopening on time, marking great progress with this multi-million pound investment into the Port of Poole's transport infrastructure. Improving roads plays a key part in driving Dorset's economy and supporting jobs and growth across the region."

Chris Wingham, Managing Director for Mildren Construction, added: "As a Dorset based contractor we are delighted to have been appointed by Borough of Poole under the New Generation 3 Framework for the Gravel Hill Improvements Scheme. This is a significant project which will benefit our local supply chain and workforce. We are looking forward to a successful contract."

Dorset LEP

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