

Appendix A1  
 Prioritised Local Major Transport Scheme list

Scheme	Description	Estimated Total Cost £m	Expected DLTB Contribution £m
A338 Spur Road Maintenance	This essential maintenance scheme comprises the reconstruction of nine kilometres of the A338 between A31 at Ashley Heath interchange and B3073 at Blackwater junction.	22	15
Poole Bridge Approach Spans	This scheme relates to Poole's older bridge. The existing reinforced concrete deck and existing steel beams would be demolished. A new deck comprising steel beams composite with a reinforced concrete deck would be supported predominantly by the existing piles to provide a 7.3m carriageway and 2.5m footways on either side.	4.2	3.78
Bournemouth Airport Access	Replacement of the Hurn Village roundabout with a larger, re-aligned roundabout incorporating more entry lanes and better visibility. Rebuild Chapel Gate Roundabout, creating a slip lane to allow westbound traffic travelling from Hurn towards Parley Cross to avoid circulating traffic on the roundabout.	7.6	6.4
North Bournemouth Quality Bus Corridor	Measures along the North Bournemouth Corridor will include the introduction of bus and cycle lanes, bus prioritised traffic signals at the Alma Road/Charminster Road junction, improved bus stop facilities and shelters with real time information, rationalisation of on-street parking and enhanced public realm at Winton Banks.	5.3	4.8
Poole Town Side Access to Port of Poole	The Twin Sails Bridge and core highway have been completed. Options to improve access to the Port on the townside of the Backwater Channel are now being investigated. Whilst a specific scheme has not been decided at this stage, extensive work is being carried out in the coming months to finalise a preferred option.	8-15	7.2-13.5
Wallisdown to Bournemouth Quality Bus Corridor	Measures along the Wallisdown to Bournemouth Corridor will include the introduction of bus and cycle lanes, bus prioritised traffic signals, improved bus stop facilities and shelters with real time information, rationalisation of on-street parking, enhanced public realm, and an additional south-eastbound bus-only lane approaching Talbot Roundabout.	2.5	2.25

Appendix A2  
Longer term list in priority

Scheme	Description	Estimated Total Cost £m	Expected DLTB Contribution £m
Blackwater Interchange	The improvement scheme will improve capacity of the junction through the construction of a second over-bridge spanning the A338 on the south side of the existing bridge. This will provide two additional lanes and the B3073 will then be carried over the A338 with a two lane dual carriageway.	8	7.2
Enmore Green Link Road	The scheme is for a 500m Link road between B3081 and A30 west of Shaftesbury. An urban extension of approx 1800 dwellings and employment c.2500 jobs are proposed at Gillingham with this scheme considered essential for this development. Congestion and pollution at Shaftesbury is already an issue which would be exacerbated by the proposed development without the link road.	5	4.5
Gravel Hill Improvements	The scheme seeks to strengthen a 400m length of roadside embankment through earthworks and widen the western footway to become a 2m to 3m shared cycle/foot path. A speed limit reduction and carriageway resurfacing are also proposed. The A349 Gravel Hill/A341 Queen Anne Drive junction will be widened as well.	4.3	3.87
Castle Lane East Improvements	The scheme comprises (from east to west): Signalised junction at Iford Roundabout. Riverside Avenue and Holdenhurst Avenue junction improvement. Cooper Dean intersection - provision of a dedicated south-westbound (Castle Lane East to Wessex Way) free-flow lane. Also, sections of bus lane on Castle Lane East and the circulatory carriageway	3.5	3.2
Kings Park Slip	The scheme involves carriageway widening into the verge and central reservation of the A338 in order to provide the new on-slip. Improvements to cycle infrastructure along Holdenhurst Road / Littledown Drive are also proposed as part of the scheme.	3.2	2.88
Key Junctions Improvements	Wallisdown Roundabout (A3049/A3040/Kinson Road) - Signalise the roundabout for peak periods to provide some control for the operation of the junction. Bear Cross (A341/A348) - Signalise the junction (in the peak periods) to provide some control to the operation. Ensburry Park Gyrotory (on the A347) - Signalise the Columbia Road junction approach to the gyrotory.	3.2	2.88

Scheme	Description	Estimated Total Cost £m	Expected DLTB Contribution £m
A338 Widening	This scheme comprises widening of the A338 from two lane dual to three lane dual between Blackwater Interchange and Cooper Dean. This also involves the reconstruction of 2.25km length of carriageway and essential safety improvements.	7	6.3
A31 Widening*	The widening of the existing carriageway, widening of two existing bridges, drainage works, carriageway resurfacing, stopping up of West Street on the existing egress to the A31, the relocation of an existing overhead gantry on the east bound carriageway and amendments to road marking.	10.5	0.5
A31 Dualling#	This scheme comprises widening of the A31 from single carriageway to two lane dual between Ameysford and Merley. The works would affect three roundabouts at Merley, Canford Bottom and Ameysford. In addition two bridges and an underpass would require redesign plus the removal/relocation of a number of farm accesses.	143.3	24.5

\*This scheme is outside the geographical scope of the DLTB however the location is a significant pinch-point for the area as it is on the main approach to Dorset from the East. Traffic congestion at this location is already holding back investment in Dorset. The Highway Agency have identified a potential scheme to resolve the issue however the cost exceeds their current funding for the area and so a contribution is sought from the DLTB and Enterprise M3 to increase the affordability of the proposal.

#This scheme is part of the Highways Agency long term programme to improve capacity along the A31. As part of the MAA process the Local transport Authorities signed a Memorandum of Understanding with the Highways Agency to contribute towards the scheme cost to assist with economic growth of the sub-region. The scheme remains a long term priority of the Local transport Authorities.