



**DORSET**  
Local Enterprise Partnership

# **Port of Poole**

## **End of Programme Report**

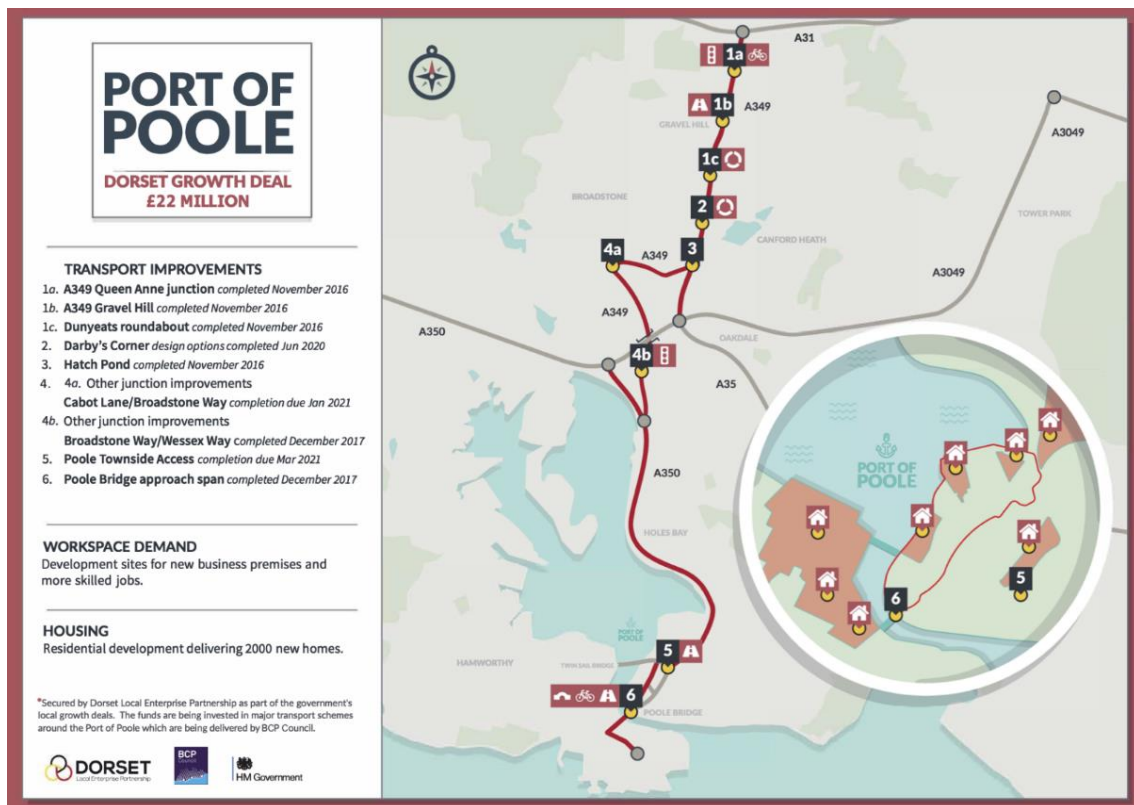
**June 2021**

## PROJECT 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 Local Growth Fund has been invested into six 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.

The programme consisted of six major transport schemes:

1. **a)** Queen Anne Junction,  
**b)** Gravel Hill  
**c)** Dunyeats Roundabout
2. Darby's Corner (technical assessment report)
3. Hatch Pond Junction Improvements
4. **a)** Broadstone Way/Wessex Way Junction Improvements  
**b)** Cabot Lane/Broadstone Way Junction Improvements
5. Townside
6. Poole Bridge



This programme will 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 and attractive place for businesses to invest in
- Drive local economic growth and bring an anticipated £500 million of leveraged private investment into the area.

|                           |            |
|---------------------------|------------|
| Programme start date      | 01/04/2015 |
| Programme completion date | 31/03/2021 |

## CHANGE REQUESTS

The following change requests were approved by Dorset LEP Board:

| Date       | Recommendation /Decision                  | Detail   |
|------------|---|--|
| 24/03/2016 | Increased cost to Poole Bridge            | Change of scope of Poole Bridge to include the bridge lifting mechanism and for the increase in cost, covered by the reduced cost of Dunyeats  |
| 01/03/2016 | Cost decrease to Dunyeats and Gravel Hill | Public consultation has influenced the planning of road closures and the rejection of the Dunyeats large scheme which impacted design and reduced the scheme. As a result, the scheme costs have reduced (funding granted to increased costs at Poole Bridge)                                      |
| 24/01/2017 | Increased cost to Poole Bridge            | Revised Costs to Poole Bridge because of overspend, utilities etc. Funds to be covered from the Gravel Hill project savings  |
| 26/07/2018 | Increased cost to Poole Bridge            | Approval to reprofile £1.57m (£0.67m DLEP and £0.9m Poole LTP committed DLEP contribution) from the remaining allocation for BoP Port of Poole programme (primarily from Darby's Corner and Townside Access schemes) to cover the increase to the contract value for construction of Poole Bridge. |
| 28/03/2019 | Repurpose funds within the PoP Programme  | Transfer savings of £77k from Darbys Corner to Cabot Lane/Broadstone Way project.  |
| 12/11/2020 | Extension to funding                      | Eol - extension to funding (£240,000) approved via written procedures, taking the total award to £9,930,000  |

**OUTPUTS AND OUTCOMES:**

BCP Council has reported the below **outputs**:

| INDICATORS                     | DELIVERED OUTPUTS |
|--------------------------------|-------------------|
| Length of resurfaced road (km) | 5.15km            |
| Length of new cycle ways (km)  | 5km               |

To date, BCP Council reported that the following **outcomes** have been delivered:

| INDICATORS                   | ACTUAL OUTCOMES |             |                  |                  |                  |                  |              |
|------------------------------|-----------------|-------------|------------------|------------------|------------------|------------------|--------------|
|                              | FY 15/16        | FY 16/17    | FY 17/18         | FY 18/19         | FY 19/20         | FY 20/21         | TOTAL        |
| Jobs                         | 90              | 31          | 30               | 0                | 27               | 60               | 238          |
| Housing Units                | 25              | 41          | 89               | 94               | 218              | 105              | 572          |
| Unlocked land (HA)           | 0               | 0           | 0.46             | 2.65             | 1.84             | 2                | 6.95HA       |
| Private leveraged investment | £90,911,000     | £14,996,000 | £14,240,000<br>0 | £15,040,000<br>0 | £34,880,000<br>0 | £15,080,000<br>0 | £185,147,000 |
| Public leveraged investment  | £0              | £1,300,000  | £1,000,000       | £0               | £0               | £0               | £2,300,000   |

The following **outcomes** are projected by BCP to be delivered by 31<sup>st</sup> March 2025:

| INDICATORS                   | FORECAST OUTCOMES |              |             |             |                | FORECAST & ACTUALS TOTAL |
|------------------------------|-------------------|--------------|-------------|-------------|----------------|--------------------------|
|                              | FY 21/22          | FY 22/23     | FY 23/24    | FY 24/25    | FORECAST TOTAL |                          |
| Jobs                         | 0                 | 183          | 0           | 333         | 576            | 814                      |
| Housing Units                | 74                | 587          | 514         | 523         | 1698           | 2270                     |
| Unlocked land (HA)           | 0.61              | 4.03         | 2.57        | 5.61        | 12.82          | 19.77                    |
| Private leveraged investment | £11,840,000       | £165,280,000 | £82,240,000 | £83,680,000 | £343,040,000   | £528,187,000             |
| Public leveraged investment  | £0                | £0           | £0          | £0          | £0             | £2,300,000               |

**BENEFITS REALISED TO DATE**

Placemaking improvements will contribute to a healthier region in the face of climate change by helping to enhance the health and well-being of users by providing greater opportunities for contact with nature, informal play, socialising and relaxation.

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

Greater provision for active and sustainable travel modes has been realised through the infrastructure installed – semi-segregated cycle lanes, wider pavements, additional or upgraded crossing facilities, reduction in speed limits.

BCP Council developed a communications plan, which Dorset LEP fed into, to outline the communications required during the delivery of the Port of Poole Programme. The proactive

communications meant that people were aware of the implications associated to the specific phases of construction for each scheme. This robust communications plan that included all elements of the works ensured that complaints were limited, and the activity/improvements have been viewed positively.

**FINANCES**

|                      | Indicative DLEP Funding | Match Funding | Total Funding  |
|----------------------|-------------------------|---------------|----------------|
| <b>Total Funding</b> | £22,059,000.00          | £3,239,500.00 | £25,298,500.00 |

A holistic financial management approach was taken across the programme to rationalise, reprofile or reallocate funding where appropriate or required (in accordance with the Dorset LEP Change Request approval process) across the various schemes to balance under/overspends on individual schemes in order to achieve the overarching programme aims.

### **LESSONS LEARNT**

1. Beneficial to always consider individual schemes as integral part of the wider programme to aid overall financial management and delivery of objectives.
2. Early contractor involvement was a crucial element in securing an understanding of the scope/scale of works and delivering effective budget management.
3. 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.
4. Proactive communications strategies/plans for each scheme within the programme proved highly effective and was viewed positively.
5. Landscaping and placemaking components of the scheme have been very positively received by local residents, businesses and visitors alike and would recommend consideration of this element for any future schemes.
6. Strong and robust governance structures and systems helped ensure effective scheme delivery.

### **SUCCESS STORY**

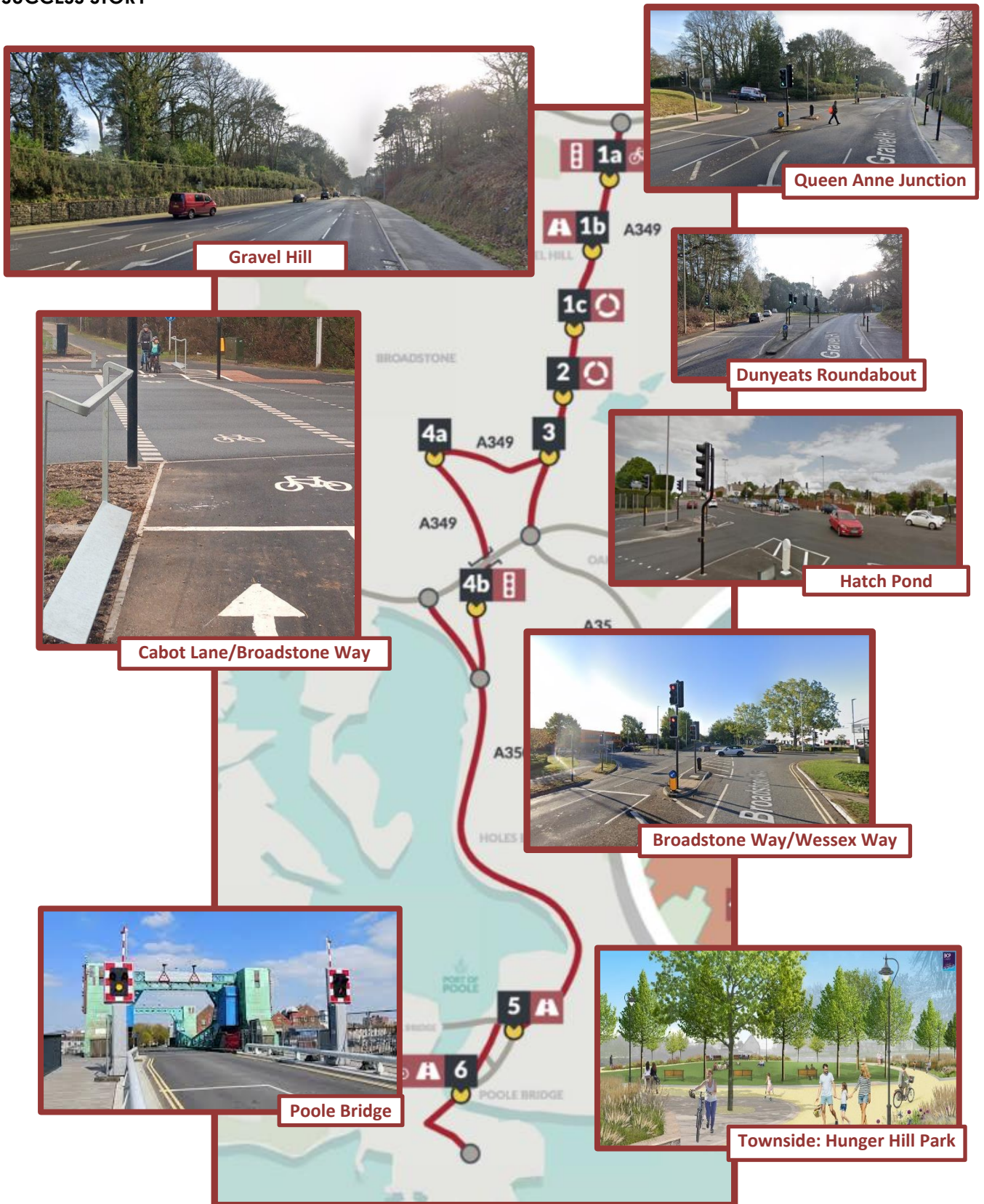
One of the primary aims of the programme was to improve and enhance accessibility to the Port of Poole – the illustration above clearly shows the strategy adopted for a programme of works that delivered improvements along the length of the identified corridor. This coordinated approach has resulted in improved network efficiency and resilience and helped future proof access to the Port together with vastly improved local connectivity by:

- Safeguarding access to the Port via the two-bridge system by refurbishing Poole Bridge
- Improving efficiency, resilience key junctions, stretches of the network
- Delivering significant safety improvements for all network users

All of which help contribute to the overarching programme objectives:

- 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.

### SUCCESS STORY





The programme of activity has resulted in enhanced partnership working and strengthening of relationships with a diverse range of stakeholder and suppliers.

The successful delivery of the Port of Poole programme improvements along the length of the key access corridor have also had the added benefit of additional investment in other locations along this network, notably:

- **i) Holes Bay Crossing** (funded directly by BCP Council) – addressing an accident hotspot location by providing a critical missing link for pedestrians and cyclists to cross the busy Holes Bay Road safely and efficiently.
- **ii) Reconfiguration of the Holes Bay North Roundabout** – as a result of securing contributions associated to new development in the area.
- **iii) Poole Rail Station Subway Improvements** – a successful submission was made to Dorset LEP for additional funding to deliver upgrade improvements to the subway that has resulted in a much-improved environment for all users including deep cleaning, gateway illustrations (as shown below), new accessibility aids and lighting upgrades.



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**BCP Council**

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<http://www.poole.gov.uk/transport-and-streets/transport-policy/dorset-growth-deal/>