

## Appendix D – Policy Background

The submission of a bid by the Borough of Poole for the Department for Transport's Local Highways Maintenance Challenge Fund is strategically aligned to a number of key strategies and policies that are important building blocks for economic growth and development in Poole and the South East Dorset conurbation. These strategies and policies include:



The strategies and policies that the proposed scheme is closely aligned to are summarised in below.

### National Policies

The Government's National Planning Policy Framework (NPPF, 2012) emphasises the importance of rebalancing the transport system in favour of sustainable transport modes, whilst encouraging local authorities to plan proactively for the transport infrastructure necessary to support the growth of major generators of travel demand.

The National Infrastructure Plan (2014) is based on the principle that "high-quality infrastructure boosts productivity and competitiveness, allowing businesses to grow and enabling them to reach suppliers, deepen labour and product markets, collaborate and innovate, and attract inward investment".

Highways England's Agreed Diversion Routes (2016) signify the recommended routes for highways users when a section of the Strategic Road Network has been temporarily closed. The A31 is a major northeast-southwest corridor, connecting Poole to the wider sub-region, including the South East Dorset conurbation, Southampton, Winchester and Surrey. The A341 (Queen Anne Drive and Magna Road), a component of the bid for funding, forms a section of the recommended A31 diversion route, as recommended by Highways England, between Canford Bottom Roundabout and Merley Roundabout, to the north of Poole. This

diversion route is illustrated in **Figure C-1**. However, poor drainage infrastructure and a degrading highway surface means that the A341 is subject to regular flooding occurrences, especially during periods of heavy rainfall. The A341, on average, closes to traffic three times per annum due to flooding, for a period of approximately 48 hours. The high risk of closure of this road increases its unreliability as a diversion route for the Strategic Road Network. During concurrent closures of the A31 and A341, the journey time for users of the A31 generally extends by 60 minutes.



Figure C-1: A31 Diversion Route (Source: Highways England Agreed Diversion Routes)

These high level policies are reflected in the proposed bid for Local Highways Maintenance Challenge Funding. As described in the Strategic Case, key routes on Poole's local highway network are deteriorating at a rate at which the current level of maintenance funding available to the Borough of Poole is not sufficient. Additional investment into the network supports the Government's aims to champion development, strengthen connectivity and improve network resilience and reliability. Additional maintenance on the B3068 Blandford Road supports improvements on a key route towards the Port of Poole and Poole Regeneration Area from the north-west of the town, whilst further maintenance on the A35 and B3093 Wimborne Road will improve links into the town centre from the South coast. Improvements to the A341 will increase the resilience of the network and ensure its robustness as a recommended diversion route for the A31.

## Regional Policies

There are key regional economic and spatial policies which underpin the Strategic Case for the bid, including:

- Dorset Local Enterprise Partnership (LEP) Strategic Economic Plan – ‘Transforming Dorset’; and
- Bournemouth, Poole and Dorset Local Transport Plan 3.

### Dorset LEP Strategic Economic Plan (Transforming Dorset)

Dorset LEP’s Strategic Economic Plan (SEP), “*Transforming Dorset*”, was submitted to Government in March 2014. Developed by the Dorset LEP, and based on engagement with local partners, the SEP presents a shared vision for growth and an outline for local economic development covering the period 2014 to 2021. During this period, it forecasts the creation of over 70,000 jobs and 7,000 new homes which will attract £200 million in new foreign direct investment, leading to the creation of 1,000 new business start-ups.

The SEP’s transport strategy is presented and states that:

*“Dorset needs high quality efficient infrastructure if it is to deliver to its economic potential and meet sustainable development objectives. Transport is a major part of the strategy and a major dependency across the projected growth plan. Ensuring that Dorset is well connected to elsewhere in the UK and internationally to ensure full use of resources and to foster efficiencies and productivity in commerce, trade and networking across business markets is a key priority for the LEP. The objective of the Connected Dorset theme is to improve electronic and physical connectivity throughout Dorset”.*

The provision of exceptional transport infrastructure is a prerequisite to generating sustainable and long-lasting economic activity. The Port of Poole and Poole Regeneration Area is identified by the SEP as a location for major investment which will stimulate business growth. Leveraged private investment will assist in creating 5,000 jobs and 2,000 homes, including 500 new jobs at the Port. This development, as part of the Bournemouth-Poole City Deal, is one of the most significant projects in the south of England.

The case for delivering a programme of maintenance to Poole’s local highway network, through the Local Highways Maintenance Challenge Fund, is strengthened by the importance of the Port of Poole to the wider regional economy, in addition to Poole. The Port is responsible for many thousands of additional jobs within Poole, Dorset and the South West and provides an essential link to industrial markets in other regions of the UK.

It is therefore imperative that the necessary improvements can materialise on the local highway network in Poole, to which the success of the Port, and adjacent Regeneration Areas, are intrinsically linked. Investing in improvements to transport infrastructure now will help unlock identified prime land for these future development proposals.

### Bournemouth, Poole and Dorset Local Transport Plan 3

Bournemouth, Poole and Dorset have adopted a joint strategy to deliver first class infrastructure. The Local Transport Plan (LTP3) sets out the authorities' combined transport objectives, strategies and policies for the period 2011-2026.

LTP3 raises several key local issues that need to be overcome in order to achieve the vision for 2026, which is:

*“a safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area’s unique environmental asset”.*

Key local issues, with particular relevance to the proposed bid area, are identified below:

- There is poor access to the Port of Poole, important for freight distribution;
- Highways maintenance backlogs exist which need to be recovered to reduce the maintenance liability in the longer term;
- Key transport corridors in the built up areas have competing uses as places where people live, work and shop as well as being traffic links – where these conflicts are not managed well it results in lower quality spaces, high congestion and poor outcomes for all road users.

The Bournemouth, Poole and Dorset LTP3 has therefore developed seven Key Strategy Measures (KSM) in order to achieve its overarching goals and objectives for the 15-year period to 2026, several of which the proposed bid immediately align with. These include:

- **KSM2:** Managing and maintaining the existing network more efficiently by keeping transport infrastructure well-maintained, safe and resilient, and making better use of the transport network to maximise efficiency for all forms of travel;
- **KSM3:** Encourage active travel and “greener” travel choices through supporting infrastructure and attractive urban realm and streetscapes. This will encourage cycling and walking for shorter journeys; and
- **KSM7:** Strategic infrastructure improvements to strengthen connectivity and support regeneration and growth.

LTP3 has identified these key strategy measures in order to support regeneration in Poole, provide improved access to key employment and regeneration sites and provide reliable access to the Port of Poole.

In addition to the key strategy measures, LTP3 also emphasises the importance of Prime Transport Corridors in providing a strong framework within the South East Dorset conurbation that will link strategic spatial developments (see **Appendix A** for the locations of development sites and **Figure C-2** below for Prime Transport Corridors). Several key routes

which are components of the proposed bid are located on these strategically important corridors. These are:

- A35 Wimborne Road;
- B3068 Ringwood Road; and
- B3093 Wimborne Road.

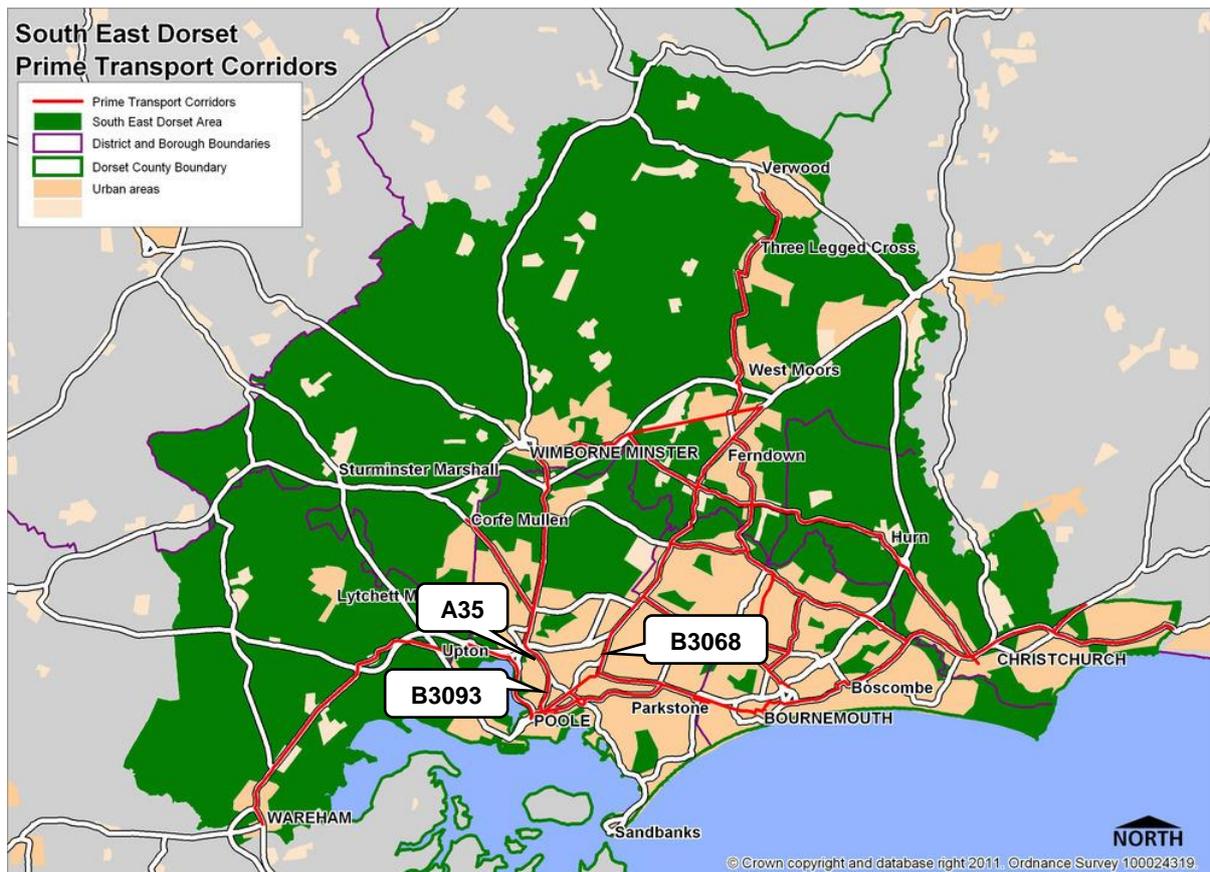


Figure C-2: Prime Transport Corridors in South East Dorset (Source: Bournemouth, Poole and Dorset LTP3)

The proposed bid will contribute to the goals and objectives of LTP3, and key strategy measures noted above. The bid seeks to deliver an additional investment into a deteriorating local highway network that connects residential areas, commercial centres and regeneration sites to one another and the Strategic Road Network. The investment will provide increased resilient to the network, by delivering a programme of maintenance to surfaces and drainage on key routes, as well as sustainable travel infrastructure on the A341 Queen Anne Drive and A341 Magna Road. This will improve safety and encourage the use of walking and cycling as a travel mode. Overall, the additional level of investment will improve transport infrastructure in Poole which will strengthen connectivity between core centres in the town and within the conurbation, which is essential for economic growth.

## Local Policies

The Strategic Case is aligned with key local economic, transport and spatial policies identified by the Poole Core Strategy. These are detailed below.

### Poole Core Strategy

The Core Strategy, adopted in 2009, provides the overarching policy framework for development in Poole for the period 2006 to 2026.

The Core Strategy sets out the long-term vision, broad principles and spatial approach to delivering the development Poole requires in order to economically prosper, and how this development will be achieved, through the adoption of several policies and objectives. The Core Strategy details that Poole will deliver approximately **10,000 dwellings** up to 2026, of which a minimum of **4,000** will be constructed within the Town Centre.

Relevant Core Strategy policies to the proposed bid are summarised below:

- **PCS1** – Principal Locations for Economic Investment:  
Leveraged investment and job growth in the Poole Regeneration Area (4,600 jobs), Town Centre North and other Town Centre sites (2,400 jobs) and Port of Poole (2,100 jobs).
- **PCS3** – Port of Poole:  
Development in the Port of Poole will support its growth as a regionally significant feeder port with capacity to accommodate cruise ships and handle international freight.
- **PCS10** – Revitalising the Town Centre:  
The Regeneration Area will provide around 9,000 square metres of food, drink and niche retail uses principally along the new public quay sides.
- **PCS11** – The Regeneration Area:  
Development in the Regeneration Area depends on a number of set priorities. The provision of road infrastructure which links Hamworthy and the Port to the Strategic Road Network is a top priority, as well as improved pedestrian and cyclist links throughout the Regeneration Area and connecting with the rest of the Town Centre.
- **PCS15** – Access and Movement:  
Access and movement will be considerably planned for and positively managed to support the creation of sustainable communities. The adverse impact of traffic upon communities will be addressed through environmental enhancements and improved pedestrian and cycling provision.
- **PCS19** – Other Prime Transport Corridors and Main Routes:  
Other Prime Transport Corridors and main routes are expected to support the delivery of sustainable communities and meet Local Area Agreement priorities of

reducing deprivation in parts of Hamworthy by improvements to public transport, cyclist and pedestrian provision.

The proposed bid for the DfT's Local Highways Maintenance Challenge Funding incorporates a number of maintenance schemes on the local highway network which are fundamentally linked to economic growth through regeneration and revitalisation of key development sites in Poole. This economic growth is predicated on the provision of excellent transport infrastructure connecting those key sites in Poole to the other centres of economic interest within the town and South East Dorset conurbation via both the local highway network and the Strategic Road Network. The Core Strategy also prioritises improvements to sustainable transport infrastructure in order to encourage walking and cycling, which the maintenance schemes will provide.