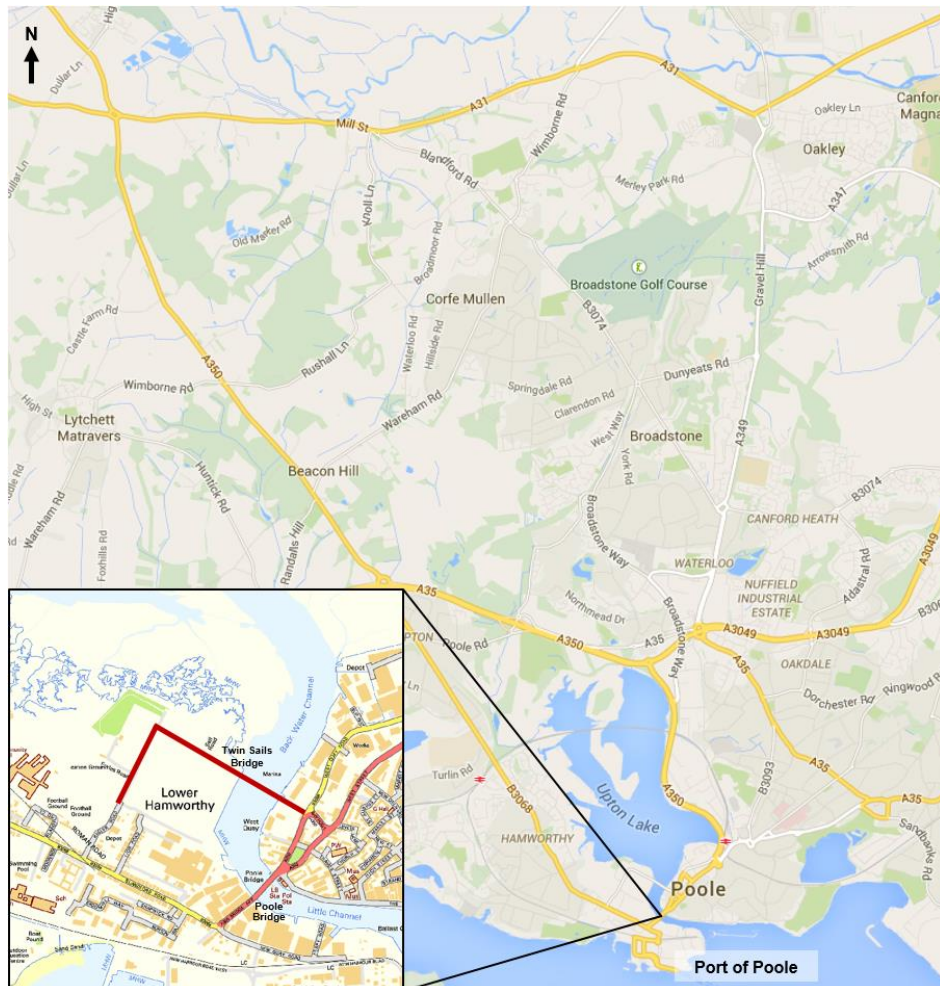


Report subject	<b>Transport CIL 2025/26 to 2027/28 – Port of Poole Bridges Programme</b>
Meeting date	16 July 2025 Cabinet
Status	Public Report
Executive summary	<p>A £6m allocation of strategic CIL was approved at March 2025 Full Council. The priority projects in this allocation relate to critical works on Poole Bridge and the Twin Sails.</p> <p>The purpose of this report is to outline the proposed investment on the bridges and to gain Council approval to release the allocation and commence the programme.</p>
Recommendations	<p><b>It is RECOMMENDED:</b></p> <ul style="list-style-type: none"> <li><b>a) Cabinet recommends to Council that the £6m of strategic CIL allocated in principle to Transport is invested in the Port of Poole Bridges Programme; and</b></li> <li><b>b) Cabinet recommends to Council to Delegate delivery of the Port of Poole Bridges Programme to the Service Director for Customer and Property in consultation with the Portfolio Holder for Climate Mitigation, Energy and Environment; and</b></li> <li><b>c) Both (a) and (b) are subject to receiving the subsequent endorsement of the Director of Finance based on the availability of the necessary cash.</b></li> </ul>
Reason for recommendations	<ul style="list-style-type: none"> <li>a) Without this strategic investment the bridges that serve the port and Hamworthy would fail leading to community severance.</li> <li>b) Ensuring resilience across the local highway network and supporting the potential for development of the Holes Bay former power station site.</li> <li>c) Mitigating need for higher level future years disruption and maintenance costs due to costly unplanned repairs.</li> </ul>
Portfolio Holder(s):	Councillor Andy Hadley, Cabinet Member for Climate Mitigation, Energy and Environment
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	<p>Rhys Bright, Head of Engineering</p> <p>Matti Raudsepp, Director for Customer and Property</p> <p>Richard Pearson, Transport Network Manager</p>

Wards	Hamworthy, Poole Town
Classification	For Decision

## Background

1. Poole Bridge and the Twin Sails Bridge provide a critical transport link for walkers, wheelers, and vehicles between Hamworthy and Poole. Without them a lengthy alternative route through Upton and on the A35 and A350.



2. The approach to the allocation and prioritising the Community Infrastructure Levy (CIL) was set out in the report approved by Cabinet on 5 March 2025. The Port of Poole Programme of works to Poole Bridge and the Twin Sails Bridge contribute the key objectives. In particular, that reliable transport infrastructure supports growth and development in the area. The bridges are a key enabler to the development of the strategic site at Holes Bay.

### Poole Bridge – Need for works

3. Poole Bridge is showing signs of significant corrosion which poses risks: structurally, due to loss of material, and mechanically, from debris entering the mechanism of the bridge.

### **Twin Sails Bridge – Need for works**

4. The Twin Sails bridge has had reliability issues since 2019. These issues principally relate to the bearings. Without a change to the design, it appears empirically evident that the bearings will remain unreliable and require regular replacement. The design and implementation of an alternative solution is required to increase the life of these critical components and improve the bridge's reliability.

### **Variable Message Signs (VMS) – Need for works**

5. The bridges benefit from advance electronic Variable message signage (VMS) to help direct road users. These signs have reached the end of their useful service life and have become unreliable. Therefore, it is proposed to replace the signs as part of this programme of measures.

### **Programme Approach**

6. The bridges operate as a pair and impact the same communities and key stakeholders. Therefore, it is proposed to consider the projects in combination as a programme.

### **Proposed Programme and Profile of Expenditure**

7. Table 1 – CIL Allocation Spend Profile

	Total Allocated	Spend Profile 2025/26	Spend Profile 2026/27	Spend Profile 2027/28
<b>Transport CIL Option 2 Allocation</b>	<b>£6,000k</b>	<b>£1,000k</b>	<b>£2,500k</b>	<b>£2,500k</b>

8. The early activities in the programme include the procurement of specialist professional services (designers and technical advisors) and contractors (mechanical services and manufacture of parts and machining). Access to these capabilities and advancement of the design for the projects will enable refinement of the cost estimates and identification of best value options; improving confidence on the outturn costs.
9. A quarterly review of spend and progress will be undertaken by the Service Director responsible. This will be shared with Strategic Planning for inclusion in their annual update to the report for Cabinet and Council on Strategic CIL.

### **Options Appraisal**

10. With regards to the CIL allocation for Transport, there are two possible options for Members to consider:
  - a) *Reject the CIL allocation to Transport.* The funding for Poole Bridge and Twin Sails will remain a portion of the £600k annual budget to maintain BCP's 273 structures. The condition of bridges and the VMS will continue to decline, their operation will become increasingly unreliable, and it will induce the need for more extensive and higher cost remedial works in the future. This will lead to an unreliable road network impacting public transport, emergency services and general traffic by concentrating traffic to a single bridge or requiring large diversion routes when both closed. **(Not Recommended)**.
  - b) *Approve the investment of the £6m CIL allocation.* Allowing commencement of the Port of Poole Bridge Programme; securing the long-term reliability of Poole Bridge, the Twin Sails and the VMS information signs. Ensuring that community

links are not severed and that repairs can be delivered efficiently as a combined programme. **(Recommended).**

#### **Summary of financial implications**

11. The entire Port of Poole Programme is to be funded by £6m capital allocation of Strategic CIL to Transport. This will be monitored regularly during the quarterly reviews by the Service Director.
12. Where applicable the cost of additional support from Transport, Engineering and Corporate Services will be recharged to the programme. For example, financial monitoring, procurement, communications.

#### **Summary of legal implications**

13. No legal implications from this decision.

#### **Summary of human resources implications**

14. The delivery of the work on the bridge in this programme requires capacity and capability beyond the current in-house resources. The additional resources required have been accounted for in the cost estimates for the programme. These resources will be secured through a combination of existing contracts and the procurement of additional contracts for the specialist skills, materials, parts and mechanical services needed.
15. To ensure the timely delivery of the programme a dedicated Project Manager for the programme will be appointed. Due to the specialist nature of the programme this Project Manager will be procured through our Engineering Services Contract or similar contracts BCP has access to, and a budget allocation has been made in the cost estimates.
16. The council's Structures and Mechanical & Electrical teams will be key stakeholders to the programme of bridge works and will provide steer through their experience and detailed knowledge of the bridges' design, operation and history.
17. The VMS signage will be managed by the Council's ITS and Signals team with support from the Procurement team.

#### **Summary of sustainability impact**

18. The Decision Impact Assessment DIA Proposal ID 709 has been created for this decision (Appendix 2).

#### **Summary of public health implications**

19. There are no health implications associated with this decision

#### **Summary of equality implications**

20. An EIA screening will be undertaken for each project under the programme during delivery.

#### **Summary of risk assessment**

21. Risk assessments for each project under the programme will be undertaken during delivery.

#### **Background papers**

22. None.

## Appendices

Appendix 1 – Summary of Decision Impact Assessment ID:709

### Impact Summary



Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Green - Only positive impacts identified	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills		
Natural Environment		
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: 1

Answers provided indicate that the carbon footprint of the proposal is:	Low	
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