

<b>Meeting:</b>	Transport Executive Decision Session
<b>Meeting date:</b>	21 October 2025
<b>Report of:</b>	Dave Atkinson, Director for Environmental and Regulatory Services
<b>Portfolio of:</b>	Executive Member for Transport

## **Decision Report: Lendal Bridge Major Refurbishment**

### **Subject of Report**

1. This report outlines the proposed major maintenance works to Lendal Bridge, which is a critical transport link in central York and a Grade II listed structure. An investment of £1.9m has been agreed as part of the Highways Capital programme to fund the essential maintenance works.
2. Additional works to extend the longevity and improve the aesthetic of the bridge will be delivered as a concurrent phase of works subject to funding and future programming.

### **Essential Maintenance Works**

3. Lendal Bridge has significant corrosion and deterioration, including life-expired surfacing and failed waterproofing. The below works will directly address the following urgent issues:
  - Resurfacing the carriageway and footpaths
  - Re-waterproofing the structure
  - Urgent structural metalwork repairs (extent confirmed upon commencement)

These essential works will:

- Protect the bridge's long-term load carrying capacity
- Eliminate frequent emergency repairs
- Minimise the risk of more costly future interventions

Programme of works:

- Design currently progressing
- To be tendered from December 2025
- Contract to be awarded in February 2026
- Works to commence in April 2026
- Works to be completed within 8 weeks of commencement with 24/7, 7 days a week working pattern

This phase is funded with a confirmed budget of £1.9 million, a 6% contingency has been factored into the costs and the scheme will be delivered with minimal risk to exceeding this value.

## **Additional Works**

4. To maximise the Essential Works investment, and avoid future return visits, we are recommending that the Council provides additional funding to deliver a comprehensive £1.3m package of improvements concurrently.

These additional works would include:

- Full repainting of all metalwork, including decorative features
- Coating of troughing, parapets, and elevation treatments
- Extended scaffolding and site access to deliver works to a high standard
- The works would be undertaken over a 38-week period commencing from the start of the main closure for the Essential Works. The works would not require a full road closure following completion of the 8-week Essential Works programme, but a single footway closure will be required to deliver these works.

5. The Lendal Bridge works have been programmed to ensure they support and reinforce the emerging city centre sustainable travel corridor improvements. This will ensure maximum outcomes and benefits for all users. The project is currently under development

and will soon be going to public consultation. Following this, a report will be taken to a decision session in early 2026. If approved, the construction phase will immediately follow the Lendal Bridge Essential Works.

## **Policy Basis for Decision**

6. The proposals within this report are consistent with the 10-Year Plan for the city, known as “York 2032”, which recognises transport as a key priority for the city, setting the goal that York’s transport networks will be inclusive and sustainable, connecting neighbourhoods and communities.
7. In October 2023, the Executive approved a vision, objectives and Policy Focus area for a Local Transport Strategy. This project will support the following proposed objectives:
  - “Support delivery of the Climate Change Strategy” – Maintenance of an existing asset has a far lower carbon cost than allowing it to deteriorate and then replacing it.
  - “Enhance the reliability of the transport system” by reducing the need for emergency repairs.
  - “Protect the city’s heritage and enhance public spaces.” remedial works will safeguard the structure from dilapidation.
  - “Future-proof our city” by ensuring that this vital transport link remain serviceable for future generations.

## **Equalities and Human Rights**

8. The proposal seeks to ensure that the Council fulfils its statutory duties in its capacity as the Highway Authority with the aim of improving the lifespan of the Bridge for the benefit of all the community. The report’s aim is to improve bridge utilisation for all modes of transport and ensure residents and visitors can benefit from the city and its strengths.

## **Affordability**

9. The Essential Works are fully funded through the Highways Capital programme. The concurrent Additional Works will be delivered subject to confirmation of funding from re-prioritisation of Highways and Transportation budgets. The works will extend the life of an iconic bridge

in the centre of York, it is anticipated that no further major maintenance will be needed in the next 30 years. The works will safeguard an essential part of York's sustainable transport network.

## **Climate**

10. All design elements will consider low embodied carbon and resilience to climate impacts (e.g. heavy rainfall, heat).

## **Health and Wellbeing**

11. The proposed remedial works will safeguard the structure from reduced carrying load capacity and deterioration. Users will benefit from safer, more reliable infrastructure and a visibly upgraded heritage asset.

## **Financial Strategy Implications**

12. A budget of £1.9 million has been allocated in the Highways Capital Programme to fund the required Essential Works. A £1.3m allocation from wider Highways and Transportation budgets has been recommended. Executive approval will be required to confirm this allocation to deliver the Additional Works programme.

## **Recommendation and Reasons**

13. The Executive Member is recommended to:
  - i. Note that a procurement process for the award of a contract for all of the works is currently underway, and the works programme is to be delivered as laid out in paragraphs 3-5.
  - ii. Delegate authority to the Director of Environmental and Regulatory Services, in consultation with the Director of Governance and the Head of Procurement, to take such steps as are necessary to award and conclude the Contract for the

works and to determine the provisions of any subsequent modifications and/or extensions thereto post award and to seek Executive approval for the re-prioritisation of Highways and Transportation funding to deliver the Additional Works programme.

## Background

14. Lendal Bridge is a key link on the road network in the centre of York. At 150-years old, the last major investment in the bridge was over 20 years ago. It has already comfortably exceeded the 125-year design life of modern structures, but the level of corrosion evident in parts of the structure and the extent to which water is leaking through the road and onto the metal structure from above is such that major maintenance is now essential to preserve the long-term future of the bridge.
15. An options report was produced by an appointed consultant in February 2022, which determined the required outcome of any such maintenance, namely:
  - A functional waterproofing system that will protect the main structure of the bridge from the corrosive effects of water draining off the highway.
  - A high specification surfacing that will help prevent ingress of water into the bridge structure and prevent the recurrence of the surfacing failures, rutting and potholing, which have become a regular problem in recent years.
  - A fully functional protective coating on all metal parts of the structure with a life of at least 30-years with the decorative features restored to full colour and gloss using a paint system that minimises colour fade and loss of gloss.

Without completion of the works the risk of the biennial bridge inspection process identifying further deterioration is heightened considerably, this could lead to weight restrictions being enforced causing considerable impact on movement in the city centre.

16. Extensive studies and contractor engagement concluded that closure to vehicular and cycle traffic, maintaining pedestrian access, with 24/7 working is the most efficient delivery model. This approach minimises disruption and ensures the highest quality finish.

## Consultation Analysis

17. CYC has engaged with several experienced contractors to obtain their advice on the most efficient way of conducting the work with due consideration to cost, timescales and disruption to highway users and nearby businesses.
18. Streetworks have advised the need to consider the following: other ongoing construction projects nearby, the National Railway Museum Road Train, embargos, all event dates nearby, access for bar walls, blue light routes and bus diversions.
19. The closure will require further consultation from highway regulation and passenger transport teams when planning the diversion routes, including the relocation of relevant bus stops.

## Conclusions and recommendations

20. It is recommended that the required works should be progressed in line with the recommendations made in paragraph 13 of this report to minimise the risk of bridge failure or the introduction of restrictions to all highway users in future years.

## Organisational Impact and Implications

21. The following implications apply to this report:

- **Financial**

A budget of £1.9 million (including 6% contingency funding) has been allocated in the Highways Capital Programme for 2025/26 to fund the required Essential Works. No additional funding is required at this stage; however, should the project incur further costs, these will need to be covered from the existing Highways Capital budget.

- **Human Resources (HR)** - There are no HR implications in this report.

- **Legal**

It is noted there is a procurement process currently underway for all works. The terms of the proposed contract will need to be drafted by Legal Services or, in the case of a framework, reviewed by Legal Services to ensure the Council's interests are appropriately covered.

- **Procurement**

A compliant procurement process is being developed with the project team.

- **Environment and Climate action**

In delivering the maintenance work to Lendal Bridge, carbon emissions should be minimised through design, delivery, and operation; considering embodied carbon as well as emissions associated with the ongoing use and maintenance of the bridge.

The functional waterproofing system, surfacing and protective coating should be specified to consider the changing climate, with higher average temperatures and increasing frequency of heavy rainfall events.

- **Affordability** - There are no affordability implications in this report.

- **Equalities and Human Rights** - All impacts are identified in the EiA in Annex B of this report.

- **Data Protection and Privacy**

As there is no personal data, special categories of personal data or criminal offence data being processed, there is no requirement to complete a data protection impact assessment (DPIA). This is evidenced by completion of DPIA screening questions AD-07965.

- ***Communications,***

All options will require significant communications support with a robust communications plan and a high level of timely communications to support residents, businesses,

commuters, and visitors through these works. This should include considering learnings from the recent Queen Street Bridge closures and there also needs to be consideration of how this timeline fits in with the wider Local Transport Plan and the impact other projects could have on the city. This will need sufficient risk management and a separate action plan connected to the comms plan that mitigates any unforeseen circumstances.

- **Economy** - The team will need to work closely with local businesses to minimise the impacts with local businesses.

## Risks and Mitigations

22. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:

- **Strategic Risks**, arising from judgements in relation to medium term goals for the service.
- **Physical Risks**, arising from potential underinvestment in assets.
- **Financial Risks**, from pressures on budget and unanticipated additional repairs.
- **Reputational Risks**, if closures are phased this will impact residents, tourists and local economy twice.
- **Operational Risks**, if done in two phases this may lead to procurement complications, contractor availability or increased lead-in times for deferred works.
- **Public Safety Risk**, deferring works may increase future deterioration and necessitate more expensive emergency works.
- **Efficiency Risks**, as multiple return visits result in reduced contractor efficiency and loss of economies of scale.
- **Political Risks**, if further closures are required it could lead to political criticism from members and public dissatisfaction.

## Wards Impacted

The Ward where the maintenance works are to be carried out is the Guildhall ward.

## Contact Details

For further information please contact the authors of this Decision Report.

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## Background papers

**All** relevant background papers must be listed.

A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based, and which has been relied upon to a material extent in preparing the report. See page 5:3:2 of The Constitution.

## Appendices

Appendix A – Lendal Bridge Location Plan

## Annexes/Background Papers

Annex A – Lendal Bridge - DPIA screening questions

Annex B - Equalities Impact Assessment (EIA)