

Further information on Drypool Bridge

Why is Drypool Bridge being closed?

A routine investigation on Wednesday 10 April 2024 uncovered that several load bearing columns under the bridge were in a significant state of deterioration.

To address these repairs, there will be periods where the bridge will need to be fully closed to pedestrians and motorists.

To reduced disruption, we've worked hard to keep the bridge open whenever possible.

However, as the major repair and strengthening programme enters a crucial phase a second full closure is necessary.

When is the second full closure of Drypool Bridge?

Drypool Bridge will be fully closed to all vehicles and pedestrians from **Wednesday 27 May 2026** until **late July 2026**.

What works are being carried out?

Works during this second full closure will focus on:

- repairing and protecting the concrete on the river-facing side of the bridge to prevent future damage
- cleaning and repainting key structural parts to improve durability
- removing the old road surfacing and installing new waterproofing and surfacing on the west approach to the bridge
- resurfacing the road on the east side to provide a smoother, safer finish
- bearing and double column replacement works
- cathodic protection (a corrosion prevention technique) of the east fixed span
- repainting of the west fixed span fascia beam

Why does the bridge need to be fully closed for these works?

A full closure is necessary because the bridge will be in the raised position at times to allow safe access for undertaking the works.

These works cannot be carried out while the bridge is in use. Keeping it in the raised position ensures the contractors have access to areas of the structure that would otherwise be unreachable when it is open to traffic, enabling them to work more efficiently and safely.

What works have already been completed?

Since July 2025, major progress has been made. Such as -

- surfacing and nosing removed and replaced, with repairs completed on the east fixed span
- over 1,500 steel dowels installed, and strength tested
- defective concrete and rebar have been removed, and jacks and stanchions have been installed to support the bridge's load
- several concrete columns have been removed via wire saw cutting and then reconstructed, alongside general concrete repairs
- transverse beams were removed following concrete removal using high-pressure water jets and steel cutting and have been replaced allowing bearing works to commence.
- silt cleared to allow for inspection and cathodic protection works

Is there a diversion route for motorists?

Signed diversion routes will be in place for motorists via North Bridge and Myton Bridge.

Motorists are urged to take notice of the signed diversion routes and plan their journeys in advance or use alternative modes of transport, such as public transport or cycling.

Will pedestrians be able to cross the bridge?

No. The bridge will be fully closed to pedestrians during the works. North Bridge is the nearest alternative crossing point.

Will the bridge open to river traffic?

There will be times when the waterway is closed to river traffic. This will be communicated in advance to affected river users.

Will there be any traffic management during the closure?

We fully recognise that the closure will have an impact on the city's highway network.

To support the travelling public, we will be implementing the following mitigation measures:

- the use of AI technology for traffic signals at key junctions along diversionary routes
- a temporary extension of the city centre Bus Gate to ensure the continued reliability of services for the 42,000 people who use Hull's buses each day to get in and out of the city.

What is the Bus Gate and how does it affect me?

A bus gate is a short section of road that only authorised vehicles, such as buses, taxis, and emergency services, can use.

To support bus services during the temporary closure of Drypool Bridge, we're extending the operating area of the existing city centre Bus Gate. It will now run 24/7 from Guildhall Road to Dock Street, eastbound only.

This change is designed to reduce delays, encourage bus use, and ensure reliable journey times for passengers.

General traffic must divert via Wilberforce Drive / George Street, depending on the direction of travel.

We will issue warning notices only in the first instance, with the potential to enforce.

When will the repair programme be complete?

Full completion of the programme is scheduled for **winter 2026**.

Who is carrying out the works?

The project is being delivered in partnership with our contractors Esh Construction Limited and designers Mason Clark Associates.

Is a replacement bridge an option?

A new bridge would take years to develop from design concept to a start on site and years to build. A new bridge would likely be in the region of £80m plus to build.

Can Chapman Street Bridge be opened to mitigate traffic?

Our long-term infrastructure plan includes exploring options for the reopening of Chapman Street Bridge as soon as possible. Unfortunately, Chapman Street Bridge is an aged and listed structure that, at present, is not able to cope with the volume or weight of modern-day traffic.

Does Hull need new bridges? Is the infrastructure too old?

New bridges are not only expensive, but they also take many years to design and build. Further, they do not necessarily address capacity as the highways network is constrained on both sides of the river but *admittedly* do help resilience when a bridge must be *closed*.

Our city's bridge infrastructure is old and has suffered from decades of underinvestment from central government. However, we now have a long-term infrastructure investment programme, aimed at maintaining our city's bridges, statues, monuments, and fountains.

How can I stay updated?

For more information about the programme and the mitigation measures in place, visit [Drypool Bridge | Programmes – Bridges | Hull](#)

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