UPDATE: Timeline for Hammersmith Bridge PPP

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Updated to include:

- ***preferred bidder timeline***
- ***projected cost***
- ***funding structure***

The £230 million ($289m) Hammersmith Bridge restoration PPP will have a preferred bidder by Q1 2025.

Procurement for a private partner will launch in September (2023) following a market day on 3 July of this year.

The DBFM scheme will be funded in 3 equal tranches:

- Department for Transport (DfT) – £76.6 million
- London Borough of Hammersmith and Fulham (LBHF) / preferred bidder – £76.6 million
- Transport for London (TfL) – £76.6 million

LBHF told IJGlobal that the DfT's demand for the council to fund a third of the cost is "unprecedented" and "does not follow any other procurement model" for bridge projects.

To raise the requisite funds the Council may institute toll or road user charges.

The bridge – one of the world's oldest suspension bridges – was closed in 2020 due to public safety concerns and was partially re-opened in 2021 to pedestrians and cyclists whilst reinforcement works were undertaken.

Hammersmith bridge up until 2019 carried 22,000 motor vehicles a day and from August 2020, hundreds of boats travelled underneath it and 16,000 pedestrians and cyclists travelled across.

Following demand by the DfT that the crossing fully reopen, LBHF met representatives of 28 potential bidders in June 2022, who expressed interest in carrying out the full strengthening and restoration works for Hammersmith Bridge.

Following a circa 10-year construction period, the updated bridge will look almost the same as the original design due its status as a listed II structure.

As well as repairing its structural issues, its road surface will be renovated to ensure the surface is smooth and fit for purpose.

The bridge's original electric lights will also be replaced with LED light bulbs which will lowers energy use by 50%.

Advisers to the Council:

- KPMG – financial
- DLA Piper – legal
- Mott MacDonald – technical