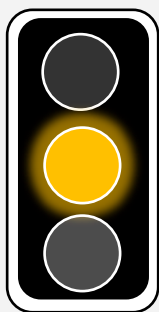
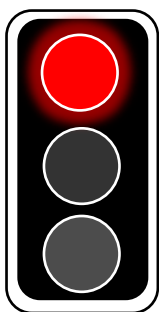
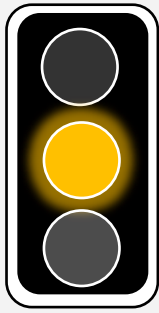
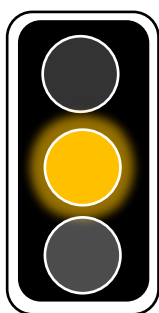
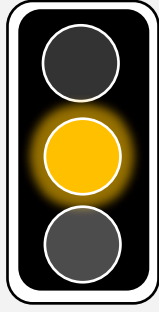


State of the City Report 2022

London's Road Network Infrastructure Health Report



Asset	Status	Trends	So What?
 4,500+ structures with an area of circa 1,800,000m²		- Spending has dropped significantly compared to previous years. - Structures overall condition has degraded - Aging bridge stock, many with legal, inspection and engineering challenges, such as listed buildings, limited design records and accessibility issues.	£211 million is needed to maintain current condition level. - Continued underinvestment will mean the risk of implementing restrictions on some road bridges crossing the city's rivers and railways, causing congestion and socio-economical disruption to people and businesses. - Bridges vulnerable to climate change, with high temperatures and the expansion of materials, plus increased scour undermining foundations.
 Over 670,000 pipes and gullies		- Asset data is collected as part of the 'State of the City' report; however, quality & currency for asset quantities has been variable across Greater London Councils. - Financial information has been provided, indicating consistent annual spend of c. £10 million, with a split 50:50 routine vs renewal maintenance.	It is not possible to currently estimate annual need based on data available: - Climate change is predicted to increase the frequency of intense or prolonged rainfall and likely to cause flooding due to the sewer system becoming overwhelmed. - Investment into SuDS and Green Infrastructure is a fraction of the financial and human cost of July 2021 floods, plus has additional public value of health and welfare benefits.
 Circa 600,000 lights using over 175 GWh of energy		- Spending has increased incrementally since 2020. - The condition of the Lighting stock has continued to decline. - The biggest proportion of expenditure is the energy costs. - Past investment focused on replacing lamps for more energy efficient LED lights, 2021/22 energy consumption has reduced by 45% compared to 2009/10.	If the current renewals investment is not raised to £34+ million: - Increased risk of column collapses, currently circa. 97,000 columns have exceeded expected service lives. - Limits the adaption of Street Lighting columns to support Electric Vehicle charging, WiFi / 5G equipment and other 3rd party equipment.
 9,300 miles of road covering 43sq miles		- Continued decline in Road Condition, increase in pot-holes - Roads spending reduced year-on-year since 2020. - Implementation of COVID Safe requirements increased works cost - Highest inflation in 20 years impacted material and labours costs, reducing quantity of work	If roads investment is not increase above the Carriageway Annual Need (£223 million) Road condition will deteriorate further, meaning more potholes. More reactive works, less proactive. - Reduced cyclists' confidence, hindering progress towards the Healthy Streets Approach.
 17,400 miles of pavements & cycleways covering 21sq miles		- Asset Condition has deteriorated - Spend on the asset has been in decline since 2019. - Additional strain on budgets to increase active travel space, due to COVID. - Cost stresses, including high inflation and additional costs to make works COVID safe.	Investment needs to be increased above Footway & Cycleway Annual Need (£66 million). If this does not happen: Further deterioration will occur, disproportionately impacting low-income households and people with mobility challenges. - Reduced active travellers, hindering progress towards the Healthy Streets Approach.

State of the City Report 2022

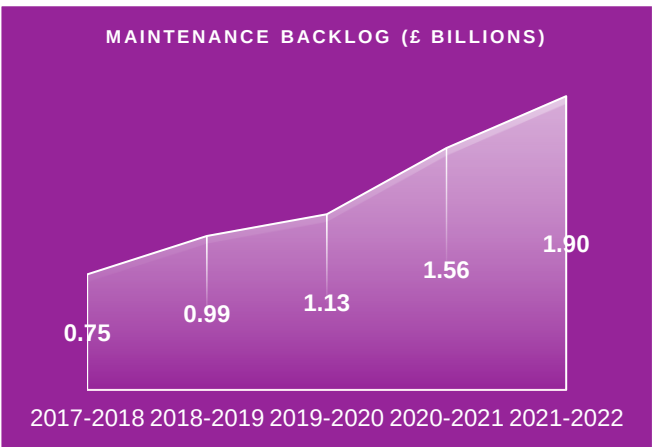
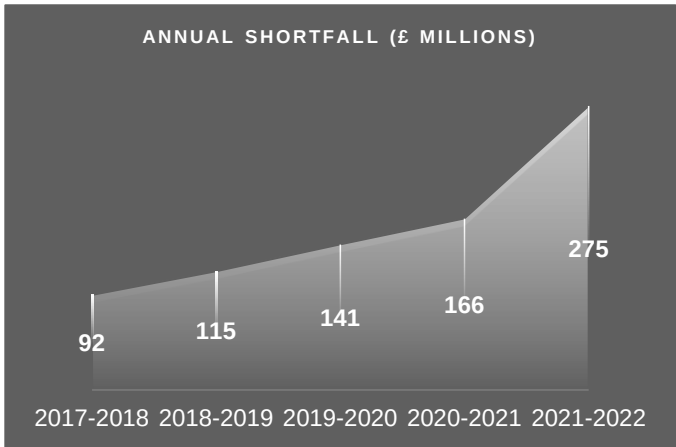
London's Road Network Infrastructure Health Report



Mind the Gap

Current and historical investment levels in local roads across London have been below levels needed to maintain a ‘State of Good Repair’, meaning the infrastructure is in managed decline, with **funding prioritised on maintaining a safe network and short-term priorities**.

The 2022 annual maintenance **funding gap** was estimated to be **£275 million (Annual Need £535 million vs reported spend £260 million)** which is a **year-on-year increase** since £92 million was reported in 2017. This shortfall, in combination with inflation, has also increased the overall maintenance backlog to **£1.9 Billion**



Priority Theme - Drainage

Surface water flooding is one of London's **top risks** due to impacts on services, businesses and infrastructure, and the associated financial and health consequences. The **road infrastructure** is estimated to be **c. 10% of the area of Greater London**, containing a significant area of **impermeable surface**.

The July 2021 floods occurred due to intense rainfall across Greater London, with **rainfall entering the combined sewer system**, overwhelming the water treatment plants, **triggering the sewage overflows** to outlet into the River Thames. However, in both instances the River Thames was at tidal peak and most of the **sewer was tide-locked preventing the discharge of waste**. The flooding is estimated **to cost insurers over £100 million in claims**, but the true costs are hidden, such as impacts to uninsured properties, emotional/mental health, physical health, tourism, economy and reputation.

Climate change is already happening, and it is projected that the **increased likelihood of intense storms** combined with a significant **increase in non-permeable surfacing** for new developments amplifying the challenges.

The **road network is part of the solution**, with **investment in collecting and sharing of information** across London, to enable a **coordinated targeted approach to prioritise and developing Sustainable Urban Drainage system (SuDS) schemes**. The utilisation of **SuDS reduces the amount of water entering the sewer system**, supporting London in becoming a ‘Sponge City’, plus **reducing the likelihood of sewerage discharge into the River Thames**.

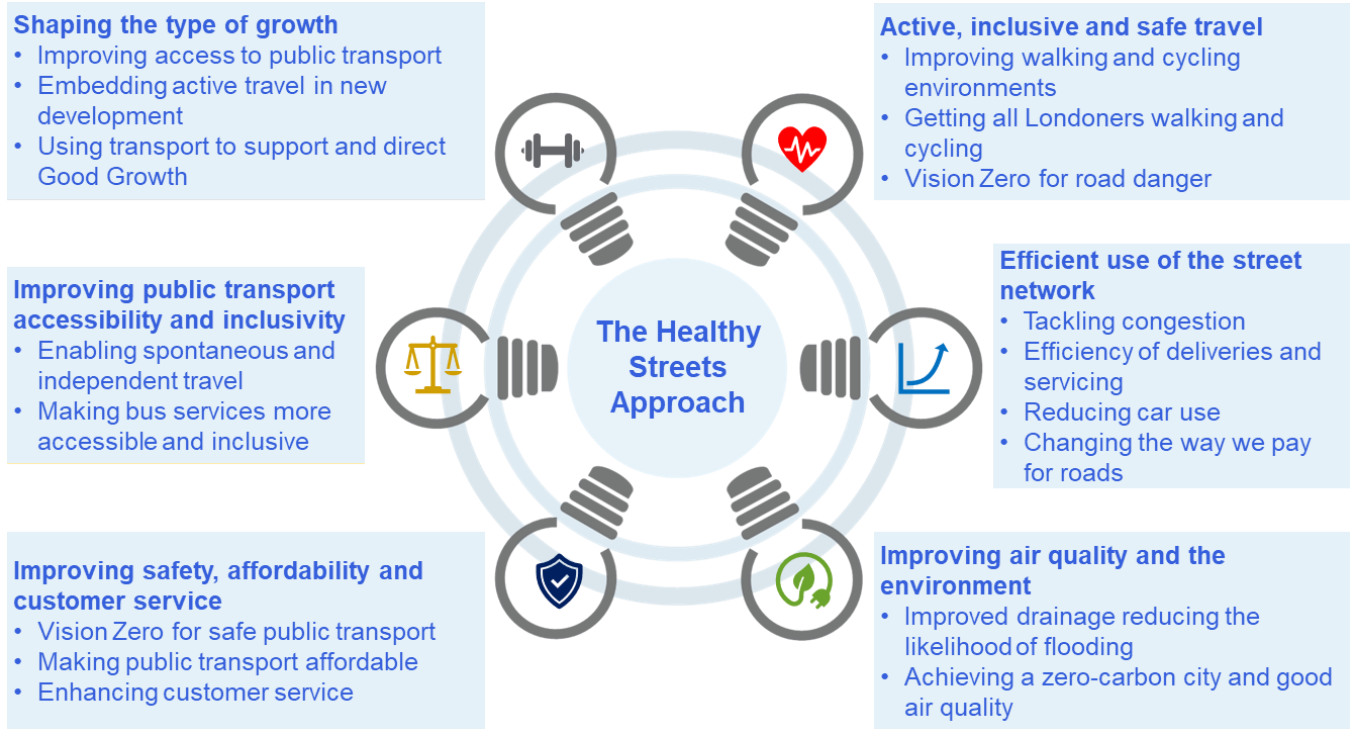
The **London Strategic SuDS Pilot (LSSPS)** study highlighted that through the delivery of retrofit SuDS, **Green Infrastructure increased the overall Benefit Cost Ratio (BCR) by 4 times** with public health and wellbeing benefiting substantially.

State of the City Report 2022

Vital infrastructure that supports London's social and economic well-being



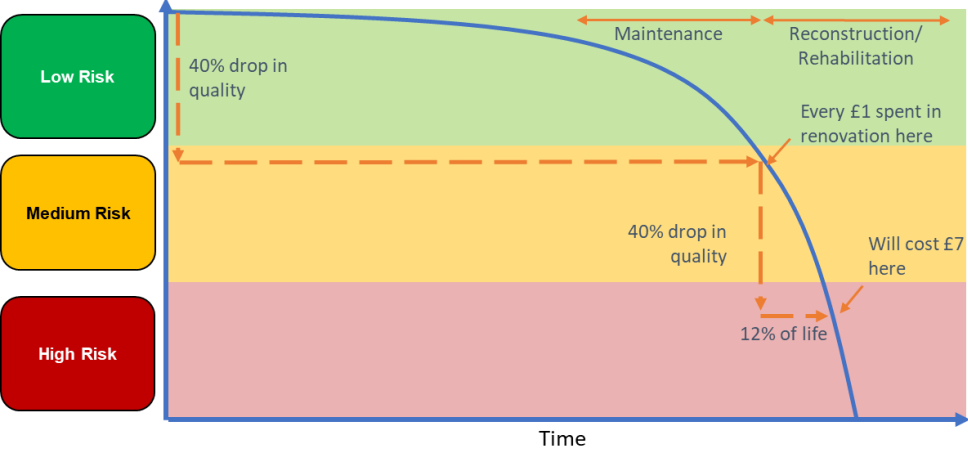
London Boroughs and Transport for London are responsible for the capital's highways. This is our sixth annual report on the state of the network, which provides a Health Report into how investment in maintaining our local road infrastructure supports the London Mayor's Transport Strategy and UK Government Objectives, with **benefits for both the capital and the wider UK economy.**



Every additional £1 invested in maintenance = £7 (minimum) Benefit

Highway maintenance investment is **lower risk** in comparison to constructing new infrastructure, and can also provide **immediate benefits** rather than longer term returns on investment. Benefits from maintenance **investment in London** may also be distributed across **other regional economies around the UK** via supply chains.

Right Intervention at the Right Time



Benefits provided by maintaining at Acceptable condition:

- Environmental – Reduced CO₂e and Air Pollution
- Safety
- Confidence in Active Travel
- Network Resilience
- Network Capacity