

State of the City Report: London's Highways 2021



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 their fifth annual report on the state of the network, which summarises 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.**

Shaping the type of growth

- Improving access to public transport
- Embedding active travel in new development
- Using transport to support and direct Good Growth

Improving public transport accessibility and inclusivity

- Enabling spontaneous and independent travel
- Making bus services more accessible and inclusive

Improving safety, affordability and customer service

- Vision Zero for safe public transport
- Making public transport affordable
- Enhancing customer service



Active, inclusive and safe travel

- Improving walking and cycling environments
- Getting all Londoners walking and cycling
- Vision Zero for road danger

Efficient use of the street network

- Tackling congestion
- Efficiency of deliveries and servicing
- Reducing car use
- Changing the way we pay for roads

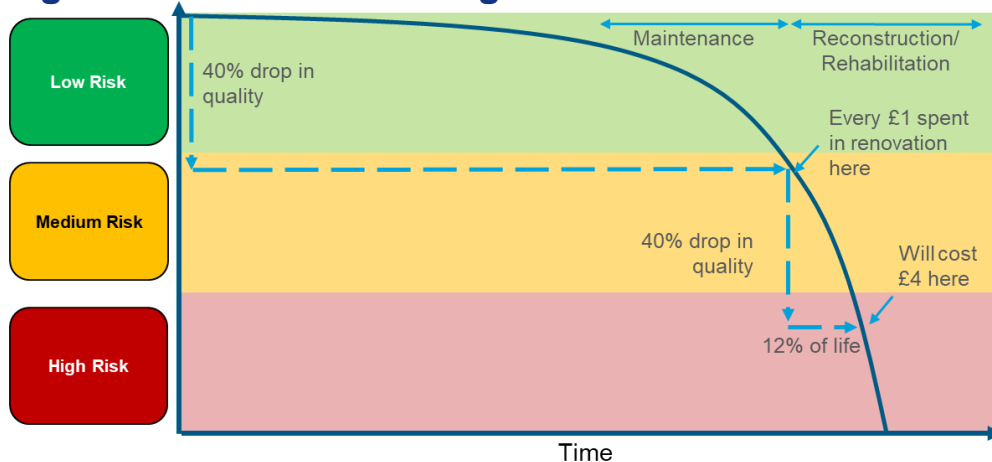
Improving air quality and the environment

- Improved drainage reducing the likelihood of flooding
- Achieving a zero-carbon city and good air quality

Every additional £1 invested in maintenance = £2.20 (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 eCO2 and Air Pollution
- Safety
- Confidence in Active Travel
- Network Resilience
- Network Capacity

What makes up London's Highways Network?



9,300 miles of **carriageways** covering 43sq miles



17,400 miles of **footways** covering 21sq miles



5,000+ **structures** with an area of over 1,000,000m²



Over 600,000 **lights** using over 190 GWh of energy



Over 670,000 **pipes and gullies**

State of the Network

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.**



Increases in traffic plus effects of climate change have contributed to the acceleration of asset deterioration. Also, years of static budgets, **equivalent to budget cuts in real terms**, exacerbated by recent high **inflation** have impacted the types and scales of works delivered. Over **80 bridges** in London are currently **substandard** and subject to restrictions. Without adequate investment, additional restrictions will be needed on more bridges, adding to existing challenges of **congestion, road safety, CO2 and air quality.**

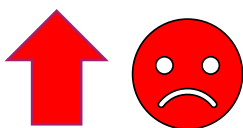
Surface water flooding is London's **2nd highest risk** due to impacts on services, businesses and infrastructure, and the associated financial consequences. **Climate change** increases the likelihood of intense storms combined with a significant increase in non-permeable surfacing. **Insufficient maintenance investment** means **highway drainage systems** are anticipated to be **overwhelmed more frequently**, impacting the lives and property of Londoners.

Most existing **street lighting** column designs and electrical standards make incorporating **EV chargers or smart sensors** a significant challenge, previous investments were focused on replacing lanterns to LED. London Boroughs have had to absorb the additional large costs.

Mind the Gap

In 2021, the annual maintenance **funding gap** was estimated to be **£166 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.

Annual Funding Gap



£166 million



Backlog



£1.59 billion