

# State of the City Report: London's Highways 2017

This is London's first annual report on its highways – roads, footways, bridges, street light and drainage. It provides key information on numbers, condition and funding – in particular the £700m maintenance backlog.

## OUR HIGHWAYS...

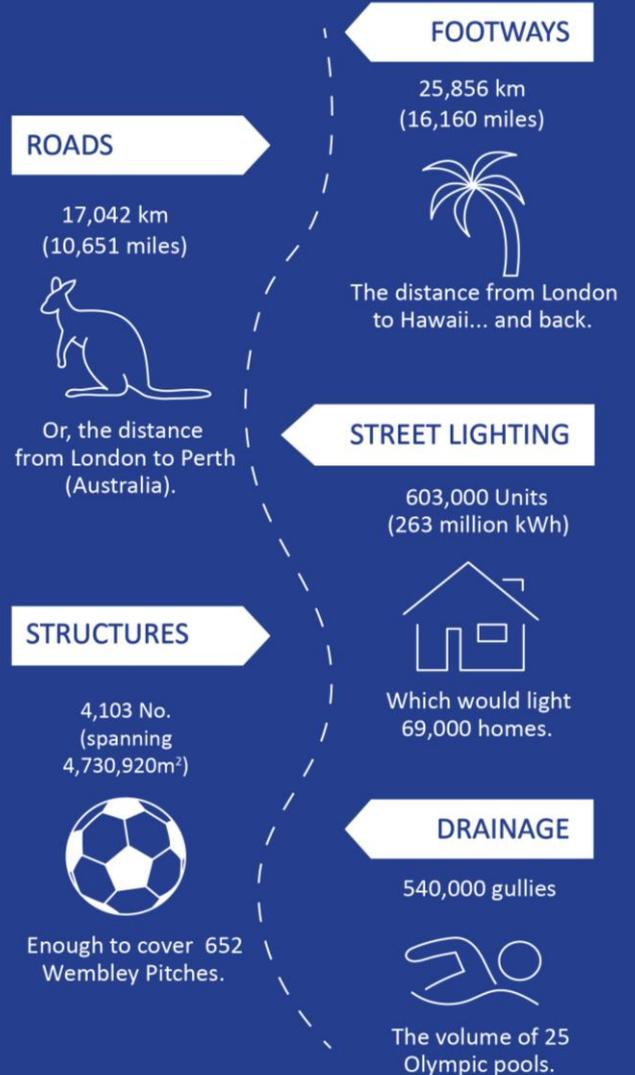
VITAL TO LONDON'S VIBRANCY, ECONOMY AND WELLBEING, we use our highways to get around every day - whether it's on foot or bike, by car or public transport. Ranging from iconic landmarks to the purely functional, highways are part of the very fabric of our capital. Yet, all too often, we take them for granted – that is, until something goes wrong – be it potholes, broken paving slabs, flooding or bridge restrictions.

It is probably fair to say that we expect the highway to operate 365 days a year, 24 hours a day – and we get frustrated when it doesn't. We don't like roads and footways with defects, and see delays caused by failed assets or roadworks as an inconvenience.

Maintaining our Capital's highways, keeping them safe and staying on top of their defects, is what the highway professionals in the boroughs do everyday. However, every year the challenge gets greater as budgets are squeezed and the defect backlog grows. Data for this report has been received for all 33 London Boroughs and TfL through the annual Status Report. The data shows that the current situation is not sustainable - our highways are in dire need of investment.

London needs a viable long-term policy on funding highway maintenance. The Department for Transport (DfT) provides funding to authorities outside London, yet treats the Capital very differently with no budget earmarked to maintain our highways. We need a fair settlement for London.

## OUR HIGHWAY ASSET IN NUMBERS...



	ROADS	FOOTWAYS	STRUCTURES	LIGHTING	DRAINAGE
ANNUAL SPEND	£142.8m	£59.0m	£90.4m	£35.6m (Capital only.)	£13.2m
ANNUAL NEED	£214.4m	£73.3m	£93.8m	£51.7m	To develop
BACKLOG	£128.2m	£261.6m	£132.5m	£207.2m	To develop

TOTAL CURRENT ANNUAL SPEND	TOTAL ANNUAL NEED	TOTAL ANNUAL SHORTFALL	TOTAL BACKLOG
£341m	£433m	£92m	£729m

## OUR GROWING BACKLOG...

LONDON'S CURRENT HIGHWAY MAINTENANCE BACKLOG IS OVER £729MILLION AND GROWING.

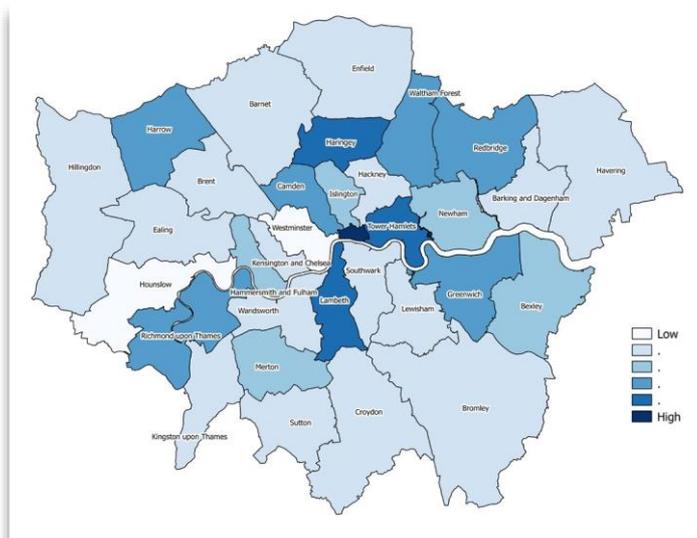
This means more potholes, more trips and slips and more defects. The annual spend of around £341million is £92million less than the minimum required just to maintain a reasonable condition. That means the backlog will continue to grow by around £92million a year, building a huge maintenance bill for future generations.

Investing the right amount in our highways is essential if we are to keep the defects in check and remove the growing backlog.

What is maintenance backlog? The cost to fix all significant defects and bring the assets to an acceptable condition.

What is an acceptable condition? It is not perfection, but the condition that is deemed adequate by customers (based on surveys) while meeting safety standards and reducing whole life costs.

In real terms, if we do not tackle the problem we face more defects, more delays and an increase in accidents, all of which will have a significant impact on London's economy and reputation.



Map illustrating backlog for all highway assets (per km) by borough.

## WHAT NEXT?

THE POLICY FOR INVESTING IN LONDON'S HIGHWAY ASSETS NEEDS TO BE REVIEWED - both at a borough and a city level. The 2017 State of the City Report, which achieved a response from all boroughs and Transport for London, builds a strong picture of asset investment and condition across the Capital, providing the basis for this important discussion.

LoTAG represents all highway authorities in London bringing together excellent asset management practice, collaboration and innovative contract delivery models, which are among the best in the UK. Through the new annual reporting process robust data will be collated and represented to deliver more effective practice and support funding at both a local level and from external funding sources.

## LoTAG WILL...

- Continue collecting, monitoring and reporting on the state of London's highways - enhancing this with new and more informative measures
- Work with all boroughs to actively promote and share good asset management practices, driving savings and efficiencies
- Champion and make the case for investing in London's highways

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