London
Liberal Democrats

A London Infrastructure Commission

Submitted by: Party member serving as an elected Member of Parliament representing a constituency in the Region
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Conference notes that:

A. London's infrastructure is owned, funded, regulated and maintained by a patchwork of bodies, including the Mayor, Transport for London, 32 borough councils and the City of London Corporation, private water and telecoms companies, national regulators and central Government. No single body has the job of making sure they work together.
B. As a particular example of one type of infrastructure, many of London's bridges and overbridges are approaching the end of their design life and responsibility for maintaining and repairing these structures is split between TfL, boroughs and the City of London Corporation.
C. Londoners continue to experience the effects of divided responsibility for bridges, including the prolonged closure of Hammersmith Bridge, the closure of Chelsea Bridge, and potential near future restrictions to traffic on Vauxhall Bridge and Waterloo Bridge.
D. London Councils and the London Technical Advisors Group publish an annual 'State of London' report on highway assets, but there is no equivalent assessment across London's infrastructure as a whole.
E. The Structures Fund launched in April 2026 provides funding aimed at "fixing failing road structures [which] local authorities cannot afford to repair alone", forming part of the 10 year infrastructure strategy
F. None of the £10bn committed for maintenance in the Infrastructure Strategy will go to transport, energy or water infrastructure.

Conference believes that:

I. Londoners and London's businesses depend on infrastructure that works reliably, is well maintained and is planned for the long term.
II. Fragmented responsibility leads to delays to essential maintenance work, unclear accountability and long-running failures that nobody is clearly responsible for fixing.

Conference calls for:

1. The Mayor of London and the Greater London Authority to establish a London Infrastructure Commission as a body with dedicated funding and real decision-making powers over critical regional infrastructure, with the Mayor, London Councils and the City of London Corporation, infrastructure operators, regulators and Government representatives as members.
2. Giving the Commission a remit covering Transport for London's network, river crossings (absorbing the Thames River Crossing Coordination Group), digital

connectivity, water, drainage, flood defences and other comparable London-wide systems.

3. Giving the Commission a London Critical Infrastructure Fund, pooling GLA Group, borough and devolved national maintenance funding (including the Structures Fund), and the power to decide how it is spent on critical regional infrastructure.
4. Having the Commission publish a rolling 30-year London Infrastructure Plan and an annual State of London Infrastructure report, setting out the condition, risk of failure and funding gap for each system, and a prioritised investment programme for critical regional infrastructure.
5. Making the Commission accountable to the London Assembly, with its budget, work programme and spending decisions subject to scrutiny and independent audit, and all decisions published.
6. Ensure that the Commission does not own or operate infrastructure and does not override boroughs' planning or highways powers beyond the agreed coordination standards.
7. Create the Commission by consolidating existing bodies, including the Mayor's London Infrastructure Group and reporting duties rather than adding to them, including by establishing it under the Mayor's existing powers whilst seeking legislation to put it on a statutory footing with its own funding and borrowing powers.
8. Use upcoming infrastructure investment strategies to prioritise the maintenance and renewal of critical London infrastructure.

Applicability: London