

LONDON INFRASTRUCTURE FRAMEWORK

MARCH 2026



LONDON
GROWTH PLAN

MAYOR OF LONDON



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Mott MacDonald was commissioned by the Greater London Authority and London Councils to prepare the London Infrastructure Framework. It was produced in collaboration with GLA, London Councils and their stakeholders.

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Foreword

Sunset over Harrow on the Hill



Credit: Gaetano Polizzi on Unsplash

Foreword

London stands at a pivotal juncture. As one of the world's great global cities, our future success depends on our ability to build the homes Londoners need, create the good jobs they deserve and maintain the transport network they rely on. Beneath all this, though, lies something more fundamental: the infrastructure that underpins and enriches every aspect of Londoners' daily lives.

London's infrastructure powers and connects our communities, keeping us moving, building, and working. Investing in our infrastructure is essential if we're to meet the Government's target of delivering 880,000 homes over the next decade. It's also crucial if we want to unleash the kind of inclusive, sustainable growth that benefits every Londoner and accelerates our city's transition to net zero.

From the delivery of the Elizabeth line, the Northern line extension and the Bakerloo line extension, to the introduction of the Night Tube and the Superloop, real progress has been made in terms of improving London's key transport infrastructure over the last decade. However, in places, ageing and fragile infrastructure means that London still risks falling short of its potential. Without bold planning and coordinated action, we're in danger of being unable to deliver the security, opportunity, and prosperity that our communities deserve.

Developed jointly by City Hall and London Councils, in collaboration with boroughs and infrastructure providers, the London Infrastructure Framework presents a bold, ambitious plan to change that. It clearly sets out the priority projects needed to unlock London's growth, aligning the ambitions of national and local government, infrastructure providers, business, and communities around a shared vision for our city's future.

Underpinning that vision are the foundations that will secure London's resilience, competitiveness, and growth in the decades to come: reliable transport networks; clean, secure energy systems; resilient water and wastewater services; strong flood protection; efficient waste and circular economy solutions; and world-class digital connectivity.

Delivering this vision – and key projects like the DLR extension to Thamesmead – demands a new approach – one that is rooted in collaboration, innovation, and resilience. We must put Londoners at the heart of our work, ensuring that everyone benefits from the opportunities that modern, well-planned infrastructure creates and supports. We must also plan for the future, and this framework is designed to encourage the long-term investment and delivery necessary if we're to meet Londoners' needs in the decades to come.

We'll all have a crucial role to play in putting this framework into action. Above all, though, success will depend on the expertise, dedication, and partnership of those who plan, build, maintain, and operate the infrastructure that keeps our city functioning and flourishing.

As we publish this framework, I call on every partner – public and private – to join us in our mission: delivering the infrastructure we need to build a fairer, safer, greener, and more prosperous city for everyone. London is the greatest city in the world, and together we can make sure it stays that way now and in the future.



Sir Sadiq Khan
Mayor of London

Foreword

If we are to realise the ambitions for inclusive economic growth set out in our London Growth Plan, having the right infrastructure in place is critical.

The need to deliver new homes, tackle climate change and respond to the demands of a growing population are all driving a renewed impetus to transform the capital's infrastructure. Modernising and future-proofing the transport, energy, digital, water and waste systems that support London's prosperity will require a long-term strategic response across the capital. The London Infrastructure Framework (LIF) sets the foundation for that coordinated, London-wide approach which will enable us to build a more resilient, sustainable and inclusive city.

Co-produced by London Councils and the GLA, the LIF sets out a comprehensive, evidence-led view of London's strategic economic infrastructure needs to 2050. It identifies a portfolio of schemes across our transport, energy, digital, water and waste sectors and presents a prioritised set of interventions that reflect city-wide priorities, long-term value and strategic impact.

Developed through extensive technical analysis and engagement with boroughs, utilities, regulators and business groups, the LIF brings London together to provide a clear and aligned voice on our shared infrastructure ambitions. It will strengthen our collective ability to influence government, regulators and private investors, as well as supporting more coordinated decision making across boroughs. It will help to unlock investment, accelerate inclusive growth, support the delivery of new homes and build long-term resilience for the capital.

The LIF will continue to evolve, with the prioritised list and accompanying evidence designed to inform political discussions, engagement with national partners and the development of delivery pathways. While it provides the basis for a new approach to infrastructure planning in the capital, its success will depend on our collective leadership and a commitment to championing London's shared infrastructure needs.

We must all work together to help realise the ambitions set out in this framework and ensure London has the infrastructure needed to support our communities, businesses and economic growth for decades to come.



Cllr Claire Holland
Chair of London Councils

London infrastructure: enabling growth, homes and resilience

Embankment



Credit: Greater London Authority/Caroline Teo

Enabling growth, homes and resilience

London's story has always been written in infrastructure. From the River Thames and Roman roads that established the foundations of the city, to the railways and underground network that bound the metropolis together, the water and energy systems that made dense city life possible and digital connectivity which underpins London's attractiveness as a global centre for business. Each wave of investment has enabled London to reinvent itself and, in doing so, to shape the world beyond it. The city's most recent chapter with new cross-city rail, leading the way on cleaner air, expanding active travel, and smarter energy systems, shows how London has continued driving investment into the right infrastructure to unlock homes and jobs, reduce emissions and improve quality of life.

London's next chapter demands the same ambition. London's population and economy are growing and evolving. Cleaner transport and heating, a digital economy powered by connectivity and data, and the realities of climate risk are reshaping what the city needs from its infrastructure systems. Despite its economic potential, London is now hitting the limits of a system designed for a different era. Grid constraints and outdated regulatory frameworks will hold back London's growth potential, slow the decarbonisation transition and restrict the data-centre capacity that the capital's businesses and public services rely on.

London government has come together to agree the strategic economic infrastructure requirements to support the city's growth, housing delivery and resilience and make London a great place to live and work. The London Infrastructure Framework (LIF) sets out the schemes required to secure reliable heat and power, clean and plentiful water, resilient drainage and flood defences, high-capacity digital connections, and frequent public transport connections. The LIF sets out how this can be planned and delivered as an integrated system, not as isolated projects. Getting this right is how we will build more homes faster, support productive and inclusive growth, and improve London's sustainability and resilience.



London communities Credit: Greater London Authority / Eleanor Bentall

Two strategic London-wide documents guide the Mayor's and London's local authorities' approach to delivering on the economic, housing and resilience needs and ambitions of the capital. The 2021 London Plan sets out how London will grow spatially and the form that growth takes in residential and commercial developments, as well as public and green open spaces. The London Growth Plan (2025) articulates London's approach to delivering economic growth and supporting the key sectors that will underpin the city's long-term growth and prosperity. In line with national government's six missions approach, the London Partnership Board also focusses on six missions for London through a collaborative approach to address London's key challenges in housing delivery, growth, and energy among others.

The LIF provides a single pan-London view of the critical economic infrastructure required across transport; energy; water, wastewater and flood risk; waste; and digital connectivity and data centres. Building on the London Growth Plan, the LIF identifies the strategic infrastructure that must be prioritised to unlock housing and economic growth to 2050, and it creates a shared platform for London government to set out clear, consistent priorities to national government, regulators and investors. As well as shaping a coordinated investment pipeline, the LIF highlights the system changes needed to accelerate delivery, from unlocking investment opportunities and strengthening regulatory frameworks to improving resilience, developing skills and exploring place-based approaches that package projects to deliver greater impact.

So much is on the line. Without a clear understanding of London's infrastructure needs, their interdependencies, and how they will be delivered in our communities, the city risks falling behind its international comparators. This could make it harder to deliver the homes and growth London needs, place pressure on ageing infrastructure, and challenge the city's resilience in the face of climate change. Yet the LIF shows that these risks are not inevitable. Through strong engagement and a long-term, coordinated approach to infrastructure planning, the LIF provides a positive and practical path forward. It gives London a clear framework to strengthen its resilience, support delivery of new homes and the growth of businesses, and maintain its competitive edge and Londoners' quality of life for decades to come.

The LIF sets out a portfolio of projects that will deliver on London's infrastructure needs. It provides a framework for the start of a conversation between public sector and private sector stakeholders for establishing investable prospects for schemes. And, as the world is dynamic and evolving, the intention is for the LIF to be a live tool for assessing the progress of existing schemes and accommodating the addition of new schemes.

London's infrastructure priorities

London government has identified a Priority List of infrastructure schemes (and bundles of schemes) that are most critical to unlocking the city's long-term ambitions for growth, housing delivery and resilience. From a portfolio of 150 schemes across transport, energy, water and wastewater, flood risk, waste, and digital connectivity and data centres, the top one-third have been prioritised for their strategic impact and their ability to strengthen London's capacity to meet future demand.

These schemes, spanning city-wide programmes such as major rail and tube upgrades, electricity transmission reinforcements, strategic heat networks, wastewater treatment modernisation, new water-resource options, waste-system renewal and upgrades to London's digital backbone, represent the interventions that will deliver the greatest benefits across all three core outcomes of the London Infrastructure Framework: inclusive economic growth, enabling new and existing homes, and building a climate-resilient and secure city.

These priorities have been identified through a rigorous, evidence-led process that reflects a mature, city-wide consensus. This was supported by extensive engagement with boroughs, utilities, industry, and regulators, and by a methodology designed to assess projects fairly across sectors.

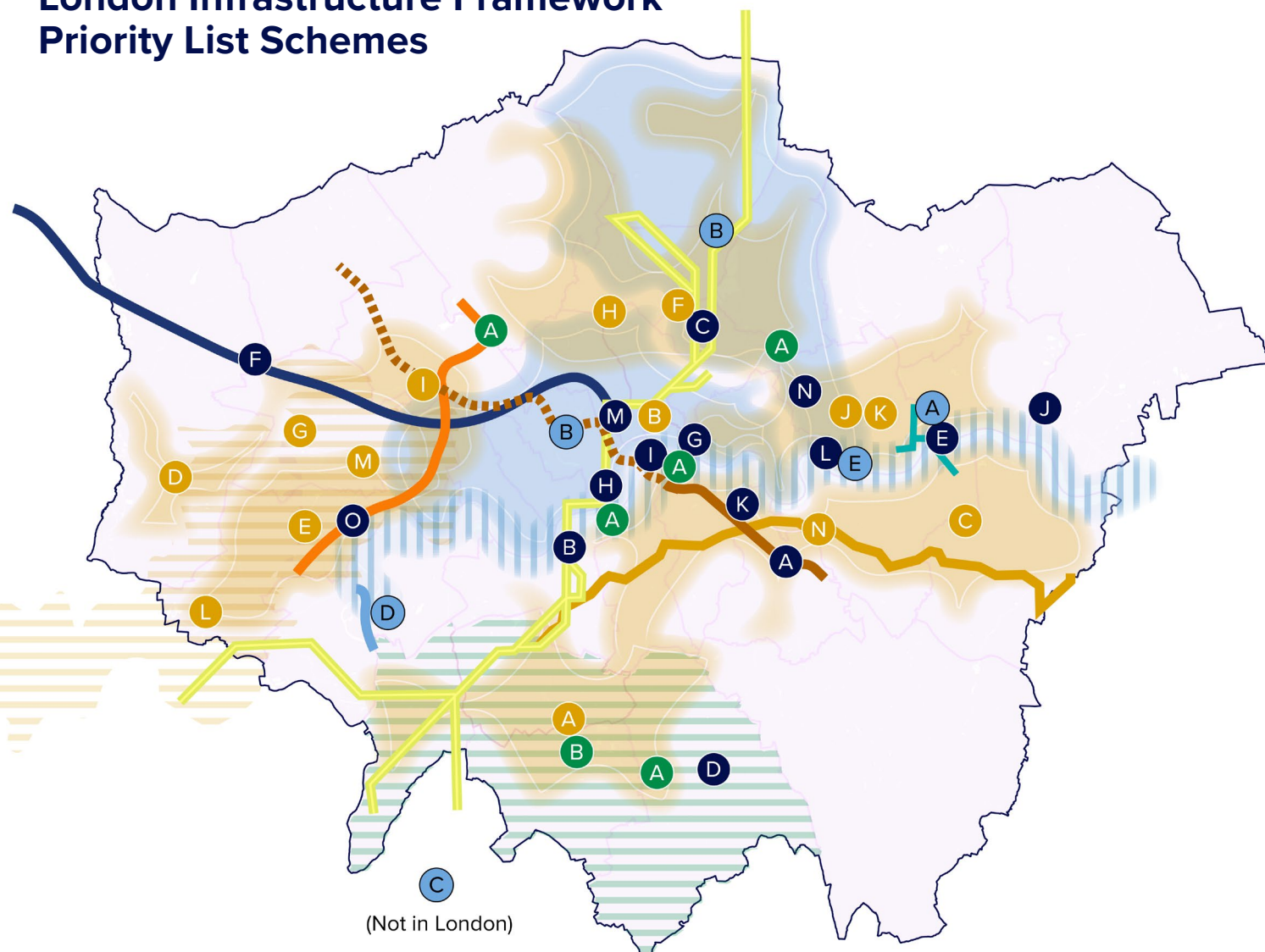
By setting out a clear Priority List alongside a wider Portfolio, London government is providing clarity to national government, regulators and investors on where collective effort is most needed, signalling readiness to work in partnership to shape, fund and deliver the infrastructure that will keep London thriving to 2050.

Delivering London's infrastructure through partnership

Delivering the ambitions of the LIF will require strong, long-term partnership across London government, national government, investors, utilities and the wider delivery system. London's scale, productivity and role as the UK's economic engine create clear opportunities for investment, while also placing pressures on infrastructure systems that must adapt to growth and decarbonisation ambitions. With a stable governance landscape and a track record of collaboration, London offers an attractive environment for shaping strategic infrastructure investments, making this an important moment to bring public and private partners together to support delivery.

The LIF provides the shared platform needed to do this. By establishing a cross-borough, cross-party consensus on the schemes most important for London's long-term growth, housing and resilience, the Framework brings consistency and clarity to discussions with stakeholders. London government will continue to work with public and private partners to refine schemes, develop investable propositions and explore mechanisms that can help accelerate progress. This collaborative approach is essential to delivering the infrastructure that London's communities and businesses rely on, and to ensuring the benefits of investment are shared across the city.

London Infrastructure Framework Priority List Schemes



London-wide

Transport

- Bridges and Tunnels Programme
- Bus Services Programme (including electrification)
- Heavy Rail Signalling, Rolling Stock Upgrades and Line of Route Upgrades
- Safe and Healthy Streets programme
- Step-Free Station Delivery (Step free access / Access for all)
- Strategic Roads & Roads Maintenance Programme
- Suburban Rail Metroisation Programme
- Tube / Overground / DLR / Tram rolling stock and signalling upgrades for renewing and maintaining the network

Energy

- Social Housing Retrofit

Water, wastewater & flood risk

- Leakage Transformation Programme
- Smart Water Metering Expansion

Waste

- London Circular Economy Construction Hubs

Digital connectivity & data centres

- Broadband In-fill
- Digital Connectivity for Growth
- Fibre Supported Public Services

Specific area

Transport

- A Bakerloo Line Extension and Upgrades*
- B Clapham Junction Upgrades
- C Crossrail 2
- D Croydon Area Remodelling Scheme
- E Docklands Light Railways Extension
- F HS2 Delivery in London
- G London Liverpool Street Redevelopment
- H London Victoria Masterplan
- I London Waterloo Masterplan
- J New Beam Park Station
- K New Surrey Canal Windrush Line Station
- L New Thames Wharf DLR Station
- M Redevelopment of Euston Station
- N Stratford Station Improvement
- O West London Orbital

Energy

- A Beddington SHNA Strategic Heat Network Area
- B Central London Strategic Heat Network Area (Westminster Advanced Zoning Programme, East London Energy Advanced Zoning Programme)
- C Cory Strategic Heat Main 1 / Crossness and South Bermondsey Strategic Heat Network Area (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme)
- D Hayes and West Drayton Strategic Heat Network Area
- E Mogden and Twickenham Strategic Heat Network Area
- F National Grid Electricity Transmission - North London
- G National Grid Electricity Transmission - West London

Energy (continued)

- H North London Waste Authority Strategic Heat Network Area (Enfield Advanced Zoning Programme)
- I Old Oak and Park Royal Development Corporation Strategic Heat Network Area (OPEN, OPDC Advanced Zoning Programme)
- J Royal Dock Strategic Heat Network Area (East London Advanced Zoning Programme & Barking and Dagenham Advanced Zoning Programme)
- K Royal Docks Distribution Heat Network Bundle (East London Advanced Zoning Programme & Barking and Dagenham Advanced Zoning Programme)
- L Scottish and Southern Electricity Networks Strategic Development Plan North Hyde and Laleham
- M Scottish and Southern Electricity Networks Strategic Development Plan Willesden and Ealing
- N London Power Tunnels 2

Water, wastewater & flood risk

- A Beckton Sewage Treatment Works and Waste Heat
- B Established Surface Water Catchment Partnerships (Lee Valley and Central London)
- C South East Strategic Reservoir Option (White Horse Reservoir)
- D Teddington Direct River Abstraction*
- E Thames Estuary 2100

Waste

- A London Waste Transfer Station Upgrades, Development and Replacement Programme
- B South London Intensification Programme

*Please see Appendix A and Endnotes for additional clarification on these schemes.

Actions

To realise the opportunities set out in the LIF, London government should:

- 01. Build the case for government backing:** Demonstrate a powerful case for investment in our continued growth and work together with key partners to promote the LIF Portfolio and London's priorities to Government.
- 02. Create an infrastructure delivery champion to secure public and private investment:** Develop the business case that identifies a clear rationale, scope and outcomes of a delivery champion that provides the capital, leadership, expertise and ability to progress investable projects.
- 03. Regularly update the London Infrastructure Framework:** Leverage the LIF's established robust prioritisation framework to periodically update the LIF Portfolio.
- 04. Seek greater fiscal autonomy to deliver long-term infrastructure:** Make the case to national government for fiscal devolution and to secure stable, long-term infrastructure funding to support relevant LIF schemes.
- 05. Strengthen system-wide resilience:** Convene key resilience partners to develop a new approach that embeds resilience considerations across infrastructure planning to better prioritise future investment.
- 06. Adopt place-based infrastructure portfolios:** Work with local authorities and Sub-Regional Partnerships to move beyond sector-specific pipelines toward joined-up, coordinated planning across infrastructure types.
- 07. Cultivate the skills and supply chains to deliver infrastructure:** Strengthen engagement with the supply chain and workforce needed to deliver the long-term pipeline identified in the LIF, aligning with London's Inclusive Talent Strategy.
- 08. Accelerate innovation and smarter use of data:** Work with partners to pilot new technologies and innovative uses of data that save money, improve resilience, and demonstrate scalability of emerging technologies.
- 09. Align regulation with London's needs:** Enable cross-sector regulatory reform that addresses challenges and priorities, such as the need to invest ahead of demand and identifying inefficiencies and interdependencies.

Introduction

View towards London skyline



Credit: Greater London Authority/Caroline Teo

London's infrastructure context

The LIF sets out London's critical economic infrastructure requirements to unlock new homes, create jobs, and deliver sustainable and resilient growth. It focuses on the National Infrastructure & Service Transformation Authority's (NISTA's) definition of economic infrastructure: transport; energy; water, wastewater and flood risk management; waste; and digital connectivity and data centres.

It provides a single, pan-London view of priorities that serve multiple boroughs and support the ambitions of the London Growth Plan and the London Plan. The case for refreshing the framework has also been shaped by the Growth Plan's ambitions as well as the scale of future need, particularly the expectation that London has a target to deliver 880,000 homes over the next decade, which the ongoing work on the London Plan is seeking to plan for spatially. This updated framework builds on the first London Infrastructure Framework published by London Councils in 2023.

With the London Growth Plan in place and the next London Plan in development, London needs a way of prioritising infrastructure projects that unlocks homes and delivers growth. This LIF refresh provides that joined-up vision and set of priorities. The LIF also aligns to wider changes in the infrastructure sector, particularly the 10-year National Infrastructure Strategy and the UK Infrastructure Pipeline led by NISTA.

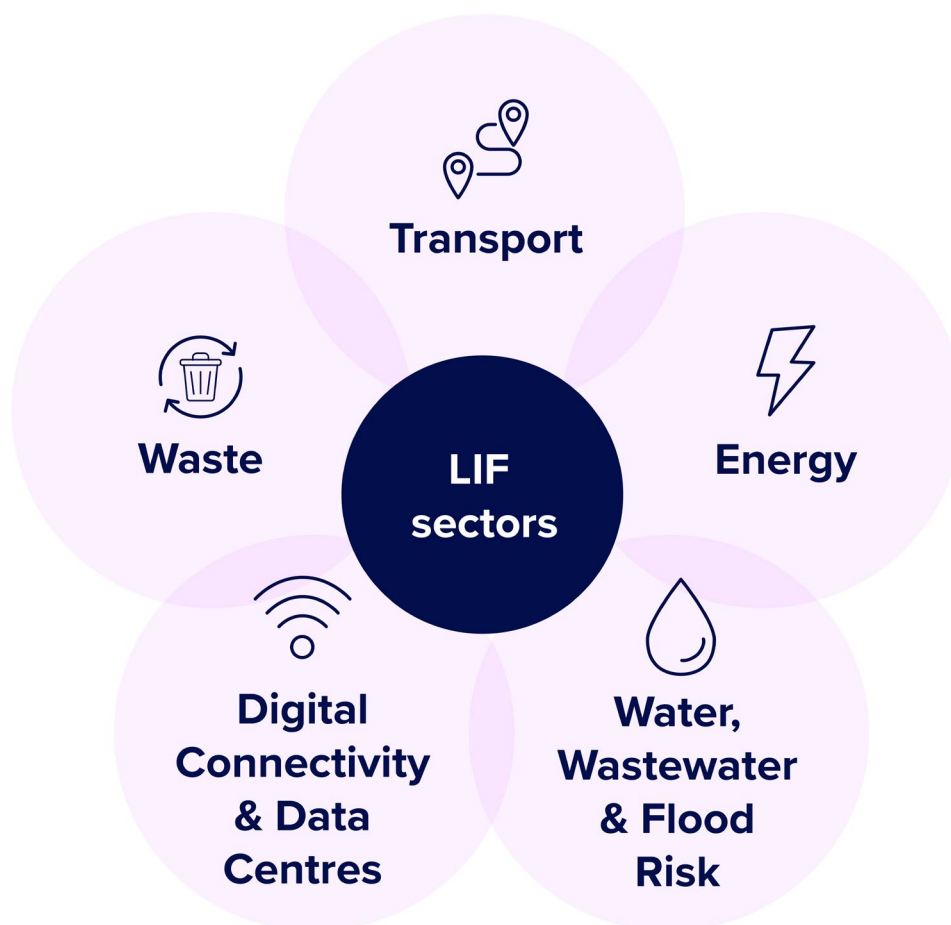
The LIF gives government (national, regional and local), regulators, utilities and investors a shared understanding of infrastructure priorities. This coordination is further strengthened by recent legislative developments: under the English Devolution and Community Empowerment Bill, certain non-departmental public bodies will be required to 'have regard' to the shared priorities of Local Growth Plans. As our shared priorities may be published through documents such as the LIF, this provides a clear route for London's infrastructure ambitions to be given formal consideration across the wider public sector.

While social and green infrastructure sit within separate strategies, including the London Green Infrastructure Framework (LGIF), the work is being coordinated so that decisions on economic infrastructure are developed with a clear understanding of their implications for green space, surface water management and community facilities. This alignment ensures that London's economic, social and environmental infrastructure plans reinforce one another and shape a coherent, city-wide investment approach.

Setting the ambition for London's infrastructure

The purpose of the LIF is to:

- 01.** Identify a list of **strategic priority infrastructure projects** with London government cross-party support to unlock economic and housing growth and resilience across the city up to 2050.
- 02.** Form a single point of reference for local and regional **London government to speak with one voice** about infrastructure priorities to government and private investors.
- 03.** Support case making to **national government for strategic investments** and types of intervention, by providing evidence on benefits and trade-offs.
- 04.** Highlight opportunities for **private sector investment** into specific infrastructure projects as well as the aggregated opportunities, e.g. heat networks.
- 05.** Identify the systemic barriers that constrain delivery, including regulatory, technical, commercial, capacity and skills challenges, and set out the areas where further **collective action or future recommendations** will be needed to accelerate infrastructure delivery across London.



Why the London Infrastructure Framework matters

Unlock the homes and jobs London needs:

The LIF prioritises infrastructure where it unlocks major housing and employment by extending and improving public transport, accelerating power capacity where it constrains development, and rolling out heat networks to support net zero.

Futureproof London's infrastructure to 2050:

London's infrastructure systems must adapt to a future shaped by population growth, decarbonisation, new technologies, and rising climate risks. Existing infrastructure requires renewal investment to ensure it remains safe, reliable and well-maintained to balance the needs of today's residents and infrastructure that supports further growth. The LIF provides a long-term, 2050-aligned view of what the city's core economic infrastructure must deliver.

Shift utilities from 'case-by-case' to 'strategic':

Regulated utilities largely have existing funding routes, but processes must change. In energy, for example, the new Regional Energy Strategic Planning (RESP) framework from Ofgem/ National Energy System Operator (NESO) supports earlier, better-coordinated planning across electricity, gas and hydrogen, helping London to invest strategically and reduce connection delays. This is a step in the right direction, but we must continue to advocate for a better approach for Londoners and businesses. The LIF, alongside its Annexes, sets out a clear, pan-London view of long-term need, and it identifies where regulatory, commercial and delivery processes must change to allow investment ahead of growth, reduce connection delays and strengthen resilience.

Address system resilience and security:

Climate risk, surface water flooding, sabotage and interdependency failures threaten reliability. The LIF embeds resilience by considering system resilience across sectors to protect performance while growth accelerates; highlighting interdependencies of infrastructure to security risks; and considering climate resilience and adaptation.

Close the skills and delivery gap:

London's continued growth requires more people with the right skills to plan, deliver and maintain infrastructure. The LIF enables the link from infrastructure delivery to the Growth Plan's talent and inclusion actions for public and private programmes to support the mobilisation of the workforce at pace.

One London voice: The LIF enables London government to present a joined-up, evidence-led investment case, compatible with NISTA's 10-year strategy and pipeline, so that funders see scale, certainty and co-benefits.

Link to London Growth Plan and London Plan

Delivering the Growth Plan: The Growth Plan sets out a ten-year ambition to boost productivity, widen inclusion, accelerate green growth, support polycentric growth, and strengthen London's global role. It sets out plans for: publishing the LIF, extending public transport to unlock housing, speeding up electricity connections, and expanding digital connectivity. The LIF is the infrastructure delivery framework for this vision, helping to shape a clear pipeline that strengthens London's offer to investors and supports the mobilisation of infrastructure.

Supporting good jobs: The Mayor has committed to creating 150,000 good jobs by 2028. LIF priorities enable those jobs, through construction, supply chains and by unlocking places for the Growth Plan's high-growth sectors and town centres.

Responding to growth sectors: The Growth Plan highlights frontier innovation sectors (e.g., AI, life sciences and creative industries); financial, professional and business services; creative industries and technologies; international education; and the experience economy and the clusters where they thrive. The LIF priority schemes have been assessed, in part, based on their ability to support these sectors' growth.

Aligning to the London Plan: The Greater London Authority's (GLA) 2021 London Plan is the current Spatial Development Strategy for London. The Towards a new London Plan consultation set out core priorities for the next Plan to support economic growth and unlock delivery of the homes Londoners desperately need. The LIF complements London's strategic spatial development plans by spelling out the infrastructure priorities and interdependencies that need to be managed to make this growth deliverable, and it is already informing the work that is underway for developing the next London Plan (Draft expected in Summer 2026 and adoption in 2028). The LIF will be updated (in line with the intention for it to be a live document) once the new Plan has been finalised, as it may necessitate new infrastructure requirements.

How to navigate the London Infrastructure Framework

We recognise that readers will have different areas of interest. To help with navigation, each ambition is signalled throughout with the following symbols:



Transport



Energy



**Water, Wastewater
& Flood Risk**



Waste



**Digital Connectivity
& Data Centres**

How we have engaged



Credit: Greater London Authority / Kois Miah

Shaping the London Infrastructure Framework through dialogue

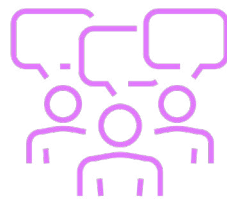
To build a shared, evidence-led set of priorities for London, we ran an inclusive, transparent and iterative engagement process throughout the development of the LIF. This process gathered data and insight, tested emerging findings, co-designed and validated the prioritisation assessment, and provided strategic oversight.

London's partners in shaping the London Infrastructure Framework

We brought together stakeholders spanning London's growth and delivery system to ensure a truly pan-London view:

- Boroughs and Sub-Regional Partnerships
- GLA family and London Plan/London Growth Plan teams
- Regulators and utilities (energy, water, wastewater, flood risk, waste, digital/data centres)
- Industry, developers and infrastructure operators
- Business representatives (via BusinessLDN)

For further detail, please refer to Appendix B - How we engaged.



14

Workshops

with sector experts, including industry representatives

22

Stakeholders

attended a BusinessLDN breakfast and workshop



56

Responses received

to the survey and proforma issued to Local Authorities, the Sub-Regional Partnerships and industry stakeholders

417

Schemes submitted through the survey and proforma issued to Local Authorities, the Sub-Regional Partnerships and industry stakeholders



London Infrastructure Framework vision



King's Cross Tunnel

Credit: Tom Parkes on Unsplash

London's vision for growth

The London Growth Plan and the 2021 London Plan set out a clear vision for how the city's economy will thrive in the years to come and deliver on ambitious targets to build the homes that Londoners need. World class, robust and resilient infrastructure is needed to meet this vision for inclusive growth, housing and decarbonisation in the face of climate change.

Outcomes that support the vision

Across both the London Growth Plan and the next London Plan, three outcomes are critical to supporting the vision for London's growth. These are:



Inclusive growth & productivity
capacity that enables business expansion and distributes agglomeration¹ benefits and higher productivity across a polycentric London so the gains of growth are shared more equitably.



Homes enabled & maintained
infrastructure capacity and reliability where it unlocks and accelerates new housing delivery and supports existing homes.



Resilience
resilient system that protects people, places and the economy while supporting the net zero transition and protects against climate or security risks.

What does the London Infrastructure Framework do?

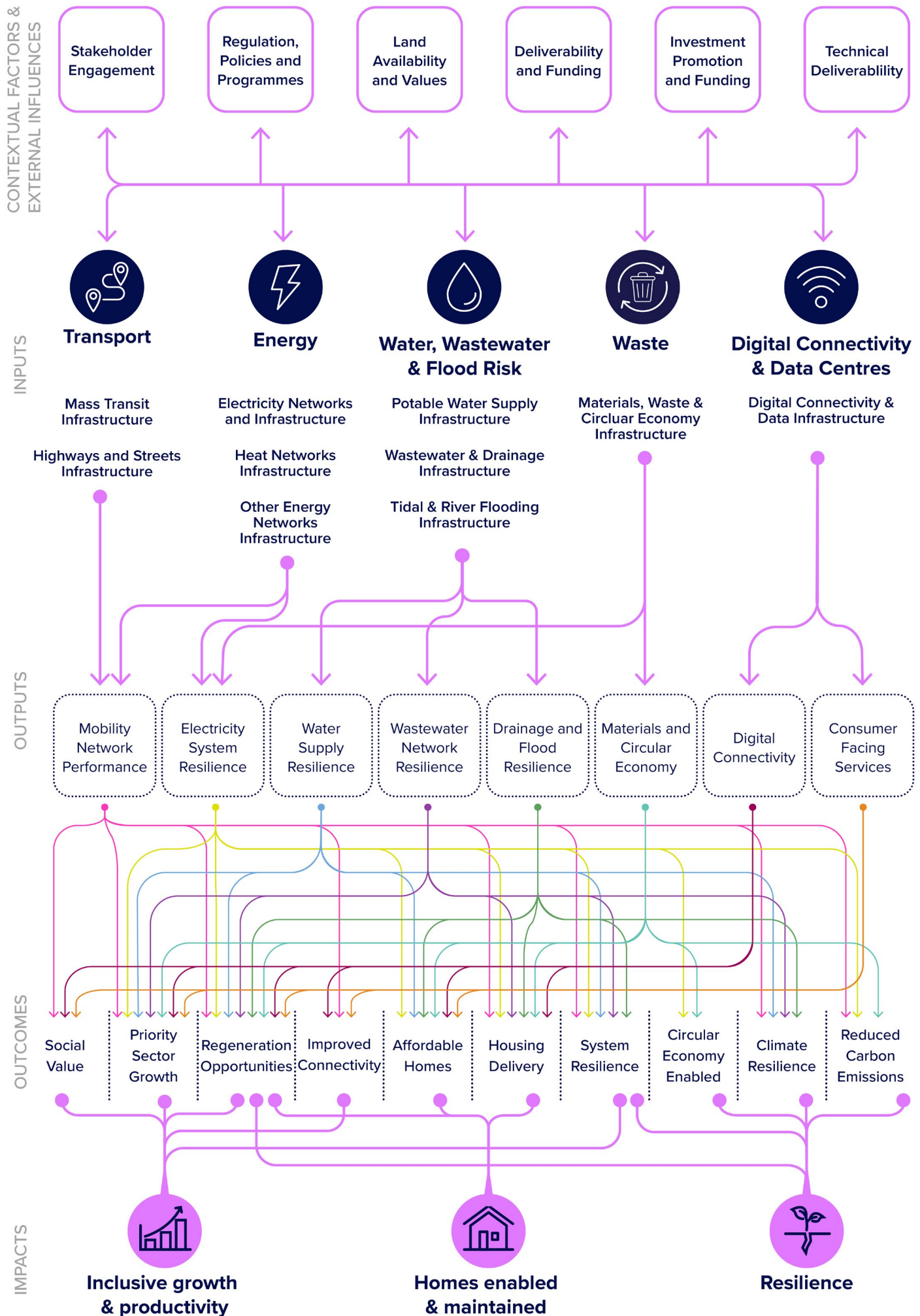
The LIF sets out the economic infrastructure London needs to realise this vision, sequencing upgrades and new capacity where they unlock the most homes and jobs, embed resilience, and support decarbonisation across transport, energy, water and wastewater/flood risk, waste, and digital connectivity/data centres.

How infrastructure helps meet London's objectives

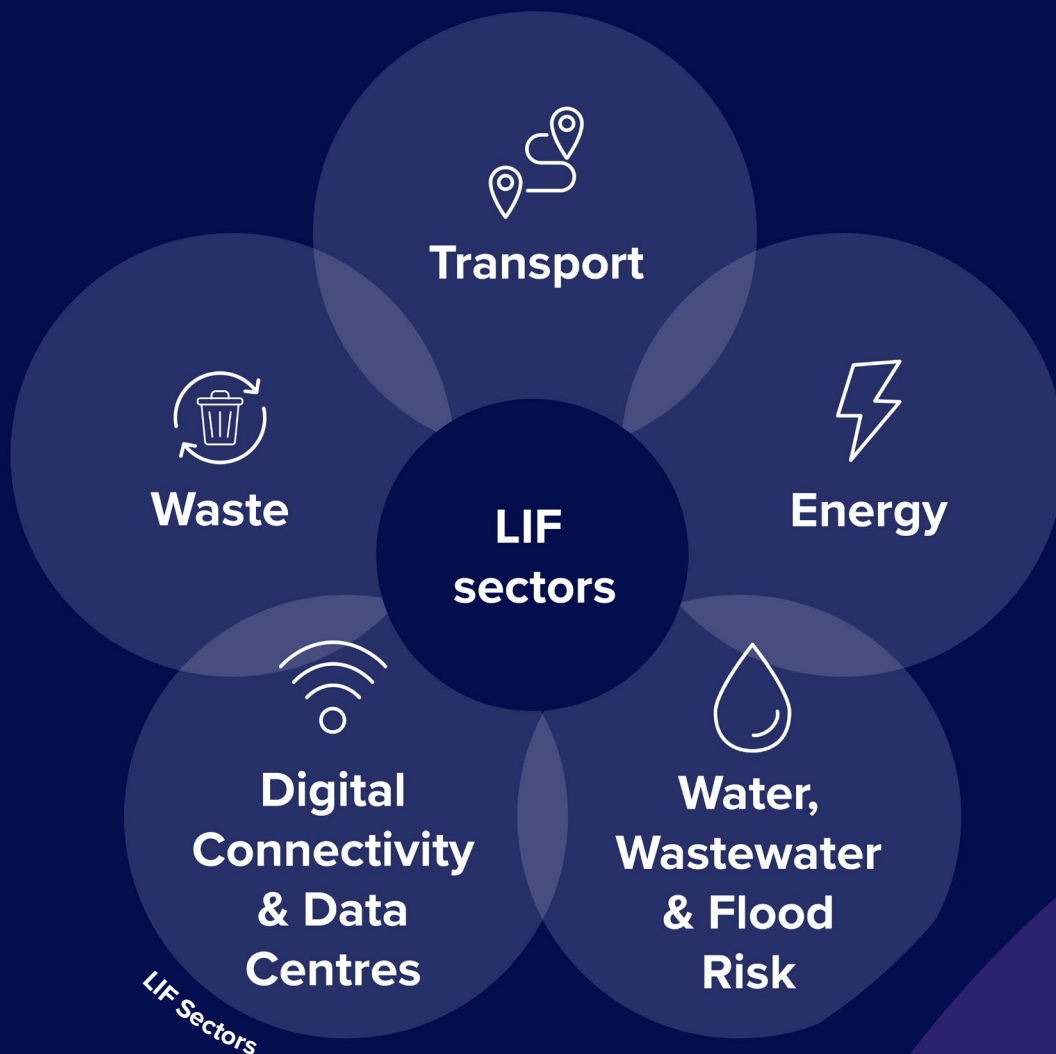
All infrastructure investment should help achieve the broad impacts we want to achieve for London: economic growth and productivity, housing for new and existing communities, and resilience for the climate and for infrastructure systems. To articulate how infrastructure drives these impacts, we developed a case for change, which demonstrates how an infrastructure investment (for example, net zero energy infrastructure) leads to specific outputs (like lower carbon energy), that leads to specific outcomes (such as reduced carbon emissions), and the ultimate impact we want to achieve (climate resilience).

This approach was informed by systems mapping that was co-created with stakeholders. The mapping:

- Captures the causal links from interventions (e.g., power capacity, transport access, heat networks, drainage upgrades) to outputs and then to the three outcomes.
- Visualises interdependencies across sectors to identify constraints and co-benefits (e.g., power–housing, transport–employment, drainage–resilience).
- Identifies enablers (funding routes, regulatory levers, delivery readiness) and constraints (connection delays, supply-chain capacity) that affect delivery.



Economic infrastructure sectors



Economic infrastructure sectors

The LIF follows NISTA's categorisation of economic infrastructure and includes:



Transport



Energy



**Water, wastewater
& flood risk**



Waste



**Digital connectivity
& data centres**

As well as ensuring that London's residents and businesses have the mobility, power, water, waste solutions, and digital connectivity they need day-to-day, these sectors are critical to unlocking housing and economic growth, supporting London's net-zero transition, and strengthening resilience across a complex, interconnected city.

There are wider requirements beyond the NISTA infrastructure categories, which are the focus of other frameworks. Green and social infrastructure sit outside the definition of 'economic infrastructure.' They are covered by separate strategies such as the LGIF², which uses an interactive London-wide web-map to show where new or improved green infrastructure would deliver the greatest multifunctional benefits to guide investment. Strategies and programmes are being coordinated to ensure that economic infrastructure decision-making considers the implications for both green and social infrastructure.

The following section provides a sector snapshot for each one of the infrastructure sectors. Each sector snapshot provides:

- 01.** An overview of the sector and its role in London's growth and functioning.
- 02.** Key recently completed schemes that have strengthened capacity or reliability.
- 03.** Impacts on homes, growth and resilience.
- 04.** Sector trends and service challenges shaping demand and delivery to 2050.
- 05.** Interdependencies with other sectors, recognising that energy, transport, water, waste and digital systems cannot be planned or delivered in isolation.

Together, these snapshots establish a shared understanding of London's infrastructure needs before moving to the LIF's prioritised schemes and recommendations. A separate document accompanies the LIF which provides a more detailed evidence-led review of sector trends and service challenges.

Transport



London's backbone

Transport is the backbone of London's growth. It moves people and goods across rail, Tube, bus, road, river and air, and in doing so underpins housing delivery, economic vitality and access to opportunity. As London plans to 2050, transport must deliver connectivity and act as a catalyst for homes, jobs and decarbonisation. Maintaining and enhancing the current infrastructure is as important as delivering new transport schemes to enable a safe, reliable, and well-maintained network.

Recent investments

Recent delivery has strengthened capacity and reach across the network: Superloop, the Elizabeth line, Bank Station Capacity Upgrade, Northern line and Barking Riverside Extensions show the transformational impact in places.

Trends & service challenges

Trends

01. London is shifting toward sustainable, multimodal travel, with growth in active travel, public transport mode share, and policy support for transit-oriented development.
02. Decarbonisation is accelerating across rail, roads, buses and freight, driven by national net-zero deadlines, zero-emission vehicle mandates, and technology change shaping future investment needs.
03. Freight and passenger networks are becoming more integrated, with national reforms, port-to-city connectivity, and multimodal freight ambitions reshaping London's logistics and rail operations.

Challenges

01. Capacity, crowding and performance pressures are rising, with growing peak-time demand and increasing road demand. A constrained network limits reliable movement and undermines mode-shift goals.
02. Uneven connectivity and accessibility persist across the network, affecting equity and sustainable travel choices.
03. Ageing assets and climate-related stresses threaten resilience, with a maintenance backlog across roads, river crossings, bridges and tunnels increasing risks to safety, reliability and extreme-weather performance.

For further detail on transport trends and challenges, see LIF Sector Trends and Service Challenges Annex A.



Critical interdependencies



Transport

Finite network space creates trade-offs: freight and passenger rail compete for paths, while freight, buses and traffic share constrained road and kerbside capacity.



Energy

Decarbonisation relies on rail and bus electrification and Electric Vehicle (EV) charging, all dependent on timely grid upgrades and resilient power supply.



Water, wastewater & flood risk

Sustainable Urban Drainage Systems (SuDS) and climate adaptation must integrate with transport assets; flooding can close stations, disrupt routes and damage critical infrastructure.



Waste

Low-carbon materials, reuse and recycling shape delivery, while freight corridors carry major waste volumes, linking logistics to circular-economy goals.



Digital connectivity & data centres

Transport operations depend on secure, high-capacity digital networks; cyber resilience and high-speed mobile connectivity are essential for reliable services.

How the sector drives...



Inclusive growth & productivity

A connected, reliable network expands labour market reach, supports freight and logistics, strengthens town centres and employment hubs, and reduces travel times that hold back business performance. Safer and more accessible transport is more inclusive for commuters and visitors alike.



Homes enabled & maintained

Transport capacity and access unlock and accelerate housing delivery, support higher-density housing, enable transit-oriented development, and open up regeneration areas and Growth Corridors.



Resilience

Mode shift to public transport and active travel, cleaner vehicles and integrated planning cut emissions, improve air quality and build network resilience, supporting a safe, sustainable city.

Shaping the LIF priorities

London's recent transport investments have expanded reach and reliability of public transport, active travel and roads. The task to 2050 is not only to lock in these gains but to deliver the next generation of major, strategic schemes that keep people and freight moving efficiently, unlock new homes and jobs, and support the shift to net zero. This requires coordinated investment across modes, alongside the energy, water and digital systems they depend on, so that London has a transport network that is safe, accessible, resilient and capable of meeting the city's future growth.

Energy



Powering London

London's energy system generates, distributes, and manages electricity, gas, and heat, powering homes, businesses, transport, and digital infrastructure. As London plans for 2050, demand is expected to shift due to population growth, electrified transport and heating, and the rapid expansion of sectors such as data centres. Parts of the network already face real or perceived capacity constraints, limiting development. London is a pioneer in sustainability, electrification, and building and housing standards, but further leadership is required to deliver affordable and low carbon energy systems that support new homes and jobs and meet London's climate commitments.

Recent investments

Recent years have delivered major upgrades across London's energy system, including the London Power Tunnels, new substations, and smart-meter rollout. London has also: expanded low-carbon heat networks and heat-network zoning under the Energy Act 2023, made commitments to climate-embedded standards in the London Declaration, supported Warmer Homes London³ and grown rooftop solar and waste-heat recovery.



Trends & service challenges

Trends

01. Rapid electrification and clean-power expansion are reshaping London's energy system, driving major transmission and distribution build-out to connect renewables, storage and new large demand users.
02. Regional energy planning and heat-network zoning are enabling more coordinated investment, supporting a shift from isolated schemes to strategic, multi-borough low-carbon heat and power infrastructure.
03. Growth in EV charging, rooftop solar and local flexibility markets (which use generators, batteries and consumer behaviour to manage demand at peak times and compensate for variable renewable power) is accelerating, increasing distributed generation and storage and reshaping how local networks balance demand and system resilience.

Challenges

01. Demand is outpacing network investment plans, creating substation constraints and spatial delivery challenges that risk delaying housing, bus-depot electrification and growth in priority areas, including for small and medium-size enterprises (SMEs).
02. Moving to strategic, multi-borough networks has challenges. Business cases are sensitive to the spark gap (difference in price between gas and electricity), connection charges and anchor-load certainty, with complex consenting processes as well as street-works coordination needs.
03. Net-zero progress is constrained by grid-connection queues for generation, storage and large loads, alongside skills shortages and projects struggling to reach investable, commercially structured models.

For further detail on energy trends and challenges, see LIF Sector Trends and Service Challenges Annex A.

Critical interdependencies



Transport

Low-carbon transport, required for many growth schemes, drives rapid electricity-demand growth; EV hubs, depots, bus garages and rail electrification require timely grid upgrades, with heat-main routing coordinated through highways and street-works.



Energy

Heat networks ease pressure on electricity demand; coordinated Local Area Energy Plans (LAEPs) and zoning must align decarbonisation pathways, sequencing heat, reinforcement and flexibility while managing live delivery programmes.



Water, wastewater & flood risk

Substations and energy centres require flood-protection standards; major sewage-treatment works provide key waste-heat sources, and works near river defences need integrated flood-risk consents.



Waste

Energy from Waste (EfW) plants provide anchor heat for heat networks, reducing peak electricity demand; delivery relies on aligned heat offtake, network build-out, grid reinforcements and thermal-storage integration.



Digital connectivity & data centres

Data centres are the largest new electricity load, requiring major capacity and offering recoverable heat; smart-grid and EV-charging operations rely on resilient digital networks.

How the sector drives...



Inclusive growth & productivity

A reliable, resilient, energy system underpins London's economy, powering electrified transport, the digital economy and data centres, as well as energy-intensive sectors such as life sciences, advanced manufacturing and other industrial processes. It is also fundamental to industrial decarbonisation, which will drive rising demand for clean, flexible and affordable power.



Homes enabled & maintained

Timely power capacity and connection certainty, plus low-carbon heat networks and efficiency programmes, unlock and accelerate housing delivery and improve the quality of existing homes.



Resilience

Decarbonised supply and demand-side efficiency reduce emissions, while targeted reinforcements and asset upgrades improve system resilience to climate risks and growing peak loads.

Shaping the LIF priorities

London's shift to net zero depends on rapidly expanding clean, smart, and resilient energy systems that can support housing, electrified transport and digital infrastructure while keeping bills affordable. That means significantly and quickly expanding capacity, scaling solar and heat networks, and integrating energy with transport, digital and water systems so London's growth is powered reliably, efficiently and with lower emissions. The LIF will need to evolve to develop a long-term pipeline of energy projects that meet sustainability requirements while developing delivery models that are investable and replicable across London.

Water, wastewater & flood risk



Supplying London

Water underpins a safe, liveable and growing London. Its infrastructure provides clean and reliable supply, collects and treats wastewater, and protects people and property from flooding. The system is increasingly strained by population growth, rising demand, impermeable land use, ageing assets and intensifying climate risks. Significant catch-up investment is needed to upgrade legacy infrastructure and develop a regional approach. The Mayor's Clean and Healthy Waterways Plan also seeks to enhance rivers and canals as places for people.

Recent investments

Recent years have improved water quality, strengthened flood protection and managed demand. The Thames Tideway Tunnel is already reducing sewage outflows, while smart meters and leakage-reduction programmes help households manage use. The first decade of Thames Estuary 2100 has protected over 34,000 homes and delivered major efficiencies in London's flood-defence system⁴.



Trends & service challenges

Trends

01. UK consumption targets require reducing demand from 137 (2023/24⁵) to 110 litres per person per day by 2050, supported by smart metering and leakage reduction.
02. Water supply requirements are increasing to achieve 1-in-500-year drought resilience by 2040 and reduced abstraction. This requires new strategic water-resource options, including reservoirs, water-recycling schemes and regional transfers across the Southeast.
03. Environmental targets and legislation are driving improvement in Wastewater capacity and treatment discharge. The Environment Act 2021 contains binding duties for storm overflow discharges and strengthened phosphorus-reduction standards.

Challenges

01. Greater London is classified as seriously water-stressed, increasing the risk of supply shortfalls for Affinity Water and Thames Water. The delivery pace of schemes is constrained by affordability pressures and complexities of constructing major water-resource schemes in a dense, highly-serviced urban environment.
02. Ageing assets across the water network are reaching end of life, increasing failure risk and strengthening the case for significant renewal investment.
03. Population growth results in urban creep and more impermeable surfaces. Increasing rainfall intensity and runoff push surface networks beyond design capacity.

For further detail on water, wastewater and flood risk trends and challenges, see LIF Sector Trends and Service Challenges Annex A.

Critical interdependencies



Transport

Large parts of London's road and rail network lie in high flood-risk areas, while highway space and coordinated street works are essential for installing and maintaining sustainable drainage systems.



Energy

Sewage Treatment Works provide valuable low-grade heat for district networks, while power resilience is critical for pumping, treatment and flood-management assets, requiring reliable connections, backup supply and clear restoration priorities.



Water, wastewater & flood risk

Limited drainage capacity, increasing storm overflows and sewer-flood risk are closely linked to surface water management, requiring integrated SuDS, storage and network upgrades to reduce spill frequency and impact.



Waste

Specialised surface water management is essential for landfill leachate and runoff from waste transfer and scrap yard areas due to the presence of contaminants and heavy metals.



Digital connectivity & data centres

Smart metering and network sensors enable near real-time monitoring of leakage and consumption. Data centres are major water users with the average 100MW centre using 730 million litres of water per year⁶.

How the sector drives...



Inclusive growth & productivity

Reliable water and wastewater services reduce operational risk for businesses, supporting the development of town centres and employment sites. The impact of surface or sewer flooding can damage and disrupt commercial activity.



Homes enabled & maintained

Secure water supply in drought conditions, wastewater capacity and tidal and surface water flood protection are prerequisites for new development. Demand management (smart meters, leakage reduction) sustains existing neighbourhoods and supports affordable bills.



Resilience

Investment in flood risk management and drainage, alongside programmes that curb consumption and pollution, builds resilience to both intense rainfall and drought, protecting critical assets and keeping the city functioning and healthy in extreme weather.

Shaping the LIF priorities

London has strengthened parts of its water system in recent years, improving river health through Thames Tideway, boosting system efficiency through smart-meter rollout, and enhancing flood readiness via the Thames Estuary 2100 programme and the London Surface Water Strategy. By 2050, the task is to complete these outcomes through coordinated investment in treatment works, leakage reduction, SuDS and tidal defences, while delivering new resource options to secure supply and drought resilience. A modernised system should keep services safe, affordable and resilient, supporting river health, biodiversity and greater social use of London's waterways.

Waste



Cleaner, circular London

Waste and resource management supports a clean, efficient and increasingly circular London. A low-carbon circular economy keeps materials in use for longer through prevention, reuse and high-quality recycling. Policy reform and shifting consumption are accelerating this move away from disposal. Rising volumes, densification and limited industrial land create capacity pressures, requiring modern circular infrastructure. The 2021 London Plan seeks to protect, optimise and expand waste capacity where needed to achieve long-term net self-sufficiency.

Recent investments

Recent national packaging reforms have strengthened the foundations for a circular economy. Extended Producer Responsibility is shifting accountability upstream to producers, improving design, collection quality and end-of-life outcomes. Government's Simpler Recycling initiative standardises services to raise recycling rates, while digital waste tracking will create full supply-chain transparency.



Trends & service challenges

Trends

- 01.** The amount of waste arisings will depend on many factors, including population growth, implementation of national reforms, behaviour change and the adoption of circular practices. Future shifts in residual waste levels will depend on further policy development and implementation and the availability of recycling infrastructure.
- 02.** Future residual waste treatment must align with decarbonisation, with EfW capacity constrained and new facilities required to demonstrate carbon capture readiness ahead of UK Emissions Trading Scheme (ETS) inclusion.
- 03.** Recyclable and organic streams are growing, driven by Simpler Recycling, weekly food-waste collections, and mandatory digital waste tracking improving oversight of commercial and municipal material flows.

Challenges

- 01.** Capacity gaps are widening, with pressure on transfer stations, declining landfill availability and significant hazardous-waste deficits across London and the wider Southeast.
- 02.** Land and infrastructure constraints limit circular-economy growth, with strong competition for industrial land slowing development of recycling, reuse, repair and specialist treatment facilities.
- 03.** Improving material quality and system performance remains difficult, with high contamination, data gaps, weak incentives and emerging ETS costs challenging borough services and commercial-waste outcomes.

For further detail on waste trends and challenges, see LIF Sector Trends and Service Challenges Annex A.

Critical interdependencies



Transport

Waste movements rely on road, rail and river networks; constrained transport capacity and congestion affect system efficiency, costs and emissions.



Energy

EfW facilities contribute to electricity and heat supply, linking waste strategy directly to energy planning and heat network development.



Water, Wastewater & Flood Risk

Interactions include sludge-to-energy processes at major treatment works and the management of landfill leachate. Flooding can mobilise contaminants, increasing the importance of SuDS and climate-resilient design.



Waste

Collection quality, transfer capacity and treatment availability are tightly linked; contamination or bottlenecks at any stage push materials into residual waste, increasing costs and carbon impacts.



Digital connectivity & data centres

Future efficiency depends on interoperable digital systems and cyber-resilient infrastructure to support mandatory real-time waste tracking and data sharing across the sector.

How the sector drives...



Inclusive growth & productivity

Circular economy infrastructure creates local jobs, supports innovation, strengthens material security and reduces reliance on virgin materials, while efficient, transparent waste systems lower operational risk for town centres and employment hubs.



Homes enabled & maintained

Reliable collection, modern transfer and treatment capacity, and improved on-site systems in new developments support higher-density housing, estate renewal and a cleaner public realm.



Resilience

Waste prevention, improved recycling and reduced reliance on residual treatment cut emissions and keep materials in use longer, while safeguarded sites, cleaner logistics, digital tracking and higher service standards strengthen system resilience.

Shaping the LIF priorities

London has strengthened the policy and system foundations for a more circular economy. The challenge through to 2050 is to build the capacity and capability to keep pace with rising volumes, denser development and tightening carbon requirements. That will require better-connected reuse, recycling and treatment infrastructure to be planned alongside transport, energy and industrial land needs, so the system can support cleaner neighbourhoods, space-efficient housing and a growing low-carbon economy.

Digital connectivity & data centres



Connected London

Digital infrastructure keeps the city connected and competitive, and it underpins London's economy and public services. Fixed and mobile networks, together with data centres, move and process the data that enables businesses, public services and communities to function at pace. Data centres are integral to London's economy and global competitiveness. Looking to 2050, London must have ubiquitous full fibre coverage, accelerate universal and high-capacity industry standard cellular services, secure resilient power and connectivity for data-intensive growth areas and data centres, and close the digital divide so every household and firm benefits.

Recent investments

Recent delivery has strengthened digital coverage and capacity. Full-fibre upgrades have improved speeds across boroughs, while major private-sector investment is expanding 5G, with new 4G/5G services at over seventy Tube stations. Targeted infill and small-cell deployments have eased capacity pressures in some locations and have a role to play in reinforcing London's digital backbone.



Trends & service challenges

Trends

01. Gigabit-capable broadband is expanding across London, supported by commercial rollout, dark-fibre backbone investment, and boroughs anchoring and leveraging commercial investment.
02. Mobile data demand is rising sharply, with fourteen-fold growth expected by 2035, requiring significant 5G upgrades, new delivery models and improved indoor and high-footfall coverage.
03. London's data-centre market continues to grow, reinforcing its global role and driving demand for high-capacity power, resilient cooling and dense digital connectivity in established clusters.

Challenges

01. Access barriers and commercially unviable areas leave gaps in gigabit availability, with 390,000 premises across London unserved. Wayleaves are in place, and targeted public-sector programmes accelerate connectivity where the market alone cannot deliver.
02. London faces a widening mobile-performance gap, with poor indoor coverage and inadequate mobile capacity around transport hubs, commercial centres and high streets. Low approval rates for infrastructure, slow small-cell adoption and site loss from redevelopment reduce network reliability.
03. Data-centre growth is constrained by limited land and power, long connection queues, cooling and water-use uncertainty, and challenges coordinating delivery with wider energy and heat-network plans.

For further detail on digital connectivity and data centres trends and challenges, see LIF Sector Trends and Service Challenges Annex A.

Critical interdependencies



Transport

Connected London uses transport ducts, tunnels and stations to extend high-capacity fibre deeper into neighbourhoods. This improves reach and resilience while meeting rising demand from transport operators and passengers for reliable, high-bandwidth connectivity across the network.



Energy

Digital networks and data centres depend on reliable, low-carbon power. Grid capacity, resilient connections and backup supply directly influence the speed, stability and sustainability of deployment.



Water, wastewater & flood risk

Water-cooled data centres require Environment Agency abstraction and discharge licences, and siting decisions must factor in flood risk. Flood-detection sensors and telemetry systems also rely on robust mobile-network coverage.



Waste

Circular economy approaches include recovering waste heat from data centres and responsible equipment decommissioning. Pilots such as Old Oak and Park Royal demonstrate how waste heat can supply local energy networks.



Digital connectivity & data centres

High-capacity fibre routes underpin data-centre performance, 4G/5G densification and digital inclusion. Secure, resilient backhaul and distributed edge sites are fundamental to maintaining service quality.

How the sector drives...



Inclusive growth & productivity

Reliable fibre, mobile networks and adequate data centre capacity underpin London's key sectors, including finance and professional services, creative industries, higher education, and frontier innovation such as AI, life sciences and green tech. Strong connectivity lifts productivity, reduces downtime, enables flexible work, brings environmental benefits and supports tourism.



Homes enabled & maintained

High quality fixed and mobile connectivity supports new housing and regeneration, modern building management, digital public services and education. It also enables environmental, safety and asset-condition monitoring that improves efficiency and quality of infrastructure for residents.



Resilience

Digital networks support smarter city operations, from real-time transport and energy management to flood and air-quality monitoring. Remote services and optimised logistics reduce travel and emissions, while secure, resilient connectivity keeps critical services running during shocks.

Shaping the LIF priorities

London's digital networks have expanded rapidly, with faster fibre, wider 5G coverage and early steps toward more capable data-centre infrastructure. However, the benefits of these networks have not been felt in all areas of London, and coverage has degraded in some areas. It is now important to build a system that can deliver ubiquitously, keep up with soaring data use, support essential public services and close gaps in access, performance and outcomes.

Critical interdependencies matrix	 Transport	 Energy	 Water, wastewater & flood risk	 Waste	 Digital connectivity & data centres
 Transport	Finite network space creates trade-offs: freight and passenger rail compete for paths, while freight, buses and traffic share constrained road and kerbside capacity.	Decarbonisation relies on rail and bus electrification and Electric Vehicle (EV) charging, all dependent on timely grid upgrades and resilient power supply.	Sustainable Urban Drainage Systems (SuDS) and climate adaptation must integrate with transport assets; flooding can close stations, disrupt routes and damage critical infrastructure.	Low-carbon materials, reuse and recycling shape delivery, while freight corridors carry major waste volumes, linking logistics to circular-economy goals.	Transport operations depend on secure, high-capacity digital networks; cyber resilience and high-speed mobile connectivity are essential for reliable services.
 Energy	Low-carbon transport—required for many growth schemes—drives rapid electricity-demand growth; EV hubs, depots, bus garages and rail electrification require timely grid upgrades, with heat-main routing coordinated through highways and street-works.	Heat networks ease pressure on electricity demand; coordinated Local Area Energy Plans (LAEPs) and zoning must align decarbonisation pathways, sequencing heat, reinforcement and flexibility while managing live delivery programmes.	Substations and energy centres require flood-protection standards; major sewage-treatment works provide key waste-heat sources, and works near river defences need integrated flood-risk consents.	Energy from Waste (EfW) plants provide anchor heat for heat networks, reducing peak electricity demand; delivery relies on aligned heat offtake, network build-out, grid reinforcements and thermal-storage integration.	Data centres are the largest new electricity load, requiring major capacity and offering recoverable heat; smart-grid and EV-charging operations rely on resilient digital networks.
 Water, wastewater & flood risk	Large parts of London's road and rail network lie in high flood-risk areas, while highway space and coordinated street works are essential for installing and maintaining sustainable drainage systems.	Sewage Treatment Works provide valuable low-grade heat for district networks, while power resilience is critical for pumping, treatment and flood-management assets, requiring reliable connections, backup supply and clear restoration priorities.	Limited drainage capacity, increasing storm overflows and sewer-flood risk are closely linked to surface water management, requiring integrated SuDS, storage and network upgrades to reduce spill frequency and impact.	Specialised surface water management is essential for landfill leachate and runoff from waste transfer and scrap yard areas due to the presence of contaminants and heavy metals.	Smart metering and network sensors enable near real-time monitoring of leakage and consumption. Data centres are major water users with the average 100MW centre using 730 million litres of water per year (vi).
 Waste	Waste movements rely on road, rail and river networks; constrained transport capacity and congestion affect system efficiency, costs and emissions.	EfW facilities contribute to electricity and heat supply, linking waste strategy directly to energy planning and heat network development.	Interactions include sludge-to-energy processes at major treatment works and the management of landfill leachate. Flooding can mobilise contaminants, increasing the importance of SuDS and climate-resilient design for waste facilities.	Collection quality, transfer capacity and treatment availability are tightly linked; contamination or bottlenecks at any stage push materials into residual waste, increasing costs and carbon impacts.	Future efficiency depends on interoperable digital systems and cyber-resilient infrastructure to support mandatory real-time waste tracking and data sharing across the sector.
 Digital connectivity & data centres	Connected London uses transport ducts, tunnels and stations to extend high-capacity fibre deeper into neighbourhoods. This improves reach and resilience while meeting rising demand from transport operators and passengers for reliable, high-bandwidth connectivity across the network.	Digital networks and data centres depend on reliable, low-carbon power. Grid capacity, resilient connections and backup supply directly influence the speed, stability and sustainability of deployment.	Water-cooled data centres require Environment Agency abstraction and discharge licences, and siting decisions must factor in flood risk. Flood-detection sensors and telemetry systems also rely on robust mobile-network coverage.	Circular economy approaches include recovering waste heat from data centres and responsible equipment decommissioning. Pilots such as Old Oak and Park Royal demonstrate how waste heat can supply local energy networks.	High-capacity fibre routes underpin data-centre performance, 4G/5G densification and digital inclusion. Secure, resilient backhaul and distributed edge sites are fundamental to maintaining service quality.

Building the LIF Portfolio & prioritising schemes

Development in Stratford



Credit: Dan Poulton on Unsplash

Defining London Infrastructure Framework schemes

The LIF sets out the core economic infrastructure London needs to respond to the challenges identified in the sector snapshots.

London's strategic infrastructure is owned, governed, and managed by a wide range of stakeholders, so gathering detailed information on cross-sector infrastructure requirements is a significant task. The LIF Portfolio of infrastructure projects represents a comprehensive bottom-up and top-down assemblage of such strategic projects. The information below sets out how the LIF schemes have been identified and assessed as London's key strategic economic infrastructure schemes.

Minimum scheme definition

To qualify to be a LIF scheme, each scheme must at minimum:

- 01.** Be a tangible capital project (with associated capital expenditure);
- 02.** Sit within a LIF sector (transport; energy; water, wastewater & flood risk; waste; digital connectivity & data centres);
- 03.** Be located in London or directly enable activity in London; and
- 04.** Have a clearly identified project owner/sponsor and information available about the scheme (rather than it being a policy or nascent idea).

Identifying strategic projects

In order to ensure the LIF focuses on the strategic projects that will make the most difference for London at scale, schemes then had to demonstrate:

- 01.** Strategic, cross-borough benefits OR
- 02.** A role in unlocking designated Opportunity Areas, Growth Corridors or other strategic transport nodes that support higher-density growth OR
- 03.** Have a network or programme fit, as part of a wider system rather than an isolated intervention.

Bundling and programmes

Bundling was introduced to ensure the LIF captures the full strategic value of London's infrastructure schemes. In many cases, multiple schemes were brought together where they served complementary purposes, shared geographic or functional characteristics, or formed part of a common delivery model. Considering these schemes collectively better reflects their real-world interdependencies and the greater impact they can achieve when delivered as a coherent package.

Bundling also supports fairness and proportionality in the assessment approach. The largest, most strategic schemes with distinct, standalone impacts are assessed individually. In certain cases, similar or related schemes are bundled to reflect their combined contribution. Bundling does not diminish the importance of any single scheme; rather, it enables London to present and discuss its most strategic infrastructure needs in a way that is meaningful, transparent, and aligned with how infrastructure is planned and delivered.

Prioritisation criteria

Importantly, bundling enhances value for money and strengthens the basis for conversations with investors and delivery partners. By grouping related interventions, London can demonstrate clearer pathways to delivery, economies of scale, and opportunities for coordinated investment, making the portfolio more attractive, investable, and easier to engage with at programme or corridor scale.

LIF schemes

We have come together to focus on those schemes which are most strategic, achieve scale of impact and require coordination across the capital. Accordingly, the LIF highlights the priority schemes that are most important for London’s growth in a world of financial, technical and other constraints.

The prioritisation criteria are rooted in the Growth Plan and 2021 London Plan priorities (with an eye to the next London Plan), assessing which infrastructure schemes perform best at achieving the aims already established by London’s leaders.

Schemes were scored against sub-criteria grouped under three outcomes: Inclusive Growth and Productivity, Homes Enabled and Maintained and Resilience; with an additional Deliverability lens (funding and delivery readiness). This provides a consistent, sector-neutral way to compare projects across London.

A summary of the criteria and weighting employed are highlighted in the figure below:



Prioritisation criteria and subcriteria

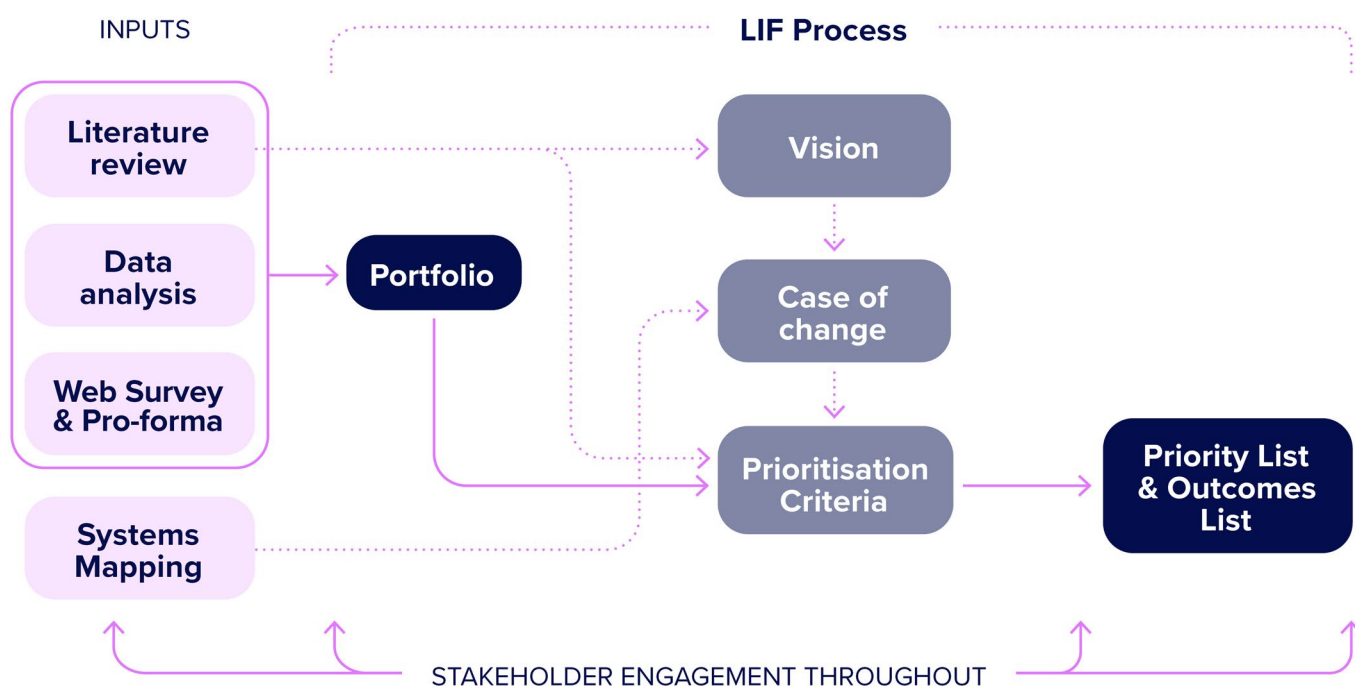
How the criteria were developed

- 01.** Literature review – Drew cross-cutting themes from the London Growth Plan (2025) and 2021 London Plan Good Growth Objectives.
- 02.** Stakeholder input – Collated feedback from workshops and mapped it to the draft criteria, addressing gaps such as interdependencies, affordability and delivery risk.
- 03.** Make it measurable – Converted high-level themes into candidate criteria and indicators through workshops, including mock-testing schemes to check clarity and cross-sector applicability.
- 04.** Validate with stakeholders – Presented refined criteria and example scoring to test clarity, fairness, feasibility of evidence, and sector neutrality; captured proposals for additions/removals and clearer thresholds/definitions.
- 05.** Refine and finalise – Updated the criteria and guidance based on feedback.

Confidence and transparency

The process set out above and in more detail in the Prioritisation Overview Appendix was co-designed and moderated with technical experts and regional and local government leadership. It gives confidence to wider stakeholders that the projects identified in this LIF have been prioritised fairly and transparently based on their merits and contribution to the goals of making London a place where opportunity and prosperity thrive, where new and existing homes are supported with quality infrastructure, and the system is resilient to climate change and security risks.

The process set out above is detailed in the Prioritisation Overview Appendix C.



London Infrastructure Framework priority schemes

Railway lines and energy infrastructure



Credit: Rose Galloway Green on Unsplash

The Priority List

London has prioritised the top one-third of schemes within the LIF Portfolio to provide clarity to partners on which projects are most critical for delivering London's strategic objectives. This prioritisation gives a clear, evidence-led signal about where London government is prepared to focus collective effort, work in partnership, and take difficult decisions to unlock inclusive growth, housing delivery, and climate resilience.

The LIF Portfolio of 150 schemes and scheme bundles support meeting London's long-term growth potential, but London has prioritised the top one-third to focus collective effort on those that deliver the highest strategic impact. These priority schemes form the basis for targeted engagement with partners and for advancing delivery considerations.

The Priority List represents those schemes which will have the greatest impacts across all three goals of the LIF: inclusive growth and productivity, supporting new and existing housing, and climate and systemic resilience. They are the most well-rounded schemes for meeting all the objectives, and they are scored as having the highest impacts with regards to the scale and scope being transformational for at least one criterion.

London's strategic infrastructure spans the capital. Investment is required across the city to respond to the breadth of opportunities and the interdependencies of infrastructure requirements. 15 of the priority schemes are categorised as 'London-wide' due to their geographic coverage and impacts across the city. The remaining LIF priority schemes are large-scale, local or sub-regional projects with cross-borough impacts or directly support designated Opportunity Areas or strategic infrastructure nodes.

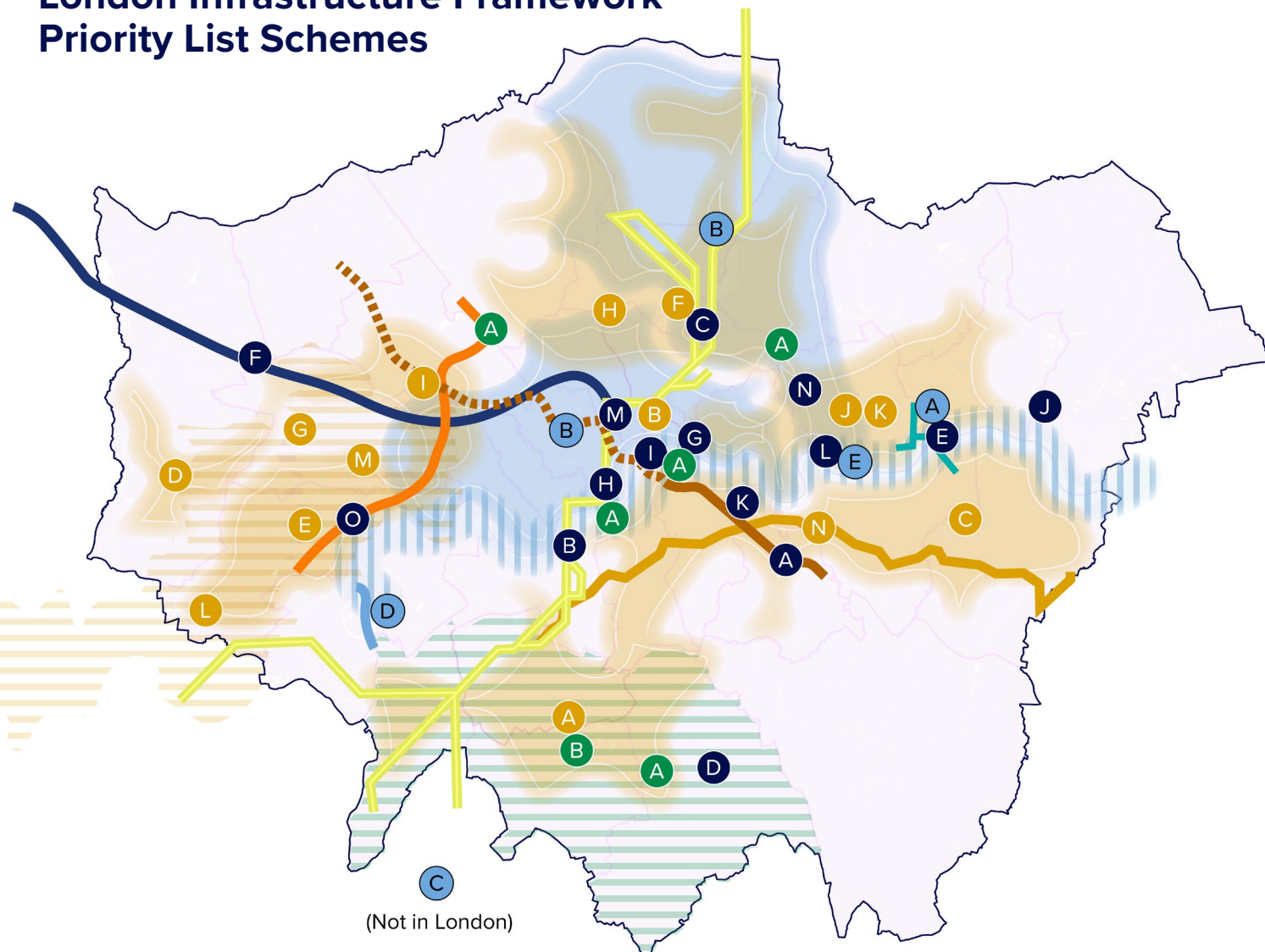
The development of the Priority List reflects a politically mature, city-wide consensus about which schemes are most important for unlocking London's growth, housing, and resilience needs. The objective, evidence-led method developed has both technical rigour and political backing and provides confidence to partners that these schemes represent London government's shared priorities.

While the Priority List highlights the schemes that scored highest against the LIF criteria, the wider LIF Portfolio includes schemes that support similar strategic goals and infrastructure systems. Together, they illustrate the breadth of London's infrastructure needs and the interdependencies between schemes, whether geographically, functionally, or across sectors.

By setting out both a clear Priority List and a wider portfolio, London government is signalling its readiness to work in genuine partnership with public, private, and community stakeholders to shape, invest in, and deliver the infrastructure the city needs.

For further detail on the LIF Portfolio (the full set of 150 projects) and the LIF Priority List, please refer to Appendix A - London Infrastructure Framework Portfolio.

London Infrastructure Framework Priority List Schemes



London-wide

Transport

- Bridges and Tunnels Programme
- Bus Services Programme (including electrification)
- Heavy Rail Signalling, Rolling Stock Upgrades and Line of Route Upgrades
- Safe and Healthy Streets programme
- Step-Free Station Delivery (Step free access / Access for all)
- Strategic Roads & Roads Maintenance Programme
- Suburban Rail Metroisation Programme
- Tube / Overground / DLR / Tram rolling stock and signalling upgrades for renewing and maintaining the network

Energy

- Social Housing Retrofit

Water, wastewater & flood risk

- Leakage Transformation Programme
- Smart Water Metering Expansion

Waste

- London Circular Economy Construction Hubs

Digital connectivity & data centres

- Broadband In-fill
- Digital Connectivity for Growth
- Fibre Supported Public Services

Specific area

Transport

- Bakerloo Line Extension and Upgrades*
- Clapham Junction Upgrades
- Crossrail 2
- Croydon Area Remodelling Scheme
- Docklands Light Railways Extension
- HS2 Delivery in London
- London Liverpool Street Redevelopment
- London Victoria Masterplan
- London Waterloo Masterplan
- New Beam Park Station
- New Surrey Canal Windrush Line Station
- New Thames Wharf DLR Station
- Redevelopment of Euston Station
- Stratford Station Improvement
- West London Orbital

Energy

- Beddington SHNA Strategic Heat Network Area
- Central London Strategic Heat Network Area (Westminster Advanced Zoning Programme, East London Energy Advanced Zoning Programme)
- Cory Strategic Heat Main 1 / Crossness and South Bermondsey Strategic Heat Network Area (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme)
- Hayes and West Drayton Strategic Heat Network Area
- Mogden and Twickenham Strategic Heat Network Area
- National Grid Electricity Transmission - North London
- National Grid Electricity Transmission - West London

Energy (continued)

- North London Waste Authority Strategic Heat Network Area (Enfield Advanced Zoning Programme)
- Old Oak and Park Royal Development Corporation Strategic Heat Network Area (OPEN, OPDC Advanced Zoning Programme)
- Royal Dock Strategic Heat Network Area (East London Advanced Zoning Programme & Barking and Dagenham Advanced Zoning Programme)
- Royal Docks Distribution Heat Network Bundle (East London Advanced Zoning Programme & Barking and Dagenham Advanced Zoning Programme)
- Scottish and Southern Electricity Networks Strategic Development Plan North Hyde and Laleham
- Scottish and Southern Electricity Networks Strategic Development Plan Willesden and Ealing
- London Power Tunnels 2

Water, wastewater & flood risk

- Beckton Sewage Treatment Works and Waste Heat
- Established Surface Water Catchment Partnerships (Lee Valley and Central London)
- South East Strategic Reservoir Option (White Horse Reservoir)
- Teddington Direct River Abstraction*
- Thames Estuary 2100

Waste

- London Waste Transfer Station Upgrades, Development and Replacement Programme
- South London Intensification Programme

*Please see Appendix A and Endnotes for additional clarification on these schemes.

Transport

London's priority transport schemes focus on strengthening the resilience and performance of London's core network, while unlocking growth and supporting a shift to more sustainable, inclusive travel. Together, the schemes prioritise renewal of road assets including bridges, tunnels and river crossings and the upgrade and extension of the city's strategic rail and tube corridors and interchanges, particularly where capacity constraints limit economic and housing growth.

The Priority List presents place-led, growth-enabling schemes such as the **Bakerloo Line Extension and Upgrades (BLE)**, the **Docklands Light Railway (DLR) Extension**, the **West London Orbital (WLO)** and major station masterplans including **London Victoria Masterplan, Redevelopment of Euston Station, Stratford Station and Stratford International Improvement** and **London Waterloo Masterplan**, alongside a strong emphasis on renewal and modernisation through London-wide programmes for **Signalling, Rolling Stock, Bridges, Tunnels** and enhancing accessibility.

The list also reflects London's polycentric growth through schemes like the **Suburban Rail Metroisation Programme** (including **Great Northern devolution**) and **Docklands Light Rail Extension**. It also identifies investment for local connectivity through the **Safe and Healthy Streets Programme** (including gyratory schemes such as the **Vauxhall Gyratory Scheme**) and supporting mode shift through the **Bus Services Programme** including electrification.

Energy

London's priority energy schemes focus on accelerating the transition to a cleaner, smarter and more resilient energy system, enabling London's pathway to net zero while supporting major growth areas.

The Priority List puts particular emphasis on expanding and interconnecting strategic heat networks, coordinated through area-based zoning and targeted at locations with significant development capacity and high heat demand, including **Old Oak and Park Royal, Central London**, the **Royal Docks, North and West London**, and new **District Network Hubs**.

Alongside this, the list prioritises electricity transmission and distribution upgrades, including **National Grid Reinforcements, Scottish and Southern Electricity Networks Strategic Programmes**, and the next phase of **London Power Tunnels**, to unlock new homes, power low-carbon transport, and ensure system reliability under growing electrification.

Complementing these system-scale investments, London-wide programmes such as social housing retrofit provide immediate carbon benefits while reducing pressure on network capacity.

Water, wastewater & flood risk

Water, wastewater and flood-risk priority schemes focus on strengthening the resilience of water and wastewater network, supporting growth while adapting to flooding risks, and managing increasing pressures on water supply.

The schemes deliver major wastewater treatment upgrades, including **Beckton Sewage Treatment Works**, alongside new strategic water resource options such as the **South East Strategic Reservoir Option (White Horse Reservoir)** which safeguards long-term supply.

At a city scale, investment in **Smart Metering** and **Leakage Reduction** improves efficiency and manages demand, while **Surface Water Catchment Partnerships** and the progression of **Thames Estuary 2100** enhance flood risk management across London, including vulnerable neighbourhoods and growth areas.

Waste

London's priority waste schemes focus on modernising and future-proofing the city's waste management system by upgrading and renewing key **Waste Transfer Stations**, strengthening **South London's Processing Capacity**, and expanding **Circular Economy Construction Hubs** to support material reuse and reduce environmental impact. Collectively, the schemes target critical operational pinch points, improve network resilience and reliability, and enable London to manage waste more sustainably.

Digital connectivity & data centres

Digital priority schemes focus on strengthening London's foundational digital infrastructure by addressing broadband gaps, **Improving Mobile Connectivity**, supporting the delivery of **High-Capacity Connectivity** for growth areas, and **Enhancing Digital Systems for Public Services**; together, these schemes improve network resilience, reduce digital exclusion and ensure London has the secure, modern and inclusive digital backbone needed to enable future economic growth, innovation and service transformation.

LIF Portfolio: schemes delivering on London's key outcomes

While the LIF Priority List identifies the schemes with the highest overall strategic impact, different partners and decision-makers often need to understand the contribution of infrastructure through specific outcomes. To support this, the LIF Portfolio is also viewed through the lens of the three core outcomes:



Inclusive growth & productivity



Homes enabled & maintained

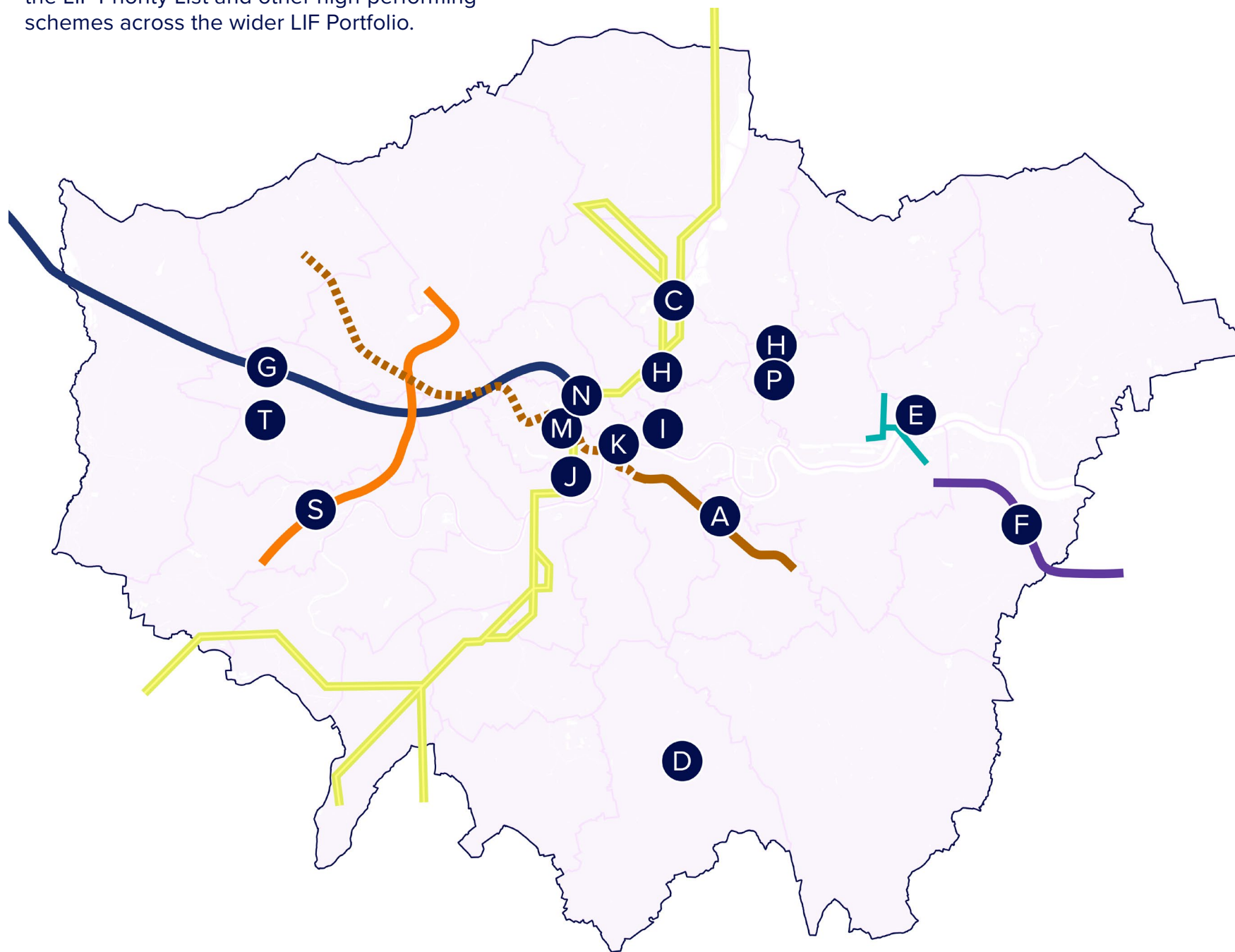


Resilience

This outcome-based perspective draws on both Priority List schemes and other high-performing projects within the wider Portfolio to illustrate which infrastructure delivers the greatest impact for each outcome. For each outcome map, the highest-scoring schemes are shown, including projects that are not on the Priority List. The following sections highlight those schemes that score most strongly against each outcome, supported by maps that show how these benefits are distributed across London.

LIF Portfolio: Inclusive growth and productivity-enabling schemes

This map shows the highest-scoring schemes for this outcome, including projects both within the LIF Priority List and other high-performing schemes across the wider LIF Portfolio.



- Specific area schemes
- London-wide schemes

**Please see Appendix A and Endnotes for additional clarification on these schemes.*

Transport

- A ■ Bakerloo Line Extension and Upgrades*
- B Bus Services Programme (including electrification)
- C ■ Crossrail 2
- D Croydon Area Remodelling Scheme
- E ■ Docklands Light Railways Extension
- F ■ Elizabeth Line Extension*
- G ■ HS2 Delivery in London
- H International Rail Expansion
- I London Liverpool Street Redevelopment
- J London Victoria Masterplan
- K London Waterloo Masterplan
- L Maintaining the Tube for the Future: Signalling upgrades programme
- M Oxford Street and Regent Street Transformation
- N Redevelopment of Euston station
- O Step Free Station Delivery (Step Free Access / Access for All)
- P Stratford Station Improvement
- Q Superloop 2
- R Tube/Overground/DLR/Tram rolling stock and signalling upgrades for renewing and maintaining the network
- S ■ West London Orbital

Energy

- T National Grid Electricity Transmission - West London

Digital connectivity & data centres

- U Digital Connectivity for Growth

Inclusive growth and productivity-enabling schemes

The London Growth Plan aims to turbocharge London's economy, increasing productivity, enabling growth and raising wages and improving living standards for all Londoners by boosting inclusion, reducing poverty, and ensuring more people and businesses can contribute to, and benefit from, London's economic momentum. Some schemes play a direct, transformative role in underpinning these goals, particularly in the Transport sector. This section highlights those schemes that would make the largest direct contribution to economic growth and productivity in London.

Labour market impacts

Improved labour market connectivity via transport or digital improvements is crucial to supporting London's ambitions for productivity and inclusive growth. This infrastructure expands labour market reach, reduces barriers to employment, and strengthens emerging and established economic clusters.

Schemes that enhance transport reliability, reduce travel times, increase accessibility, or strengthen links between homes, workplaces and education and training centres score highly. The **Croydon Area Remodelling Scheme** upgrades the existing line infrastructure to provide more reliable and frequent services on the Brighton Main Line and connection to the Croydon Opportunity Area, Victoria and London Bridge.

Similarly, the **BLE** uplifts services on the existing line, while the extension further improves access from previously under-served South East London to major employment centres, opens up paths for additional services from South East London, and supports over 5,000 jobs planned along the Old Kent Road⁷. The **WLO** also enhances access across a historically poorly connected corridor, linking significant growth areas including Brent Cross, Old Oak Common and Park Royal, targeting tens of thousands of new jobs.

Commercial property impacts

Demand for modern, sustainable commercial floorspace continues to grow. Unlocking high-quality commercial development is essential for adapting to changing quality expectations and supporting London's productivity, growth sectors, and regeneration ambitions. This criterion evaluates how effectively schemes enable major regeneration zones, deliver significant commercial floor space, or unlock designated Opportunity Areas and Growth Corridors.

Several priority schemes have positive commercial property impacts. Notably, **Euston Station Redevelopment** performs strongly, unlocking a major commercial and life-sciences district with potential to support around 34,000 jobs through a significant uplift in high-quality commercial floorspace⁸. The **London Waterloo Masterplan** similarly catalyses a major regeneration zone on the South Bank, with capacity for up to 10,000 direct jobs and 8,800 m² of affordable workspace⁹.

Other similar examples include **Oxford Street and Regent Street Transformation**, **Stratford Station and Stratford International Improvement**, and the **London Victoria Masterplan**. Planned pedestrianisation on Oxford and Regent Street is expected to boost footfall by 20–30% and attract more experience-led flagship tenants, helping to lift property values and business rate revenues.

Improvements at **Stratford Station and Stratford International** are unlocking up to 150,000 sqm of commercial space, including the International Quarter London and Stratford Waterfront. Similarly, the **Victoria Masterplan** underpins the delivery of over two million square feet of premium commercial and retail floorspace, transforming the station area into a high-density mixed-use destination.

Inclusive growth impacts

Inclusive economic growth means creating a fairer, more inclusive London where prosperity is shared more evenly across communities. This criterion assesses the extent to which schemes possess implicit social value or distributional welfare impact, removing barriers to mobility and economic opportunities.

Priority schemes with strong inclusive growth focus include the **Bus Services Programme, including electrification**, which improves reliability, capacity, accessibility, and emissions performance across London's bus network, supporting the mode most relied upon by low-income residents, older people, and disabled passengers. The **Step-Free Station Delivery Programme** further strengthens network inclusivity by contributing toward the Mayoral target of making 50% of the Underground step-free. Additionally, **Superloop 2** enhances orbital connectivity in outer London, improving access between local centres for residents who previously depended on slower or indirect routes, thereby expanding opportunities for those under-served by radial public transport and supporting a more polycentric pattern of growth.

Priority sector growth impacts

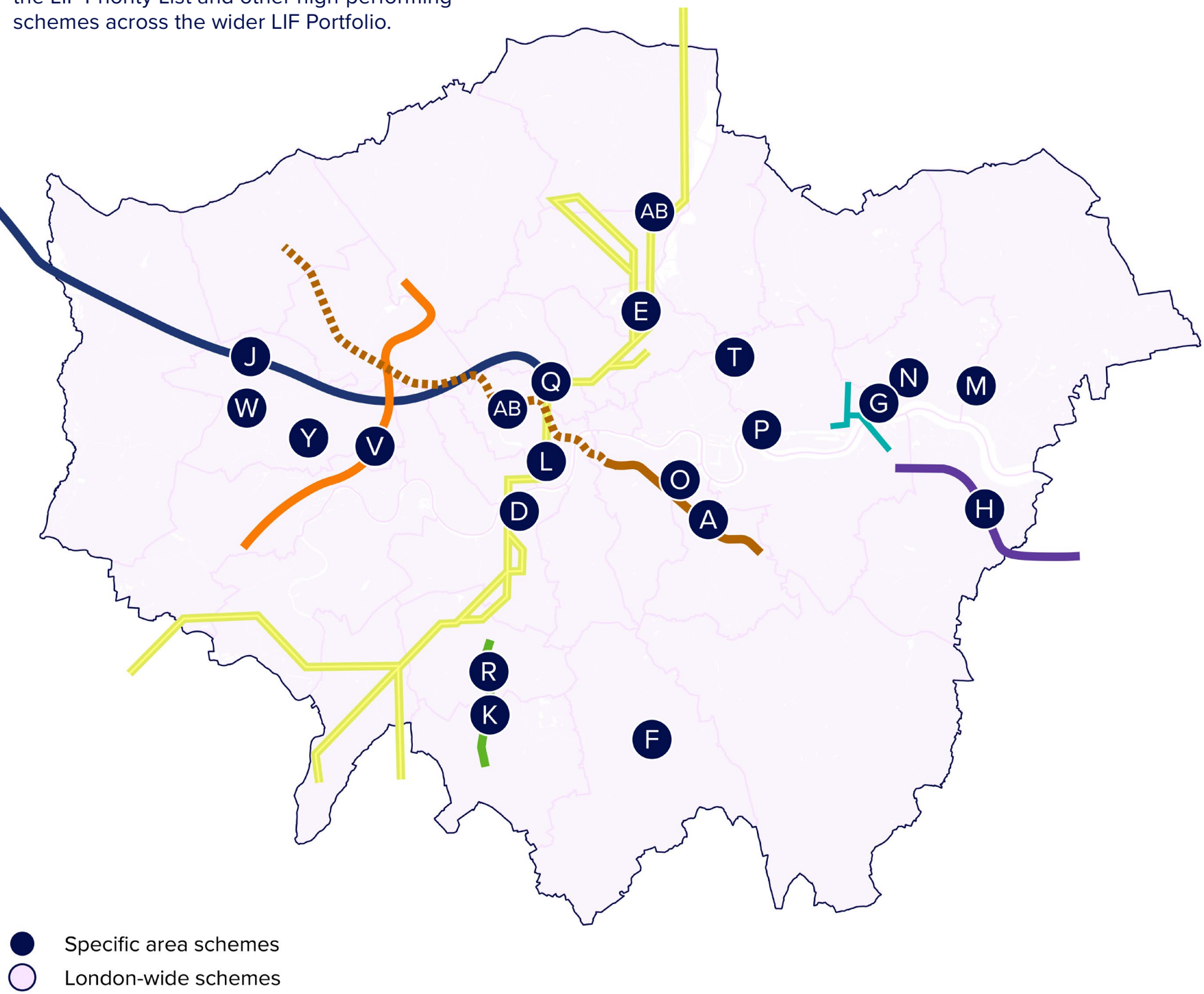
Investing in infrastructure that supports London's priority sectors is critical to sustaining the city's global competitiveness and driving long-term economic growth. The schemes that directly enable frontier innovation, creative industries, financial, professional, business services, experience economy, and international education are prioritised against this outcome.

Digital connectivity for growth scores highly under this criterion, which involves delivering fibre technology, dark fibre backbones and high-capacity backhaul that directly enable AI development, life-sciences, creative tech production, and data centres. These upgrades also future-proof major growth zones by ensuring digital bandwidth keeps pace with population, housing and commercial expansion. Similarly, the **National Grid Electricity Transmission - West London** programme is a critical enabler, providing the power resilience required to support data and AI clusters, the creative industries clustered around Pinewood Studios, and freight and logistics activity at Heathrow and Park Royal.



LIF Portfolio: Key schemes for enabling new homes and maintaining existing homes

This map shows the highest-scoring schemes for this outcome, including projects both within the LIF Priority List and other high-performing schemes across the wider LIF Portfolio.



*Please see Appendix A and Endnotes for additional clarification on these schemes.

Transport

- A Bakerloo Line Extension and Upgrades*
- B Bridges and Tunnels Programme
- C Bus Services Programme (including electrification)
- D Clapham Junction Upgrades
- E Crossrail 2
- F Croydon Area Remodelling Scheme
- G Docklands Light Railways Extension
- H Elizabeth Line Extension*
- I Heavy Rail Signalling, Rolling Stock Upgrades and General Line of Route Upgrades
- J HS2 Delivery in London
- K London Trams Proposed Sutton Link*
- L London Victoria Masterplan
- M New Beam Park Station
- N New Overground station at Castle Green
- O New Surrey Canal Windrush Line Station
- P New Thames Wharf New DLR Station
- Q Redevelopment of Euston station
- R Station Transport Interchange Enabling Housing Growth
- S Step Free Station Delivery (Step Free Access / Access for All)
- T Stratford Station Improvement
- U Suburban Rail Metroisation Programme
- V West London Orbital

Energy

- W National Grid Electricity Transmission - West London
- X Private Housing Retrofit
- Y Scottish and Southern Electricity Networks Strategic Development Plan Willesden and Ealing
- Z Social Housing Retrofit

Water, wastewater & flood risk

- AA Basement Flooding Risk Reduction
- AB Established Surface Water Catchment Partnerships (Lee Valley and Central London)
- AC Thames Estuary 2100

Waste

- AD London Waste Transfer Station Upgrades, Development and Replacement Programme

Digital connectivity & data centres

- AE Broadband In-fill
- AF Digital Support for Public Services

Key schemes for enabling new homes and maintaining existing homes

The London Growth Plan and London Plan provide the blueprint to unlock and accelerate London's much-needed housing delivery at scale, particularly affordable homes, underpinned by investing in infrastructure. The following schemes perform the highest for supporting thriving, resilient communities across London by significantly increasing capacity for new housing supply and ensuring that new and existing neighbourhoods alike grow sustainably with the infrastructure they need. These schemes help build a fairer and greener city for everyone and provide the foundation for a prosperous and productive London.

Homes enabled impacts

Unlocking new housing is central to London's long-term growth ambitions. The London Plan highlights the scale and urgency of the city's housing crisis and sets out a vision to deliver on ambitious targets¹⁰ to build the homes that Londoners need. This criterion assesses how effectively schemes enable or accelerate the delivery of new homes by resolving critical transport, energy or digital barriers.

Major transport investments directly unlock housing at scale. The **DLR Extension** unlocked development for Thamesmead New Town and Beckton Riverside, while schemes like **Delivering High Speed 2 (HS2) in London, BLE, WLO, Crossrail 2¹¹, Elizabeth line extension¹²**, and other transport interventions including **station upgrades** and **new stations** also directly enable major regeneration zones or designated Opportunity Areas for housing.

Energy network constraints, set within the current regulatory framework, are hindering housing delivery in parts of London, in particular West London. **The National Grid Electricity Transmission-West London** programme is a key enabler, providing essential electrical capacity across West London boroughs, supporting significant planned growth including 54,000 homes in Barnet and 41,000 in Ealing.

Homes in London



Credit: Francesco Albertazzi on Unsplash

Housing quality impacts

In addition to delivering homes at scale, the quality and affordability of homes must be maintained to enable Londoners to live and work across the capital sustainably. Schemes that directly improve the habitability, safety and resilience of homes, whether through enhanced digital connectivity, energy efficiency, or measures that mitigate environmental risks, score strongly under this criterion.

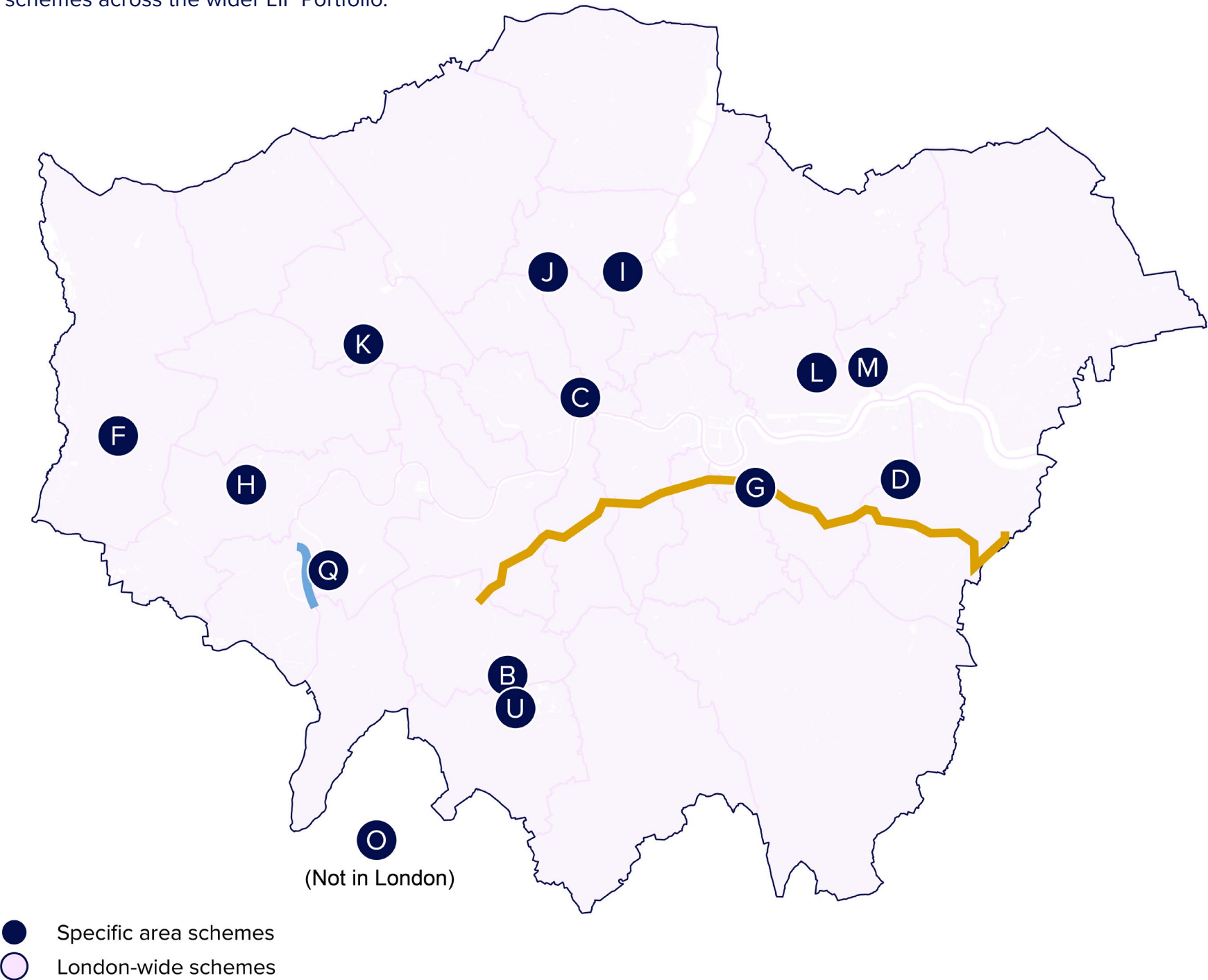
The **Basement Flooding Risk Reduction Programme** scores highly, delivering targeted upgrades such as sewer capacity improvements and sustainable drainage systems to reduce the risk of catastrophic flooding. Given that trunk main failures can inundate entire basements within seconds, the programme delivers London-wide resilience and flood-mitigation benefits while significantly improving the safety and habitability of affected homes. Flood Ready London is also advancing surface water flood-risk mitigation through the development of **Catchment Partnerships in Central London and the Lea Valley**, reflecting a broader move toward integrated water-management approaches.

Strong-performing schemes include **Broadband In-Fill**, a London-wide scheme which targets the remaining digital “not-spots” and ensures that households can access gigabit-capable broadband ahead of the copper network switch-off. This supports progress toward the nationwide target of 99% gigabit coverage by 2032¹³ and delivers transformative benefits for both domestic and commercial premises in underserved areas.

Similarly, **Housing Retrofit Programmes** directly improve housing quality by reducing emissions and improving warmth, comfort and energy efficiency. The Joint Statement on Climate Change commits boroughs to work collectively to upgrade London’s building stock to an average EPC B¹⁴ by 2030¹⁵, with large-scale retrofit offering a transformational impact on both living conditions, cost and energy resilience.

LIF Portfolio: Key schemes for supporting London’s resilience

This map shows the highest-scoring schemes for this outcome, including projects both within the LIF Priority List and other high-performing schemes across the wider LIF Portfolio.



**Please see Appendix A and Endnotes for additional clarification on these schemes.*

Transport

- A Heavy Rail Signalling, Rolling Stock Upgrades and General Line of Route Upgrades

Energy

- B Beddington SHNA Strategic Heat Network Area
- C Central London Strategic Heat Network Area (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme, East London Energy Advanced Zoning Programme)
- D Cory Strategic Heat Main 1 / Crossness and South Bermondsey Strategic Heat Network Area (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme)
- E Energy Smart Metering Implementation Programme
- F Hayes and West Drayton Strategic Heat Network Area
- G London Power Tunnels 2
- H Mogden and Twickenham Strategic Heat Network Area
- I National Grid Electricity Transmission - North London
- J North London Waste Authority Strategic Heat Network Area (Enfield Advanced Zoning Programme)
- K Old Oak and Park Royal Development Corporation Strategic Heat Network Area (OPEN, OPDC Advanced Zoning Programme)
- L Royal Dock Strategic Heat Network Area (East London Advanced Zoning Programme & Barking and Dagenham Advanced Zoning Programme)

Water, wastewater & flood risk

- M Beckton Sewage Treatment Works and Waste Heat
- N Leakage Transformation programme
- O South East Strategic Reservoir Option (White Horse Reservoir)
- P Storm Overflow Discharge Reduction Plan
- Q Teddington Direct River Abstraction*
- R Thames Estuary 2100
- S Water Smart Metering Expansion

Waste

- T London Circular Economy Construction Hubs
- U South London Intensification Programme

Key schemes for supporting London's resilience

London is on a pathway to be a net zero, climate resilient and system resilient city with an infrastructure system that is able to withstand rising climate pressures, increasing demand, and unexpected shocks. However, this requires rapid scaling of investment in clean infrastructure, green innovation and building the skills and supply chains to decarbonise power, transport, homes and businesses. The following LIF Portfolio schemes contribute most to supporting London's climate resilience, applying circular economy principles, and strengthening the security and adaptability of infrastructure systems.

Decarbonisation impacts

Several infrastructure schemes, most notably **Strategic Heat Networks, Grid Upgrades, Sewage Treatment Works, and Energy Efficiency Programmes**, directly support London's net zero target for 2030 by reducing carbon emissions and other pollutants. Heat networks play a critical role in decarbonisation by enabling the move towards low-carbon energy systems. The **Energy Smart Metering Implementation Programme** complements this by empowering households to reduce energy demand.

Climate resilience impacts

London is most vulnerable to the combined climate risks of flooding and extreme heat¹⁶. The city needs infrastructure that is resilient to heat and flood risk and adaptive to the impacts of a changing climate. Schemes that do particularly well in delivering this outcome include **Thames Estuary 2100**, which underpins long-term flood risk management across the river Thames. Similarly, the **Teddington Direct River Abstraction**¹⁷ climate resilience through water recycling in drought conditions.

Energy schemes such as **National Grid Electricity Transmission – North London** also strengthen climate resilience both by embedding flood-mitigation components into the scheme and by bolstering system capacity during summer energy peaks.

Circular economy impacts

Policy reform, changing consumption patterns and market opportunities are steering a shift from linear to circular economy in London, where materials are kept at their highest and best use for as long as possible, reducing waste and resource consumption. London's circular economy contributes £11bn a year and is projected to reach £24.2bn by 2030, creating thousands of new jobs¹⁸. **London Circular Economy Construction Hubs** directly advance this transition by creating dedicated reuse marketplaces and training centres like the **Tipping Point East Hub** in Newham and the **Old Oak and Park Royal Development Corporation Minerva Road hub** capturing high-value materials. In parallel, the **South London Intensification Programme** identifies areas for intensification of waste infrastructure in south London to support future capacity needs and circular economy objectives.



System resilience impacts

London's infrastructure must be resilient enough to support growth amid rising climate pressures, increasing demand, ageing systems and security risks. Several priority schemes respond to these external stresses by relieving pressure on existing networks, maintaining existing assets, and improving capacity and reliability of the infrastructure system.

The priority **Strategic Heat Networks**, for instance, improve system resilience by diversifying energy sources, and reducing exposure to supply shocks, fuel price volatility and outages that can affect conventional gas networks.

In transport, the **Heavy Rail Signalling and Rolling Stock Upgrades programme** modernises key heavy rail corridors through digital signalling, electrification, and fleet renewal to increase capacity, reliability, and safety, while improving passenger experience and operational efficiency.

The **Bridges and Tunnels Programme** safeguards, renews, and expands critical bridges, river crossings, tunnels, and associated structures to improve safety, resilience, and journey time reliability. Several water schemes also strengthen system resilience by safeguarding water supply and delivering more effective surface-water management, helping ensure the sector can meet growing demand and avert severe surface-water or storm-overflow failures.

Future strategic schemes

Some schemes proposed for the LIF Portfolio do not yet meet the full scheme definition test or sifting requirements, but they demonstrate clear potential to mature over time. These emerging schemes may offer future strategic benefits across borough boundaries, unlocking strategic growth areas or forming part of a London-wide scalable programme. As emerging schemes develop, they may be reflected in future iterations of the LIF, providing an updated view of London's long-term infrastructure needs as they evolve.

Emerging schemes broadly fall into three categories. Schemes that:

01. Will underpin the delivery of major growth areas, yet to be defined,
02. Support London's ever-growing role as an international city, and
03. Rely on evolving policy or new technologies too nascent to include at this stage.

These emerging schemes are presented overleaf.

Unlocking future growth areas

Following the New Towns Taskforce report in September 2025, the Mayor and government are considering opportunities for New Towns linked to high-quality public transport and new infrastructure. Major transport schemes will be required to support growth in Crews Hill and Chase Park, which will be identified in the next London Plan. While funding for the DLR Extension to Thamesmead was confirmed in the 2025 Budget, further work is underway to determine potential additional infrastructure required to deliver a New Town at Thamesmead. Other emerging schemes include Old Oak and Park Royal Development Corporation's proposed Old Oak East West Bridge, which is considered a critical piece of enabling infrastructure for unlocking the full regeneration potential of Old Oak. An integrated water management strategy for Marsh Dykes is underway, and further work is expected on surface water management to unlock development.

Connecting London to the world

International connectivity keeps London as a top destination for business, investment, culture and tourism. Investment in rail supports people and goods movement safely and sustainably between the UK and mainland Europe, and it will facilitate trade, tourism and cultural connections with our closest neighbours and trading partners.

Aviation expansion is not directly considered within the LIF, because decisions on aviation expansion are taken at a national level. London government is supportive of enhancing public transport connectivity to airports as well as decarbonising aviation. Southern and Western rail access to Heathrow would need to be considered as a part of any expansion at Heathrow.

Emerging schemes in policy and technology

New approaches to delivering infrastructure are being explored by utilities, scheme promoters and local government.

- In energy, this includes Heat Network Schemes that progress through the Advanced Zoning Programme, gas connection for Heat Networks, and the Capital Hydrogen programme which seek to help decarbonise London's energy or improve system resilience.
- In water, emerging Surface Water Catchment Partnerships are identified but are yet-to-be established.
- For waste, infrastructure is needed to support the shift to circular economy including reuse/repair hubs, packaging reuse infrastructure, rental services, and construction material banks.
- Data Centre Expansion is developing rapidly; the GLA's Data Centre Future Growth Forecasts and Strategic Insights Report demonstrates the scale and pace of demand.

Delivering London's infrastructure through partnership

People walking next to a London bus



Credit: Vitalijs Barilo on Unsplash

Infrastructure investment is critical for London's long-term success

London is the UK's economic engine. With just 13.1% of its population, the capital generates 22.3% of national economic output (as measured by GDP in 2023) and is 28.5% more productive than the UK average (based on GDP per hour in 2023). It is also a net contributor to the tax system, generating £43 billion more than it spends.¹⁹ London's economic strength supports growth across the UK, creating opportunities for supply chains, talent development and innovation nationwide.

London's leadership is focused on delivering inclusive growth, housing and resilience for Londoners. We are working to enable development that keeps up with demand for high quality commercial and industrial space, creating the high-value jobs of the future. Long-term housing demand remains strong, and the 2021 London Plan and the next London Plan prioritise delivering housing at pace across the capital. There is also strong appetite for both retrofitting existing infrastructure and investing in new infrastructure that supports climate adaptation and resilience, benefitting Londoners while strengthening investors' green credentials.

London's economic success has also brought structural infrastructure challenges, including the transition to a low-carbon economy and pressure on existing capacity, which, in turn, create compelling opportunities for new investment. Addressing these challenges requires significant capital, and the benefits stand to be shared across communities, businesses and private sector investors.

Infrastructure is more than capacity to support London's growth; it is civic architecture at a city-wide scale that shapes experience, identity and the quality of place. When planned coherently across sectors and geographies, infrastructure influences how the city grows, its ecological performance and people's everyday lives. Strong partnerships that prioritise design excellence and civic value can make neighbourhoods more attractive, distinctive and resilient. Accordingly, the LIF is not only a portfolio of projects but also a framework for delivering measurable improvements to the quality and liveability of places across London.

The capital's long-term growth trajectory underpins a strong and enduring case for new investment. Political stability, a culture of collaboration and a proven track record of delivering major projects across London local government all reinforce why London remains open for business, and why now is the right moment to invest in the future.

London government's role

Through this LIF, London government has developed its most comprehensive and considered portfolio of strategic infrastructure projects across London to-date. This represents both a practical next step in planning for London's strategic infrastructure as well as a clear signal to our stakeholders that London is prepared to work in partnership to deliver these schemes.

Working together, we have built cross-borough, cross-party agreement about what projects are required to unlock London's strategic objectives and development opportunities. The LIF sets out a politically mature, city-wide consensus on the infrastructure needed to support London's growth, housing delivery and resilience needs. It reflects a shared commitment to delivering schemes that advance London's policy outcomes while recognising the difficult decisions and trade-offs inherent in strategic infrastructure planning. Looking ahead, local government partners will continue collaborating to refine and deliver these schemes.

The method developed for the LIF has both technical rigour and political backing. It identifies which schemes are most strategic and most important for London's Growth Plan and the 2021 London Plan through an objective and evidence-led approach that can be replicated and kept up-to-date over time.

Crucially, the LIF provides greater certainty by de-risking projects for further development, investment and delivery. It does so by:

01. Sharing information about what London government sees as the most important strategic schemes to meet growth ambitions.
02. Identifying interdependencies between infrastructure schemes and future development, helping stakeholders understand the relationships, timing and associated risks.
03. Demonstrating cross-party, cross-borough consensus on the schemes that matter most for London as a whole.
04. Working with the planning system to integrate with the next London Plan and Borough's Local Plans, reflecting London's planning policy today and working alongside the development of future plans as a live portfolio.
05. Developing portfolios of projects either geographically, functionally, outcomes-focused or investor-focused that help manage risk and increase investability.

London government is working with existing partners and seeking new partners who can help shape and advance the LIF schemes as they evolve. This is about building a genuine partnership between the public and private sectors to deliver infrastructure that meets the needs of London's communities, businesses and environment, while offering competitive returns for investors. In return, we will demonstrate our commitment to delivering on our policy outcomes and our ability to take difficult decisions and make trade-offs to ensure these schemes are delivered.

Private sector opportunity

The LIF identifies London's strategic projects at various stages of maturity. Most projects are at an early enough stage for investors interested in shaping project development to do so. While some schemes are approaching delivery, the majority remain at a point where credible investment partners can influence design, delivery pathways or commercial models. There is clear and credible route to funding and delivery for these schemes, but achieving this will depend on strong, long-term partnership between the public and private sectors.

London government recognises that investors are looking for projects with policy certainty, regulatory stability, mature planning status and clear and durable long-term revenue streams. Therefore, we aim to de-risk these schemes and provide as much certainty as possible. Building on strong existing relationships with scheme promoters and potential investors, we will continue to develop the underlying detail, business cases and delivery propositions. London government will also continue to develop coherent portfolios of schemes to recognise interdependencies and balance the needs of stakeholders. The emphasis in working with the private sector will, therefore, be on developing mature, investable project pipelines and prospectuses, with clear funding models and well-defined risk allocation, that can crowd in private capital.

London government is seeking investment partners who can help accelerate early-stage project development, drawing on the LIF's analysis of cross-sector barriers to progress. We will explore mechanisms, including a new infrastructure delivery champion, to help projects navigate bottlenecks, strengthen technical and commercial readiness, and engage investors and delivery partners at the right stage of scheme development.

Working with national government

We are working closely with national government to plan for the future role of public funding in supporting London's Infrastructure. As a net contributor to UK public finances and the national growth engine, continued investment in London's infrastructure delivers dividends for the whole country, supporting productivity, tax revenue and supply chain opportunities UK-wide.

Further devolution of funding powers would provide London with greater flexibility over how it raises and allocates revenue to support strategic infrastructure. Early engagement with government departments can also help streamline delivery and maintain momentum.

London government is working closely with national bodies, including alignment with the NISTA pipeline, to ensure clarity, reduce duplication and strengthen the overall national investment proposition. We are also working with government departments and regulators to advocate for policy and regulatory changes that de-risk schemes, provide greater certainty and send clear, consistent signals to investors, helping to unlock high-quality public-private partnerships for infrastructure investment.

Actions

Sunset over London skyline



Credit Jeffrey Zhang on Unsplash

Actions

The LIF is a significant step in London government's approach to delivering its long-term strategic infrastructure. The next steps require focus on promotion, funding and financing, and the planning and delivery of infrastructure schemes. This will require a broad set of partners, and the following actions represent London government's starting point, ahead of wider partnership work.

Promotion

Action 1: Build the case for government backing

When London government speaks with one voice, we demonstrate a powerful case for investment in our continued growth. As the UK's largest economy and a net fiscal contributor, the GLA and London Councils will work together with key partners to promote the LIF Portfolio and London's priorities to Government.

In 2026 and 2027, GLA and London Councils, working with partners, will:

- Promote London's schemes to Government for backing, demonstrating the impact those schemes have for Government's missions on economic growth, housing and resilience.
- Identify joint strategic priorities for infrastructure investment, policy reform and delivery, with a focus on Budget 2026 and Spending Review 2027.



Construction site Credit: Greater London Authority/Caroline Teo

Action 2: Create an infrastructure delivery champion to secure public and private investment

The LIF identifies a comprehensive portfolio of infrastructure needs for London, including projects at different stages of development with unclear routes to finance. The next step is to develop these further and turn them into investible projects, so that they can be financed and delivered.

This process takes resource. Specifically, it requires capital, leadership, expertise and the ability to aggregate projects into larger-scale portfolios. The GLA, working with London & Partners, local authorities, the National Wealth Fund, the London CIV, HMG and industry partners, will develop the business case to establish this kind of resource.

By the end of 2026, GLA and London Councils, working with partners, will:

- Develop a business case that identifies a clear rationale, scope and outcomes for such a resource, considering governance and funding structure and the type of projects it would target for initial support.
- Consider interactions with existing programmes, such as the Green Finance Fund, Zero Carbon Accelerator and other government initiatives to ensure added value.

Action 3: Regularly update the London Infrastructure Framework

London's infrastructure needs will continue to evolve. Working together, London Councils and the GLA will leverage the LIF's established robust prioritisation framework to periodically update the LIF Portfolio. We will make it easier to update and identify London's infrastructure pipeline by developing new data tools, such as enhancing London's Green Growth Pipeline, which collects data on borough-led climate infrastructure projects. This will ensure that London government retains an up-to-date understanding of the city's strategic infrastructure needs.

By the end of 2026, GLA and London Councils will:

- Develop a new Green Growth Pipeline platform to better collect data across boroughs on climate infrastructure projects.

GLA and London Councils will also:

- Consider annual updates to the LIF Portfolio to reflect new data, emerging projects and changing strategic priorities to ensure it is a "living" framework.
- Consider periodic, substantive refreshes of the LIF, linked to major triggers such as the next London Plan or regulatory cycles.

Funding & financing

Action 4: Seek greater fiscal autonomy to deliver long-term infrastructure

The LIF deliberately sets out a long-term view of London's infrastructure needs. To be able to deliver this, London requires longer-term funding certainty. This, in turn, will provide greater certainty for investors, businesses and supply chains.

London, like other UK cities, is constrained in its ability to fund infrastructure and is more reliant on national government than other comparable world cities. London government has historically led the way in calling for greater fiscal devolution and financial autonomy, which is supported by London businesses and residents.

London government has a track record of utilising innovative financing mechanisms – including the Business Rates Supplement which funded Crossrail, and Tax Increment Financing (TIF) which enabled the Vauxhall Nine Elms Battersea development – and has successfully pooled business rates to deliver growth projects through the 2018-19 100% Pan-London Business rates retention pilot.

Ahead of Spending Review 2027, GLA and London Councils, working with partners will:

- Make the case to national government to secure stable, long-term infrastructure funding to support relevant projects identified in the LIF.
- Seek more financial autonomy through fiscal devolution, including making the case for greater retention of business rates and underutilised mechanisms like TIF and innovative funding and financing mechanisms necessary to deliver the LIF.

Planning & delivery

Action 5: Strengthen system-wide resilience

London's safety, prosperity and stability are dependent on infrastructure that can withstand acute shocks and chronic risks, while ensuring that there is capacity to adapt to emerging trends. The GLA will convene key resilience partners to develop a new approach that embeds resilience considerations across infrastructure planning to better prioritise future investment.

By spring of 2027, the GLA will:

- Build a more consistent view of system vulnerabilities, develop shared resilience objectives and help partners anticipate shocks and long-term pressures.
- Strengthen London's approach to understanding and managing chronic risks to infrastructure by improving how resilience and interdependencies are assessed, shared, and embedded across early stage and subsequent project development.

Action 6: Adopt place-based infrastructure portfolios

London's diverse and competing, interconnected infrastructure priorities concentrate unevenly at the spatial level. Against this backdrop, the GLA will work with local authorities and Sub-Regional Partnerships to support better infrastructure planning and protect communities from multiple pressures by moving beyond sector-specific pipelines toward joined-up, coordinated planning across infrastructure types.

By the end of 2027, GLA, working with local government partners, will:

- Adopt place-based approaches to cross-borough projects, using the 'living LIF framework' to coordinate interventions and adopt the dig-once approach.
- Package related projects within defined geographies to create clearer, integrated propositions that support sequencing, appraisal and long-term investment planning and support aggregation to portfolio scale for investment purposes.

Action 7: Cultivate the skills and supply chains to deliver infrastructure

London needs a skilled workforce to upgrade its infrastructure and keep pace with demand. Skills of all types – from everyday maintenance to cutting edge innovation – require lifelong learning to stay abreast of technological and regulatory changes. London's Inclusive Talent Strategy (ITS) will make London's skills and employment system more responsive to the needs of employers. One of the first sector talent boards, where employers can influence skills provision, is for construction and the built environment. Alongside the ITS, the GLA will lead supply chain engagement.

By spring of 2028, GLA, working with partners, will:

- Strengthen engagement with the supply chain and workforce needed to deliver the long-term pipeline identified in the LIF, aligning with London's Inclusive Talent Strategy.
- Improve visibility of future demand of the infrastructure pipeline and the skills required to deliver it across the value chain.

Action 8: Accelerate innovation and smarter use of data

Harnessing technology is essential to modernise London's infrastructure, reduce costs, and improve resilience. The GLA will work with local authorities and key partners to pilot new technologies and innovative uses of data that can build evidence on cost savings, resilience benefits, and scalability of emerging technologies.

Every year, GLA, working with partners, will:

- Promote and expand the use of innovative technologies, digital tools and high-quality data to improve delivery, extend asset life, optimise networks and manage demand.
- Strengthen collaboration across sectors, supporting pilots and testbeds, enabling interoperable data sharing standards, and drawing on London-wide initiatives (such as Data for London and the Smart London Board) to scale practical solutions.

Action 9: Align regulation with London's needs

Regulatory reform is required to fund and deliver London's infrastructure schemes. The GLA will develop an approach to cross-sector regulatory reform that addresses existing sector-specific challenges, such as the need to invest ahead of demand, identifying inefficiencies and interdependencies that affect all sectors and reflect real world delivery, whilst safeguarding consumer interests.

Every year, the GLA will:

- Coordinate engagement with regulators and national bodies, putting forward a clear, cross sector London view of regulatory challenges and priorities, building on the LIF's identification of common system constraints.
- Support timely, strategic and whole life investment, while ensuring London's needs are better reflected in future regulatory approaches by leveraging LIF insights on capacity constraints, interdependencies and delivery barriers.

Appendices

Appendix A - London Infrastructure Framework Portfolio



LIF Portfolio – Transport

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Bakerloo Line Extension and Upgrades (BLE)	A proposed extension of the Bakerloo line to Lewisham, with potential further extension to Hayes in the future, would support regeneration and improve access to central London. Delivering Bakerloo Line Extension would require major station upgrades at key interchanges such as Lewisham to accommodate higher passenger demand. The London borough of Bromley supports the BLE extension to Lewisham, but not to Hayes.		(Extension) Lewisham, Southwark (Upgrade) Brent, Ealing, Hammersmith & Fulham, Harrow, Kensington & Chelsea, Lambeth, Westminster	Yes
Barking Eurohub and Ripple Lane Capacity and Ripple Lane Freight Yard	Capacity and process improvements at Barking Eurohub and Ripple Lane to support increased international rail freight movements and improve logistics efficiency, including the development of Ripple Lane Freight Yard to enable reliable cross-London freight operations. The scheme reflects the government-backed deal that will see Network Rail and Platform4 take long-term control of the Barking Eurohub site, supported by around £15 million of investment to transform it into an international logistics hub and reinstate regular cross-Channel intermodal freight services. It also acknowledges ongoing work to revitalise Barking Eurohub as an international freight hub and the wider strategic benefits this could unlock for growth areas such as Castle Green.		Barking & Dagenham	
Bridges and Tunnels Programme	The Bridges and Tunnels programme safeguards, renews, and expands critical bridges, river crossings, tunnels, and associated structures to improve safety, resilience, and journey-time reliability. The programme also strengthens connectivity to designated Opportunity Areas and supports walking, cycling, bus priority, and freight through targeted investment in both structural renewals and improved access across key river and highway corridors.	A13 Bus and Active Travel Bridge Broadmead Bridge Croydon Flyover Maintenance Hammersmith Flyover Lower River Roding Crossing Paddington Main Line Crossing Rotherhithe Tunnel refurbishment The Renwick Road land bridge The Wandle Trail extension and river bridge	London-wide	Yes
Bus Services Programme (including electrification)	The Bus Services programme improves reliability, capacity, accessibility, and emissions performance across London's bus network through fleet renewal, depot and station upgrades, and targeted priority measures.	Bus garage upgrades Bus garages and stations Bus priority, corridor and junction interventions Bus renewals, refreshing vehicles and critical on street assets (stops, shelters, signals) South London Bus Network Review Zero Emission Bus Fleet	London-wide	Yes
Camberwell New Station	A proposal to reinstate Camberwell Station on the Thameslink line, providing new platforms, a modern station entrance and improved active-travel connections to enhance local access to central London.		Southwark	
Channel Tunnel Classic Routes Gauge Enhancement	Upgrades to classic rail routes to accommodate larger freight trains accessing the Channel Tunnel, increasing international rail freight capacity. For London, the scheme enables more goods to move by rail rather than road, reducing congestion and emissions on key corridors and reinforcing the capital's role as a gateway for European trade.		Outside London	



LIF Portfolio – Transport (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Clapham Junction Upgrades	Substantial upgrades to the station and surrounding public realm, including a new pedestrian crossing with unpaid links, step free access, new station entrances and creation of new public and commercial spaces, alongside reinstatement of the northside platform to relieve pressure on West London Line and South London Line services, and wider integrations with adjacent development sites.		Wandsworth	Yes
Class 92 double-heading on High Speed 1 (HS1)	Proposal to enable double heading of Class 92 locomotives on HS1 to increase freight capacity and operational flexibility for international rail services, supporting the revitalisation of the Box Lane Eurohub led by Network Rail.		Outside London	
Crossrail 2	A proposed new cross-London rail line would relieve pressure on existing routes and support growth across designated Opportunity Areas, including the Upper Lea Valley.		Camden, Enfield, Hackney, Haringey, Islington, Kingston upon Thames, Lambeth, Merton, Richmond upon Thames, Wandsworth, Westminster	Yes
Croydon Area Remodelling Scheme	A major upgrade of the Croydon rail bottleneck, including an expanded East Croydon station with a new public square, a redesigned track layout through the Selhurst Triangle, and reconstruction of Lower Addiscombe Road/Windmill Bridge to accommodate additional lines. The scheme is designed to increase capacity, reduce congestion and improve reliability, including enhancing connectivity to Gatwick Airport.		Croydon	Yes
Delivering High Speed 2 (HS2) in London	HS2 is a major national infrastructure project that will enhance connectivity across the country. The line will feature a new West London terminus at Old Oak Common, creating a significant new transport hub that strengthens London's rail capacity and improves links with key national destinations.	Old Oak Common Terminus	Brent, Camden, Ealing, Hammersmith & Fulham, Hillingdon	Yes
Docklands Light Railways (DLR) Extension	A proposed DLR extension from Gallions Reach to Thamesmead via Beckton Riverside would unlock major housing and employment growth and is a core requirement for Thamesmead Waterfront. The area has been identified by the New Towns Taskforce as one of twelve potential locations for the next generation of new towns.		Greenwich, Newham	Yes
Electric Vehicle (EV) Transition Programme	The EV Transition programme accelerates the shift to zero emission road transport by deploying city-wide charging infrastructure, electrifying public sector fleets, and piloting freight decarbonisation to cut emissions, improve air quality, reduce operating costs, and support London's Net Zero 2030 goals.	Public Sector Fleet Electrification and Charging Infrastructure Rapid charging delivery Rapid charging hubs The Zero Emission Road Freight Demonstrator (ZERFD) Ultrarapid EV charging hubs	London-wide	
Elizabeth Line Extension	An extension from Abbey Wood to Gravesend and Hoo Junction, including a station at Erith, was safeguarded as part of the Crossrail Act 2008. This scheme is not currently being progressed by Transport for London (TfL).		Bexley, Greenwich	



LIF Portfolio – Transport (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Essex Thameside Station Capacity Upgrades	Future passenger growth on the south Essex corridor is expected to contribute to increased congestion and crowding issues for at least three stations on the corridor, which will need to be addressed in the short to medium term.	Barking Station London Fenchurch Street Station West Ham Station	Barking & Dagenham, City of London, Havering, Newham, Tower Hamlets	
Ford Railhead and Jetty	Enhancement of the under-utilised jetty and railhead at Dagenham to expand sustainable freight capacity for the London Riverside industrial area. The scheme supports modal shift from road to river and rail, reduces HGV traffic on strategic corridors, and strengthens the logistics cluster at Dagenham Dock.		Barking & Dagenham	
Heavy Rail Signalling, Rolling Stock Upgrades and General Line of Route Upgrades	A programme of heavy rail modernisation delivering digital signalling, electrification, rolling-stock renewal and targeted corridor and junction upgrades to expand real capacity, improve reliability and safety, and support long-term passenger and freight growth.	Chiltern Line Safeguarding Services Chiltern Modernisation and Decarbonisation Digital Signalling Enhance and expand the London Overground in southwest London Essex Thameside (ETCS) London Orbital Programme (North London Line and Gospel Oak–Barking Line) Rolling stock upgrades and platform extensions along southern lines South London High Voltage (HV) upgrades Southbury Corridor Public Transport Improvements Wessex Suburban Capacity West Anglia Main Line (WAML) Programme Wimbledon Loop capacity Woking to Waterloo Capacity Enhancements	London-wide	Yes
International Rail Expansion	The International Rail programme strengthens the UK's cross-border rail network by enabling international services at Stratford, Ebbsfleet and Ashford. It advances new direct passenger routes, such as potential services to Germany, to broaden European connectivity and encourage modal shift from aviation. Capacity enhancements at St Pancras International underpin this growth, increasing processing capability.	Direct Passenger Rail Services to Germany St Pancras International Passenger Capacity Stratford international, Ebbsfleet, Ashford open to international services	Camden, Newham	
Lewisham Station	A programme of upgrades at Lewisham, including new signalling from New Cross to Hither Green and targeted station enhancements, would address capacity and overcrowding issues while supporting future demand from Bakerloo Line Extension (BLE) and Docklands Light Railways (DLR) upgrades.		Lewisham	
London Liverpool Street Redevelopment	A major redevelopment to support more than 200 million annual passengers, delivering an enlarged concourse, 8 new lifts, 10 escalators and 21 additional ticket barriers to improve capacity and passenger flow.		City of London	Yes
London Trams Proposed Sutton Link	A proposed tram link between Sutton and Merton would improve public transport accessibility and support housing and employment growth in south London. This scheme is not currently being progressed by Transport for London (TfL).		Croydon, Merton, Sutton	



LIF Portfolio – Transport (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
London Victoria Masterplan	A strategic placemaking framework led by Transport for London's (TfL's) Places for London and Network Rail in close co-operation with Westminster City Council to guide longterm regeneration of the Victoria area, creating a sustainable, accessible multimodal transport hub. The plan sets out improvements to public realm, interchange and development capacity.		Westminster	Yes
London Waterloo Masterplan	A long-term regeneration programme to transform Waterloo Station and its surrounding South Bank neighbourhood, delivering a world-class, easier-to-navigate interchange with new northern and southern concourses, improved passenger flow, and enhanced retail and public spaces.		Lambeth	Yes
Lower Thames Crossing	A new 14.5-mile road connection between Kent, Thurrock and Essex, linking the A2/M2 to the M25 via twin tunnels beneath the River Thames. The scheme includes upgrades to the M25, A2 and A13, new and modified structures along the route, and a free-flow charging system to improve capacity, resilience and cross-river connectivity.		Havering	
New Beam Park Station	A new station at Beam Park would improve public transport access to East London's growth areas and directly support delivery of new housing.		Havering	Yes
New Hythe Road Overground Station	A new station on the West London Line would connect southwest and inner west London to High Speed 2 (HS2), National Rail and the Elizabeth line at Old Oak Common, improving strategic interchange.		Hammersmith & Fulham	
New Old Oak Common Lane Overground Station	A new Overground station at Old Oak Common Lane would improve access to key centres such as Shepherd's Bush, Richmond and Clapham Junction and strengthen links to employment opportunities at Old Oak.		Hammersmith & Fulham	
New Overground station at Castle Green	A new station in the Castle Green area would improve connectivity and build on existing passive provision, with several options assessed for cost and design.		Barking & Dagenham	
New Ruckholt Road Overground Station	A proposed Overground station at Ruckholt Road would enhance local connectivity and catalyse regeneration in the surrounding area.		Waltham Forest	
New Southall Rail Link Station	A proposed new station in Brentford to reinstate passenger services on the existing Southall–Brentford freight line. The scheme would improve access to the Golden Mile and support regeneration and employment growth in the area.		Hounslow	
New Surrey Canal Windrush Line Station	A new station on the Windrush Line would directly support the 3,500-home New Bermondsey scheme and indirectly enable over 4,000 additional homes in Lewisham and Southwark, significantly improving connectivity in the area.		Lewisham	Yes
New Thames Wharf New Docklands Light Railway (DLR) Station	Thames Wharf New DLR Station will provide a fully step-free, turn-up-and-go link to the Royal Docks/Silvertown area through new platforms, a modern concourse and integrated active-travel and bus connections. The scheme improves journey reliability, supports regeneration, reduces car dependency and strengthens network resilience.		Newham	Yes



LIF Portfolio – Transport (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Oxford Street and Regent Street Transformation	Pedestrianisation and major public realm improvements along Oxford Street and Regent Street to create a safer, more attractive environment by removing general traffic, introducing wider crossings and redesigning bus access. The schemes aim to revitalise the UK's busiest shopping streets, improving the pedestrian experience, supporting retail and cultural destinations, and re-establishing Oxford Street and Regent Street as world-class destinations.	Oxford Street Transformation Regent Street, Haymarket and Piccadilly Circus public realm investment programme	Westminster	
Potential future extensions to support key development areas and polycentric growth	A pipeline of potential future extensions to support London's shift towards more polycentric growth. These schemes would expand capacity, improve accessibility, strengthen interchange and enhance local connectivity.	Central Line Extension to Uxbridge Extending the West Ruislip Branch to Uxbridge Improved interchange with National Rail Victoria Line Extension (via a spur from Seven Sisters to Northumberland Park)	Hillingdon, Waltham Forest	
Redevelopment of Euston station	Enhancements to Euston mainline and underground station delivered alongside High Speed 2 (HS2) would increase capacity, improve passenger experience and unlock thousands of new homes, jobs and commercial opportunities.		Camden	Yes
Safe and Healthy Streets programme	The Safe and Healthy Streets programme delivers London-wide, people first street upgrades that enable safe walking and cycling, support mode shift, reduce emissions, and improve access to key destinations while enhancing local town centres and the Transport for London (TfL) Road Network.	A2 New Cross Gate Area Framework Chase Park sustainable transport spine and Oakwood/Hadley Road bus links Crews Hill and Chase Park strategic walking and cycling network Cycle route linking Regents Canal to Highgate Cycleway 50 linking to Tottenham Hale Gyratory schemes including the The Vauxhall Scheme Southbury Corridor Public Transport Improvements Strategic Walking and Cycling Networks Targeted corridor interventions, including the Cycleway 7 Extension from City through Morden and into Surrey Upper Lee Valley Active Travel Spine	London-wide	Yes
South London Turnback	New turnback infrastructure in the Denmark Hill/Peckham Rye area to allow trains to terminate and reverse more flexibly, improving operational resilience. The scheme enables more reliable services during planned and unplanned disruption, strengthening capacity and performance across key South London corridors.		Southwark	
Southern Rail Access to Heathrow	A proposed southern rail link to Heathrow would improve access from south London and support mode shift from road to rail.		Ealing, Hillingdon, Hounslow, Richmond upon Thames	



LIF Portfolio – Transport (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Station Transport Interchange Enabling Housing Growth	Improvement to the transport interchange to deliver public realm enhancements, healthy streets, and unlock regeneration.	Holloway Road Morden Purley Way Richmond West Croydon Wimbledon	Merton	
Step Free Station Delivery (Step Free Access / Access for All)	An upgrade to the existing station under the Step-free access (Transport for London) or Access for All (Network Rail) programme. The enhancement has been combined with an increase in station capacity to alleviate existing capacity and may support future residential growth or a major regeneration zone.	Alexandra Palace Station Battersea Park Station Brixton Station Bromley South Station Camden Station Finsbury Park Station Hackney Downs Station Highbury & Islington Station Holborn Station North Acton Station Northumberland Park Station Old Street Station Peckham Rye Station Ponders End and South Kensington, Elephant and Castle Station Seven Sisters Station Tottenham Hale Station Walthamstow Central Station West Brompton Station Willesden Junction Station Wood Green Station	London-wide	Yes
Strategic Roads & Roads Maintenance programme	The Roads & Roads Maintenance programme keeps London's strategic roads safe, reliable, and fit for growth through asset renewals, junction upgrades, corridor capacity, and bus and active travel priority.	A10 Strategic Junction A40 Westway resilience and safety works Gallows Corner roundabout improvements Lodge Avenue Junction M25 Junction 13 enhancements Renwick Road A13 Junction Scheme South Circular A205 Realignment TfL Major Roads Pipeline The A13 The A2 New Cross Gate Area The A21 corridor scheme The consolidated A10 corridor package	London-wide	Yes
Stratford Station and Stratford International Improvement	Planned enhancements at Stratford and Stratford International stations would improve passenger experience, increase capacity, and strengthen interchange between rail, international services, Underground, Docklands Light Railway (DLR), and bus networks.		Newham	Yes



LIF Portfolio – Transport (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Suburban Rail Metroisation Programme	The Metroisation programme transforms selected suburban rail corridors, including the Great Northern Inner Service, to deliver metro style, turn up and go services through higher all-day frequencies, clockface timetables, simplified stopping patterns, modern accessible rolling stock, and targeted station and interchange improvements, underpinned by junction renewals and operational modernisation to increase capacity, reliability, and customer experience.	Enfield Chase to Crews Hill rail corridor Great Northern suburban line Metroisation Crews Hill Branch Enfield Chase to Crews Hill Northern City Line Tunnels between Moorgate and Finsbury Park Southeastern Rail Metroisation including Dartford Metro Upgrade Welwyn Garden City Line and Hertford Loop Line to Stevenage	London-wide	Yes
Superloop 2	Expansion of the orbital Superloop bus network to improve connectivity between outer London boroughs.		Newham, Redbridge, Waltham Forest	
Thames River Services Expansion	Increased capacity for River Boat services, including new vessels, an upgrade to pier infrastructure and improvements to drydocking facilities.		Barking & Dagenham	
Tilbury 2	A new port facility alongside the existing Port of Tilbury, delivering extended jetty infrastructure, dredged berth pockets and new land-side facilities. The scheme will provide a Ro-Ro terminal, a bulk materials processing site and extensive external storage areas to support increased freight capacity.		Outside London	
Tube/Overground/Docklands Light Railway (DLR)/Tram rolling stock and signalling upgrades for renewing and maintaining the network	The Tube/Overground/DLR/Tram rolling stock and signalling upgrades programme delivers rolling stock modernisation, signalling and power improvements, and core asset renewals to keep the network in a state of good repair, add capacity, and improve customer experience.	Bakerloo, Central, and Jubilee, signalling Bakerloo, Central, Waterloo & City, Jubilee, Circle, District, Hammersmith & City, and Metropolitan lines Deep Tube Upgrade Programme (DTUP) Docklands Light Railway Rolling Stock Investment Four Lines Modernisation (4LM) London Tram network enhancements London Underground Renewals including Victoria line Northern line upgrade Piccadilly line upgrade, including rolling stock and associated systems to increase capacity and reliability while improving the customer experience. Tram Fleet Replacement Victoria Line Upgrade	London-wide	Yes
Victoria Coach Station Renewal	A major Transport for London (TfL)-led project is assessing renewal or potential relocation of London's primary coach hub to modernise facilities, improve passenger experience and integrate the station more effectively with the wider Victoria interchange and urban environment.		Westminster	
West London Orbital (WLO)	The WLO would create a new orbital Overground route, increasing public transport capacity, relieving pressure on existing corridors and supporting new homes and jobs across west and northwest London.		Barnet, Brent, Ealing, Hounslow	Yes
Western Rail Link to Heathrow	A proposed rail link from Reading to Heathrow Airport would improve airport access from the west and enhance regional connectivity.		Ealing, Hillingdon, Hounslow	



LIF Portfolio – Energy

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
Advanced Gas Connections for Data Centre Loads	This programme proposes the development of advanced gas-connection capacity to support data centres requiring firm and rapid energy supply during periods of constrained electricity-grid availability. It would enable connections capable of meeting multi-terawatt-scale demand (2 TW Firm; 4 TW Advanced), facilitating on-site gas-fired generation where required to bring new data-centre loads online. The programme provides a structured route for delivering secure, high-capacity gas supply infrastructure to support large digital and AI-driven facilities.		Ealing, Hillingdon, Hounslow	
Beddington Distribution Heat Network Bundle	Bundle of Distribution (District) Networks supplying multiple buildings under different ownerships. These can range from small clusters of a few different buildings to much larger suburb-wide systems.	Kingston Proposed Heat Network Sutton Heat Network Expansion	Sutton	
Beddington Strategic Heat Network Area (SHNA)	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the waste-heat study).		Sutton	Yes
Capital Hydrogen Network	Feasibility study investigating hydrogen production, storage, and distribution in London to facilitate the decarbonisation of transportation and heating.	East London Hydrogen Pipeline (Cadent) H ₂ London Pipeline.	Barking & Dagenham, Greenwich, Hillingdon, Hounslow, Newham	
Central London Distribution Heat Network Bundle (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme, East London Energy Advanced Zoning Programme)	Bundle of Distribution (District) Networks supplying multiple buildings under different ownerships. These can range from small clusters of a few different buildings to much larger suburb-wide systems.	City of London - Phase 1 Heat Network Development City of London - Phase 2 Heat Network Development City of London Corporation NE Square Mile HN Regents Street Heat Network South Bank and Waterloo Area: Sustainable Heat South Westminster Area Network Westminster City Council - heat network in NW8	City of London, Southwark, Tower Hamlets, Westminster	
Central London Strategic Heat Network Area (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme, East London Energy Advanced Zoning Programme)	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the waste-heat study).		City of London, Southwark, Tower Hamlets, Westminster	Yes
Corporate, Civic & Community Buildings Retrofit	Programme to retrofit public commercial buildings with low-carbon technologies, improving energy performance and reducing operational costs.	Alexandra Palace - building and site decarbonisation British Library - decarbonisation of heat British Museum Energy Centre Programme Compilation of Several Projects on the Green Growth Pipeline	London-wide	



LIF Portfolio – Energy (continued)

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
Cory Strategic Heat Main 1 / Crossness and South Bermondsey Strategic Heat Network Area (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme)	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the GLA waste-heat study and s.35 direction for the aligned Cory Heat Main 1 Project).	Cory Riverside Heat Network and Decarbonisation Cory Strategic Heat Main Cory Thermal Barges Strategic Heat main- Cory's Riverside Campus (Energy from Waste plant) in Bexley to Eastern and Central London.	Bexley, Southwark	Yes
Crossness and South Bermondsey Distribution Heat Network Bundle (Westminster Advanced Zoning Programme, City of London Advanced Zoning Programme, Southwark Advanced Zoning Programme)	Bundle of Distribution (District) Networks supplying multiple buildings under different ownerships. These can range from small clusters of a few different buildings to much larger suburb-wide systems.	Catford Heat Network Charlton Erith Extension Lewisham Heat Network London Bridge District Heat Network North Lewisham Heat Network Proposed Bexley Riverside Heat Network South East London Combined Heat and Power (SELCHP) Planned Heat Network Vauxhall Nine Elms Battersea (VNEB) West Greenwich and Peninsula Woolwich Town Centre	Bexley, Southwark	
Energy Smart Metering Implementation Programme	National programme led by the Department for Energy and Net Zero/ Ofgem to roll out smart gas and electricity meters that enable half-hourly data, accurate billing, and demand-side participation.		London-wide	
Gas Network Asset Health Interventions	This programme delivers targeted replacement of the highest-emitting gas mains to ensure compliance with the Pipeline Safety Regulations (1996) and reduce methane emissions from an ageing network of assets. Using advanced leakage-detection technologies, the programme looks to identify pipes with the greatest safety, environmental and reliability risks. The programme addresses hazards such as gas escaping near and into buildings, emissions non-compliance, supply interruptions and escalating repair costs, supporting Cadent / SGN wider decarbonisation and asset-health strategy.		Tower Hamlets	
Grays Medium Pressure Gas Mains Replacement	The scheme involves the replacement of high-risk medium-pressure steel gas mains in the Grays area of North London, addressing a section of network shown to experience significantly higher leakage rates than comparable pipelines. The project proposes renewing around 42.5 km of mains to reduce safety, environmental and service-disruption risks associated with gas escapes, as identified in Cadent's RIIO-3 business plan. The £25.4m programme strengthens network reliability and mitigates the elevated likelihood of gas entering buildings.		Outside London	



LIF Portfolio – Energy (continued)

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
Great Grid Upgrade	National Grid's overhaul of the electricity transmission network includes major projects around London, such as Grain to Tilbury, Sea Link, and Eastern Green Link, strengthening capacity to meet rising demand from housing, transport electrification, and data centres.		London-wide	
Greenwich Medium Pressure Gas Mains Decommissioning	This scheme supports the South London Medium Pressure programme which involves the decommissioning of 15 km of Tier 3 medium-pressure mains, alongside 2 km of associated polyethylene assets. The project targets ageing large-diameter pipelines in a densely developed area, addressing elevated safety, reliability and operational risks typical of older Medium Pressure infrastructure. It provides a planned route to reducing the likelihood of failure while supporting long-term resilience across the South London medium-pressure network.		Greenwich	
Hayes and West Drayton Heat Network Distribution Bundle	Bundle of Distribution (District) Networks supplying multiple buildings under different ownerships. These can range from small clusters of a few different buildings to much larger suburb-wide systems.	Hillingdon - Uxbridge and Brunel Uni Hillingdon- Bath Rd Hillingdon- Hayes Hillingdon Hospital Southall Heat Network	Brent, Ealing, Hammersmith & Fulham, Hillingdon	
Hayes and West Drayton Strategic Heat Network Area (SHNA)	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the waste-heat study).		Brent, Ealing, Hammersmith & Fulham, Hillingdon	Yes
Islington Advanced Zoning Programme	A programme to accelerate zonal-scale heat network delivery in Islington, supporting the rapid build-out of new low-carbon heat infrastructure identified through national heat-network zoning.	Archway Heat Network Opportunity Highbury West Heat Network Opportunity South Islington Heat Network Opportunity	Islington	
London Power Tunnels 2	The National Grid Electricity Transmission (NGET) London Power Tunnels 2 project aims to increase capacity and enhance network resilience by constructing new underground tunnels for electricity circuits. In addition to these circuits, a transmission and distribution substations will supply power to new residential and commercial developments.	Bengeworth Rd 132kV (UK Power Networks) Bengeworth Road - new GSP (NGET) London Power Tunnels 2 - new cable route in South London (NGET)	Camden, City of London, Islington, Lambeth, Southwark, Westminster	Yes
London Solar Photovoltaic Expansion	Programme to accelerate solar photovoltaic PV deployment across public and private buildings in London, supporting the Mayor's target of 1.5 GW installed capacity by 2030. This initiative will increase renewable energy generation within the city, reduce carbon emissions, and improve energy resilience for homes, businesses, and public services.	Solar Great British Energy (~200 schools and ~200 NHS sites across the UK)	London-wide	
London-wide Communal Heat Networks Bundle	A type of heat network in which heating, cooling or hot water is supplied only to a single building divided into separate premises or persons in those premises.	Kings College Hospital - heat decarbonisation	London-wide	



LIF Portfolio – Energy (continued)

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
London-wide Site Wide Heat Networks Bundle	Communal networks serving two or more buildings, typically under single ownership (e.g., an estate with one shared energy centre).	Chase Park low-carbon energy and heat network connection Crews Hill utilities and decentralised energy network connection London Borough of Hammersmith & Fulham (LBHF) - Bayonne Housing Heat Network London Legacy Development Corporation (LLDC) - Heat Network Royal Borough of Kensington and Chelsea (RBKC) - Notting Dale Heat Network	London-wide	
Mogden and Twickenham Distribution Heat Network Bundle	Bundle of Distribution (District) Networks supplying multiple buildings under different ownerships. These can range from small clusters of a few different buildings to much larger suburb-wide systems.	Ealing Heat Network Hounslow Borough Heat Network	Hounslow, Richmond upon Thames	
Mogden and Twickenham Strategic Heat Network Area	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the waste-heat study).		Hounslow, Richmond upon Thames	Yes
National Grid Electricity Transmission (NGET) - Barking	NGET projects, spatially grouped for Barking. NGET is proposing to upgrade the Barking substation to protect land earmarked for local redevelopment plans, whilst providing the additional network capacity to support those plans.	Barking - 275kv substation rebuild (NGET) BWRE - Barking - West Ham Circuit Upgrading (NGET)	Barking & Dagenham	
National Grid Electricity Transmission (NGET) - Elstree and St Johns Wood	NGET projects, spatially grouped for Elstree and St. John's Wood. Circuit upgrades will improve power flow into London.	ESC1 - Elstree - St Johns Wood. New circuit (NGET) SER4 - Elstree - Sundon OHL upgrading (NGET) St Johns Wood - decommissioning of 275kv substation (NGET)	Westminster	
National Grid Electricity Transmission (NGET) - Iver Updatings	National Grid planned upgrade of the transmission infrastructure in the Iver area to support future connections. The works involve modernising and expanding existing assets to ensure the network remains resilient and fit for the future.	Amersham-Iver-East Claydon OHL Upgrading (NGET) Iver-Laleham & Iver-West Weybridge - cable tail updatings (NGET)	Hillingdon	
National Grid Electricity Transmission (NGET) - New Substations	NGET substation delivery. The delivery of these substation has not been linked to any wider programme of works.	Ickenham - new substation (NGET) Letchmore Heath - new 400 and 132kv substations (NGET) Slough East - new 132kv substation (NGET) Warley - Rebuild the 275kv substation (NGET)	Barking & Dagenham, Camden, Ealing, Enfield, Hammersmith & Fulham, Hounslow, Islington, Lambeth, Southwark, Westminster	
National Grid Electricity Transmission (NGET) - North London	NGET projects, spatially grouped for North London. The North London Reinforcement project will deliver a critical upgrade to the electricity transmission network by doubling capacity to meet growing demand across the region.	Electricity Grid Reinforcement – Strategic Growth Areas HWUP - increasing capacity from Waltham Cross to Hackney (NGET) North London Reinforcement (NLR) TWNC - new circuit between Waltham Cross and Wymondley Main. Upgrade Tilbury - Warley route to 400kv (NGET)	Enfield, Hackney, Haringey, Waltham Forest	Yes



LIF Portfolio – Energy (continued)

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
National Grid Electricity Transmission (NGET) - West London	NGET projects, spatially grouped for West London. Upgrades to the distribution network have provided flexibility to enable residential and commercial connections; however, upgrades to the electricity transmission network serving West London remain necessary to resolve the long-term issue in the area.	Ealing - Laleham 275kv cable replacement (NGET) Iver - North Hyde 275 cable replacement (NGET) Iver - Replace 3 SGTs (NGET) West London Cables Strategy (Ealing - Willesden 275kv cable replacement (NGET) West London grid upgrade Willesden Grid (UK Power Networks)	Ealing, Hillingdon, Hounslow	Yes
North London Gas Irons Mains Replacement (Tier 1)	The programme delivers the Health and Safety Executive (HSE) mandated replacement of 'Tier 1' iron gas mains within 30 metres of properties, continuing through 2026–2031 as part of Cadent's wider RIIO-3 REPEX plan. It involves ongoing replacement of ageing iron pipes with polyethylene to meet statutory safety requirements ahead of the 2032 deadline. The programme in its final phase, and follows established HSE guidance and Ofgem incentives.		Barking & Dagenham, Camden, Enfield, Hackney, Haringey, Islington, Lambeth, Newham, Southwark, Tower Hamlets, Westminster	
North London Medium Pressure Gas Mains Replacement	This programme involves the renewal of approximately 26 km of large-diameter medium-pressure iron mains along central London's arterial routes, where asset failure would be highly disruptive due to proximity to major landmarks, dense buildings/development and high footfall. The programme looks to replace high-risk Iron Mains to improve the resilience of the Medium Pressure network. The works address significant engineering and access constraints, extensive third-party interfaces, and the need to maintain network supply during construction.		City of London, Islington	
North London Waste Authority Heat Network Distribution Bundle (Enfield Advanced Zoning Programme)	Bundle of Distribution (District) Networks supplying multiple buildings under different ownerships. These can range from small clusters of a few different buildings to much larger suburb-wide systems.	Colindale Heat Network Enfield Heat Network (Energetik) Expansion Finchley Heat Network Hackney - Shoreditch Heat Network Haringey Heat Network Hendon Heat Network London Borough of Waltham Forest Heat Network Millbrook Park District Heating Network (Combined Heat & Power) North London Heat and Power Project North Tottenham Heat Network Ponders End to Enfield Town Proposed Heat Networks: HDEN Phase 1 Proposed Upper Lee Valley 1 (Haringey and Waltham Forest only) Tottenham Hale Heat Network Wood Green Heat Network	Enfield	
North London Waste Authority Strategic Heat Network Area (SHNA) (Enfield Advanced Zoning Programme)	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the waste-heat study).		Enfield	Yes



LIF Portfolio – Energy (continued)

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
Old Oak and Park Royal Development Corporation Strategic Heat Network Area (OPEN, OPDC Advanced Zoning Programme)	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the waste-heat study).	Old Oak and Park Royal Development Corporation (OPDC) Feasibility - CD169 Data Centre Waste Heat Network	Brent, Ealing, Hammersmith & Fulham	Yes
Private Housing Retrofit	Programme to retrofit private stock with energy efficiency measures and renewable technologies, reducing emissions and improving living conditions.	Compilation of Several Projects on the Green Growth Pipeline	London-wide	
Royal Dock Strategic Heat Network Area (East London Advanced Zoning Programme & Barking and Dagenham Advanced Zoning Programme)	Strategic, cross-borough heat network areas connected by a large transmission main that acts as a spine for multiple smaller distribution networks (as identified through the waste-heat study).		Barking & Dagenham, Newham	Yes
Royal Docks Distribution Heat Network Bundle (East London Advanced Zoning Programme & Barking and Dagenham Advanced Zoning Programme)	Bundle of Distribution (District) Networks supplying multiple buildings under different ownerships. These can range from small clusters of a few different buildings to much larger suburb-wide systems.	Beckton District Heating Network Queen Elizabeth Olympic Park Proposed West Ham Proposed Heat Network	Barking & Dagenham, Newham	Yes
Schools Retrofit	Programme to upgrade school buildings with energy efficiency and renewable technologies, supporting decarbonisation and educational outcomes.	Compilation of Several Projects on the Green Growth Pipeline	London-wide	
Scottish and Southern Electricity Networks (SSEN) Strategic Development Plan (SDP) Iver 66k and Iver 132k	SDP by SSEN for the Iver 66kv and Iver 132kv Grid Supply Point (GSP). The SDP utilises the Distribution Future Energy Scenario, and stakeholder insights from local plans to translate energy forecasts into needs up to 2050, including circuit, transformer and substation upgrades. The locations supplied by Iver 66kv and Iver 132kv GSP within London is Hillingdon and parts of Ealing.	Hillingdon PSS Iver 66kV to Northolt PSS 66kV circuit (SSEN) Longford to Bath Road West 33kV circuit (SSEN) Longford to Poyle 33kV circuit and Poyle PSS Northolt PSS (SSEN) Uxbridge (Uxbridge PSS) (SSEN)	Hillingdon, Ealing	
Scottish and Southern Electricity Networks (SSEN) Strategic Development Plan (SDP) North Hyde and Laleham	SDP by SSEN for the North Hyde and Laleham Grid Supply Point (GSP). The SDP utilises the Distribution Future Energy Scenario, and stakeholder insights from local plans to translate energy forecasts into needs up to 2050, including circuit, transformer and substation upgrades. The locations supplied by North Hyde GSP and Laleham GSP are Hillingdon, Hounslow, and Ealing, and include the Heathrow Opportunity Area.	Church Road PSS (SSEN) East Bedfont (East Bedfont BSP) (SSEN) East Bedfont BSP and 132kV circuits from Laleham GSP to East Bedfont BSP (SSEN) East Bedfont BSP to Church Road PSS 22kV circuits (SSEN) East Bedfont BSP to North Feltham PSS 22kV circuits (SSEN) Harlington and Heathrow (Bath Road East PSS) (SSEN) North Feltham PSS (SSEN) Southall and Harlington (North Hyde BSP) (SSEN) Staines BSP to Stanwell PSS 33kV circuits (SSEN) Staines BSP to Sunbury Cross PSS 33kV circuits (SSEN)	Hounslow, Ealing, Hillingdon	Yes



LIF Portfolio – Energy (continued)

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
Scottish and Southern Electricity Networks (SEN) Strategic Development Plan (SDP) Willesden and Ealing	SDP by SEN for the Willesden and Ealing Grid Supply Point (GSP). The SDP utilises the Distribution Future Energy Scenario, and stakeholder insights from local plans to translate energy forecasts into needs up to 2050, including circuit, transformer and substation upgrades. The locations supplied by Willesden GSP are Ealing, Old Oak and Park Royal Opportunity Area. The locations supplied by Ealing GSP are Ealing, Hounslow and include the Great West Corridor Opportunity Area and parts of the Old Oak and Park Royal Opportunity Area.	22kV Circuits from Acton Lane BSP to Leamington Park PSS (SEN) 66kV circuit from Perivale 66kV double busbar to Greenford PSS (SEN) 66kV circuit from Willesden to Perivale double busbar (SEN) Canal Bank 66/11kV Primary Transformers (SEN) Chiswick (Harvard Lane PSS) (SEN) East Hounslow (Bridge Road PSS) (SEN) Goldsmiths 22/6.6kV Primary Transformers (SEN) Greenford 66/11kV Primary Transformers (SEN) Ironbridge PSS (SEN) Leamington Park 22/11kV Primary Transformers (SEN) North Ealing (Copley Dene PSS) (SEN) Park Royal and Perivale (Park Royal & Perivale PSS) (SEN)	Brent, Ealing, Hounslow	Yes
Social Housing Retrofit	Programme to retrofit council and social housing stock with energy efficiency measures and renewable technologies, reducing emissions and improving living conditions.	Compilation of Several Projects on the Green Growth Pipeline	London-wide	Yes
South London Gas Irons Mains Replacement Programme (Tier 1)	The programme looks to deliver the Health and Safety Executive (HSE) mandated replacement of approximately 650 km of Tier 1 iron gas mains (8 inches or smaller) across South London, targeting the highest-risk assets within 30 metres of properties. It involves ongoing replacement of ageing iron mains and associated services with polyethylene under SGN's RIIO-3 REPEX plan, addressing rising failure rates and Gas-in-Building events. Now progressing through its final phases, the programme follows established HSE guidance and Ofgem-approved delivery incentives.		Bexley, Bromley, Croydon, Wandsworth	
South London Medium Pressure Gas Mains Replacement	The programme proposes the replacement of 15 km of large-diameter cast-iron medium-pressure mains within SGN's South London network, which supplies 1.25 million customers. Evidence shows increasing deterioration, high failure probability, and repair costs of at least £1.14m annually, with assets located close to homes and businesses. As a stand-alone GD3 Price Control Deliverable, the £30m programme would renew around 3 km per year, reducing safety and reliability risks and protecting a sixth of SGN's customer base.		Bromley, Croydon, Lambeth, Lewisham, Southwark	
South London Risk-Prioritised Gas Mains Replacement Programme (Tier 2a)	The programme involves the replacement of around 16 km of Tier 2a gas mains in South London, comprising medium-diameter pipelines identified through the Mains Replacement and Prioritisation System (MRPS) as above the risk-action threshold. In line with Health and Safety Executive (HSE) mandated requirements, Tier 2a mains must be decommissioned or remediated within 12 months of triggering this threshold. The scheme ensures compliance with regulatory safety obligations and supports ongoing renewal of ageing network assets under the RIIO-3 REPEX framework.		London-wide	

LIF Portfolio – Energy (continued)

Scheme Name	Description	Bundled Projects	Location	Included in Priority List?
UK Power Networks (UKPN) - Sutton B Substation	UKPN plans to upgrade the site relating to switchgear capacity.		Sutton	
UK Power Networks (UKPN) - Wandsworth 132/66kV Substation	UKPN plans to deliver a new Gas Insulated Switchboard and implement load-related reinforcements for Wandsworth, which has also been identified as a long-term development infrastructure project.		Wandsworth	
UK Power Networks (UKPN) - Islington 132kV Substation	UKPN is replacing the Super Grid Transformers that supply the Islington area as part of a long-term infrastructure development project.		Islington	
UK Power Networks (UKPN) - Wimbledon 132kV Substation	UKPN is merging reinforcement efforts and switchboards, as well as implementing load-related upgrades, which are all part of a long-term infrastructure development project.		Merton	



LIF Portfolio – Water, wastewater & flood risk

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Basement Flooding Risk Reduction	The Thames Water programme to reduce the risk of basement flooding across London. Trunk main assets located close to, and in the most extreme circumstances, within basement properties, pose a serious risk to life, with Thames Water replacing these assets in the areas most at risk.		Camden, Hackney, Islington, Lambeth, Newham, Southwark, Tower Hamlets, Westminster	
Beckton Effluent Reuse Scheme (Alternative Project)	The London Water Recycling Scheme proposes an alternative project involving the treatment of final effluent from the Beckton Sewage Treatment Works in East London. This effluent would be processed at a new Advanced Water Recycling Plant located within the Beckton site. The recycled water would then be conveyed through a tunnel to supplement the raw water supply for the Lee Valley reservoirs.		Newham	
Beckton Sewage Treatment Works and Waste Heat	Comprehensive upgrade of Beckton Sewage Treatment Works under Thames Water's Water Asset Assurance Programme. Works will deliver a capacity upgrade that is required to address flow-related and regulatory aspects of discharge permits and thermal hydrolysis process enhancements for the utilisation of waste heat for district heating.		Newham	Yes
Crossness Sewage Treatment Works	Major upgrade of Crossness Sewage Treatment Works under Thames Water's Water Asset Assurance Programme. Works will deliver a capacity upgrade that is required to address flow-related and regulatory aspects of discharge permits.		Bexley	
Egham to Iwer, Water Transfer (Trunk Main and Booster Pumping Station)	Egham to Iwer (Harefield) interconnector has a peak transfer capacity of 35 MI/day. The project includes a booster pumping station capable of delivering a maximum of 35 MI/day and features an 11.9 km trunk main.		Hillingdon	
Enhancing Groundwater and Aquifer Use	Thames Water has developed a program of feasible groundwater options for London as part of the Water Resource Management Plan 24. These options are necessary to ensure preparedness for a drought with a 1 in 500 chance of occurring, while also maintaining a sustainable level of abstraction by 2050.	Groundwater Addington Groundwater Honor Oak Honor Oak Increase Deployable Outputs Horton Kirby Aquifer Storage and Recovery Kidbrooke Aquifer Recharge/Aquifer Storage and Recovery (SLARS1) London Confined Chalk (north) Merton Aquifer Recharge (SLARS3), Streatham Aquifer Recharge (SLARS2) Merton Recommissioning New River Head Removal of Constraints. South East London (Addington) Aquifer Storage and Recovery Southfleet/Greenhithe (new WTW) Thames Valley Central Aquifer Storage and Recovery	Barnet, Bexley, Hillingdon, Hounslow, Richmond upon Thames	



LIF Portfolio – Water, wastewater & flood risk (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Established Surface Water Catchment Partnerships (Lee Valley and Central London)	The established surface water catchment partnerships (Lea Valley and Central London) will implement a collaborative programme across borough boundaries to enhance resilience against surface water flooding.	Borough-wide Urban Greening & Green Grid Programme Catchment wide sustainable drainage systems (SuDS) network Chase Park green-blue infrastructure and Merryhills Brook restoration Enfield Chase Landscape Recovery Scheme (500ha) and integration Meridian Water – Strategic Green-Blue Network Strategic Flood Risk Mitigation – Salmon's Brook & Pymmes Brook	Barnet, Brent, Camden, City of London, Ealing, Enfield, Hackney, Hammersmith and Fulham, Haringey, Islington, Kensington and Chelsea, Newham, Tower Hamlets, Waltham Forest, Westminster	Yes
Grand Union Canal (GUC) Interregional Transfer and Minworth Strategic Reservoir Option (SRO)	A proposed interregional water transfer scheme using the GUC, supporting resilience and supply security across the South East. The scheme is part of Water Resource Southeast's long-term strategy to address future water deficits and climate pressures. Minworth Strategic Reservoir Option provides a source of raw water flow augmentation to support the GUC by diverting and re-treating wastewater, then discharging into the River Avon and/or the GUC system.	GUC Interregional Transfer Minworth SRO	Ealing, Hammersmith & Fulham, Harrow, Hillingdon	
Hogsmill Sewage Treatment Works and River restoration	Comprehensive upgrade of Hogsmill Sewage Treatment Works to enhance phosphorus removal and support river restoration under the Water Natural Improvement Programme.		Kingston upon Thames	
Ickenham to Harrow interconnector	Project to deliver the Ickenham to Harrow Interconnector, a new interconnector providing an additional capacity of 30 MI/day, required to achieve sustainability reductions.		Harrow, Hillingdon	
Increase Deployable Output (Egham/Chertsey/Walton)	Increasing deployable output will provide an additional 40 MI/d of treatment capacity. This capacity is necessary to create surplus for transfer and to offset sustainability reduction losses in other communities.	Chertsey Deployable Output Walton Deployable Output	Outside London	
Lead Pipe Replacement	Thames Water programme of lead pipe replacement to eradicate all lead communication pipes to the boundary of all primary schools and nurseries by 2035 and replace all lead pipes by 2050.		Camden, Enfield, Hackney, Haringey, Islington, Lambeth, Newham, Southwark, Tower Hamlets, Westminster	
Leakage Transformation programme	The Thames Water leakage transformation programme includes mains replacement, acoustic loggers, smart meters to reduce and locate leaks, and fixing leaks. Over 2025-30, Thames Water should deliver a 22% reduction in leakage by investing £161 million.		Camden, Hackney, Islington, Lambeth, Newham, Southwark, Tower Hamlets, Westminster	Yes
London Desalination	A programme to assess the need for and potential sites for desalination. Desalination facilities would enhance London's strategic resilience by augmenting potable water supplies during droughts and alleviating pressure on upstream resources and groundwater abstractions.	A new desalination plant located on the existing Beckton Sewage Treatment Work Desalination plant located to the South of Erith Marshes	Bexley, Newham, Waltham Forest	



LIF Portfolio – Water, wastewater & flood risk (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Lower Thames to West London Reservoirs	This project would allow water to flow from a new abstraction point on the lower River Thames to the Queen Mary Reservoir. During the 2022 drought, Thames Water experienced constraints on our water abstraction, which implies that there may be less water available to supply during a drought, which could result in a supply deficit.		London-wide	
Mogden Sewage Treatment Works	Major upgrade of Mogden Sewage Treatment Works under Thames Water's Water Asset Assurance Programme. Works will deliver a capacity upgrade that is required to address flow-related and regulatory aspects of discharge permits.		Hounslow	
Mogden Water Recycling scheme (Alternative Project)	The London Water Recycling Scheme proposes an alternative project involving a proportion of final effluent from the Mogden Sewage Treatment Works would be transferred to a new Advanced Water Recycling Plan located near Kempton. The recycled water would be conveyed and discharged into the River Thames upstream of the existing Thames Water Walton intake.		Hounslow	
Raynes Park Flood Alleviation Scheme	The Raynes Park catchment experiences increased flooding each summer, causing damage to transport and sewage infrastructure, as well as over 120 properties. Metron, Thames Water, and the Environment Agency are exploring solutions to reduce the impact of sub-regional flooding.		Merton	
River Thames Scheme	A major flood risk management project along the River Thames, including new flood defences, improved flow capacity, and environmental enhancements.		Bexley, Bromley, Greenwich, Lewisham, Southwark	
Severn to Thames Transfer (Adaptive Pathway)	A proposed interregional water transfer from the River Severn to the River Thames aims to enhance drought resilience and ensure long-term water supply security. This transfer is an adaptive solution that will only be implemented under scenarios with higher water demand.		Bexley, Hillingdon, Hounslow, Richmond upon Thames, Southwark	
Sewage Treatment Works Fluvial Flood Resilience	A Thames Water programme to improve fluvial flood resilience at sewage treatment sites supports operational continuity and environmental protection.		Barking & Dagenham, Bexley, Greenwich, Havering, Newham	
Sewer Flood Risk Reduction Programme	A Thames Water programme to reduce sewer flooding risk across priority areas, using targeted infrastructure upgrades and resilience measures. This includes the use of sewer network digitisation, removal of interceptors, 'green' and grey sustainable drainage systems and ongoing capital and operational maintenance activities in sewer and pumping stations.		Camden, Hackney, Islington, Lambeth, Newham, Southwark, Tower Hamlets, Westminster	
South East Strategic Reservoir Option (White Horse Reservoir)	Development of a South East Strategic Reservoir Option in Oxfordshire to support long-term water supply resilience in the South East. The project would provide raw water storage and drought resilience for Thames Water and provide a source for water transfers.		Outside London	Yes
Storm Overflow Discharge Reduction Plan	A strategic programme to reduce storm overflow discharges to less than 10 spills/year by 2045 and ≤3 At designated bathing waters by 2030. The programme delivers an increased number of "end of pipe" solutions, such as expanding storm tanks, increasing hydraulic capacity of sewage treatment works, 278 km of sewer lining and surface water management through sustainable drainage systems (SuDS).		Barking & Dagenham, Camden, Enfield, Hackney, Havering, Islington, Lambeth, Newham, Southwark, Tower Hamlets, Westminster	



LIF Portfolio – Water, wastewater & flood risk (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Teddington Direct River Abstraction	Teddington Direct River Abstraction is the preferred option to deliver the London Water Recycling scheme. The scheme aims to provide a reliable, sustainable supply of water to support river flows in London. It does this by treating effluent and discharging it to the River Thames or the River Lee, where it can be abstracted as a raw water resource to supply water treatment works downstream. The scheme will likely be delivered using Teddington Direct River Abstraction, with water replaced from the Mogden Sewage Treatment Works by a New Tertiary Treatment Plant. The London Borough of Richmond has opposed the Teddington River Abstraction project. The project is classed as a Nationally Significant Infrastructure Project.		Richmond upon Thames	Yes
Thames Estuary 2100 (TE2100)	The TE2100 programme outlines long-term flood risk management across the estuary, including barrier upgrades, embankment improvements, and adaptive planning milestones. As part of TE2100, Greater London Authority (GLA) will deliver a series of family tidal defence projects.		Barking & Dagenham, City of London, Greenwich, Havering, Kingston upon Thames, Lambeth, Newham, Richmond upon Thames, Tower Hamlets, Wandsworth, Westminster	Yes
Thames to Affinity Regional Transfer	A strategic transfer scheme to move up to 100 Ml/d of water from Thames Water to Affinity Water, supporting interregional supply resilience. Transfer will occur from Thames Water's Lower Thames Reservoir system to Affinity Water, supported by a new water resource from the South East Strategic Reservoir Option (White Horse Reservoir). South East Strategic Reservoir Option is a prerequisite, as without it, the option would result in Thames Water having a reduced volume of strategic storage.		Bexley, Hillingdon, Hounslow, Richmond upon Thames, Southwark	
Thames Wastewater Network Digitalisation	A programme to digitise Thames Water's wastewater network with over 50,000 monitors, enabling real-time monitoring, predictive maintenance, and improved operational efficiency.		Barking & Dagenham, Camden, Islington, Lambeth, Newham, Southwark, Tower Hamlets, Westminster	
UV Disinfection Upgrades at London Water Treatment Works	Installation or upgrade of ultraviolet treatment at Water Treatment Works by Thames Water to enhance disinfection and meet water quality standards. The presence of Cryptosporidium in the water is a public health risk, with detection in the Thames.	Ultraviolet treatment plant at Coppermills WTW Ultraviolet treatment plant Hampton WTW in West London.	Richmond upon Thames, Waltham Forest	
Water Smart Metering Expansion	Continued rollouts of smart water metering to enable behavioural change, reduce wastage, and support in-home water efficiency and smart tariffs. A demand management programme to install or upgrade 1.5 million smart meters by 2030 to reduce leakage by 23%. It is a key component of Thames Water and Affinity Water's Water Resource Management Plan.		London-wide	Yes
Watford Grove to Heronsgate Interconnector	A new interconnector between Watford and Heronsgate with a peak capacity of 25 Ml/day. The interconnector is required to meet the requirements set out in the Affinity Water Resource Management Plan as a part of the Connect 2050 programme.		Hillingdon	



LIF Portfolio – Waste

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Acton Repair & Reuse Hub	The scheme proposes establishing a local repair and reuse hub in Acton, providing space for the sorting, refurbishment and redistribution of reusable items. It would create a dedicated facility to support repair activities and reuse operations, offering a structured setting for community-focused circular-economy functions.		Ealing	
Barking and Dagenham Transport hub	The scheme involves developing a new transport hub in Barking and Dagenham to accommodate waste-collection and service vehicles, replacing the existing leased vehicle centre when its lease expires. It would provide a consolidated site for vehicle parking, maintenance and operational support activities, with an indicative capital cost of around £30 million.		Barking & Dagenham	
Bexley Thames Road Waste & Street Services Vehicle Depot	The scheme involves upgrades to the Thames Road depot in Bexley, a safeguarded site used for waste and street-services vehicle operations, to improve operational efficiency and support the transition to an electrified fleet. The project is identified within joint technical planning documents and would enhance the depot's long-term capability for service delivery.		Bexley	
Edmonton EcoPark energy recovery facility, reuse and recycling centre and circular economy campus	The Edmonton EcoPark scheme involves the redevelopment of a major waste-management hub in North London, to deliver a new sustainable waste hub. The scheme delivers a new Energy Recovery Facility, a Resource Recovery Facility, a public Reuse & Recycling Centre, and the EcoPark House education and circular-economy campus. Construction is advanced, with the Energy Recovery Facility scheduled for commissioning in 2027, and full site completion expected in 2029. The Resource Recovery Facility, a public Reuse & Recycling Centre opened in 2024, providing recycling and fuel-preparation operations, and increasing food-waste processing capacity for seven North London boroughs.		Enfield	
Flexible Plastics Recycling System Programme	The programme proposes developing the infrastructure required to collect and process flexible plastics across London, supported by Waste London Waste Authority (WLWA) and Extended Producer Responsibility (EPR) funding. It would establish a system comprising separate collection containers for residents, dedicated tipping bays for borough vehicles, plant for handling and loading flexible plastics, and onward treatment arrangements. The programme is intended to support policy implementation, increase capture of flexible plastics, and reduce disposal through landfill.		London-wide	
Hornchurch Country Park New Composting Facility	Development of a new composting facility at Hornchurch Country Park to support circular economy and reduce organic waste sent to landfill.		Havering	



LIF Portfolio – Waste (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
London Circular Economy Construction Hubs	This programme proposes establishing a network of construction-focused circular-economy hubs across London to facilitate the reuse, refurbishment and redistribution of construction materials. The hubs would provide dedicated spaces for material sorting, storage and processing, support low-carbon construction practices, and enable more effective recovery of items such as reclaimed timber, aggregates, fittings and components. They would also create opportunities for innovation, skills development and collaboration between industry, local authorities and community enterprises, helping to reduce embodied carbon and promote more sustainable approaches to construction and demolition activities across the city.	Old Oak and Park Royal Development Corporation (OPDC) circular economy hub- Minerva Road Tipping Point East Reuse Hub (led by the Royal Docks and the London borough of Newham)	Barking & Dagenham, Havering, Newham, Redbridge	Yes
London Waste Transfer Station Upgrades, Development and Replacement Programme	This London-wide programme comprises a set of interventions to upgrade, expand and replace waste-transfer infrastructure across London, ensuring the network can meet long-term capacity, compliance and operational needs. It includes developing modern enclosed facilities, refurbishing ageing assets approaching end-of-life, and delivering new sites to replace constrained or outdated ones. The programme supports greater system resilience, improved environmental performance, and alignment with London's growth areas by enabling more efficient handling of household, recycling, food and street-cleaning waste. It also provides opportunities for operational optimisation, site modernisation and future circular-economy functions, helping maintain reliable waste-management services across the city.	Auckland Road / Bywaters / Gateway Road – Covered Facility Brent Cross Geron Way Waste Transfer Station (Hendon Replacement) Cringle Dock Waste Transfer Station Factory Lane Waste Transfer Station Upgrade Walbrook Wharf Waste Transfer Station Refurbishment	London-wide	Yes
Merton Strategic Waste Site Development	The scheme proposes safeguarding a major strategic waste-management site in Merton and developing on-site electric charging infrastructure to support up to 110 industrial and passenger-transport vehicles. As one of the four key sites within the South London Waste Partnership, the scheme looks to ensure the site can continue to support South London waste operations and support future fleet and operational arrangements.		Merton	
North London Reuse hubs, repair centres, materials recovery facilities	This programme would deliver a network of at least eight reuse hubs, repair centres and materials-recovery facilities across North London, supporting the transition to a more circular local waste system. Investment would enable sites to operate more effectively for pedestrians and cyclists, expand community-focused repair and reuse activities beyond traditional drive-in models, and potentially introduce specialist equipment for the recycling of nappies and other absorbent hygiene products.	Borough Circular-Economy Infrastructure Programme	Enfield	
ReStage Material Reuse Hub	A material reuse hub part of a wider network of hubs to promote a circular economy for theatre and film & TV set design in London / the UK. It aims to support theatres and performing arts venues in embedding sustainable, zero-waste practices in their set construction processes. The hub connects creatives with leftover materials from companies, facilitating the reuse of resources and reducing waste.		Southwark	



LIF Portfolio – Waste (continued)

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
South London Community Reuse Scheme	The scheme proposes securing a dedicated warehouse or industrial unit to expand the South London Community Reuse Scheme, which currently operates from Household Reuse and Recycling Centres under social-value provisions in the Household Reuse and Recycling Centres contract. A standalone facility would provide sufficient storage, allow items to be intercepted before they are classed as waste, and enable the scheme to scale its referral-based model supporting residents in need across the four South London Waste Partnership boroughs.		Croydon, Kingston upon Thames, Merton, Sutton	
South London Intensification Programme	The South London Intensification Programme focuses on increasing waste-management capacity across safeguarded sites identified in the South London Waste Plan. The programme aims to intensify or redevelop existing facilities to achieve greater throughput, use industrial land more efficiently, and address the SLWP’s identified Construction and Demolition waste-stream capacity shortfall. It encompasses options for improved layouts, upgraded plant, and compensatory provision where redevelopment affects existing capacity. Co-location opportunities may also be explored to strengthen operational resilience and support circular-economy activities. The programme looks to ensure safeguarded sites remain capable of meeting long-term self-sufficiency and waste-policy requirements across South London.	Chessington Railhead (dual-use waste transfer station)	Croydon, Kingston upon Thames, Merton, Sutton	Yes
Victoria Road Food Bulking Facility	The scheme proposes developing a covered food-waste bulking area at the Victoria Road site, providing space for the safe receipt, consolidation and temporary storage of separately collected food waste. It would introduce additional bulking capacity and formalise handling operations within an enclosed structure, supporting more efficient site layout and operational management.		Hillingdon	
Wearside Depot Relocation	The scheme involves the relocation of the Wearside depot to accommodate planned Bakerloo Line Extension works, requiring identification of an alternative site and associated interim logistics arrangements. It would consider options for co-location, operational resilience and potential land-swap solutions to ensure service continuity while aligning with Transport for London construction timelines and governance requirements.		Lewisham	



LIF Portfolio – Digital connectivity & data centres

Scheme Name	Description	Bundled Projects	Location	Included on Priority List?
Broadband In-fill	In-fill of existing broadband provision to ensure universal coverage to address not-spot areas, which may lose digital connectivity due to the copper network switch-off. Not-spot may be commercially unviable and require a grant or subsidy to deliver new broadband services.	Boldyn Networks Full Fibre Build in London BT Group Full Fibre Rollout Acceleration Community Fibre Network Expansion Hyperoptic Full-Fibre Expansion Programme Mayor of London Fibre Upgrade Programme Project Gigabit (Lot 37 – London) Transport for London Connected London Fibre Backbone West London Alliance strategic investment pot	London-wide	Yes
Data Centre Expansion	There has been significant private investment in data centres, with London/West London Europe’s largest cluster. A continued requirement to identify suitable sites with sufficient energy, water available, fibre and space within Greater London.		London-wide	
Digital Connectivity for Growth	Delivers fibre and mobile infrastructure to support growth sectors and high-density development, future-proofing housing, commercial activity, public services, and data centres. Incorporates investment to address London’s low 5G performance and capacity constraints by enabling new mobile sites, small cells, and 5G upgrades. The combined programme strengthens connectivity, resilience, security, and supports inclusive economic growth.	Dark Fibre Backbone Mobile Infrastructure (e.g. small cells and masts) Transport for London Connected London Fibre Backbone Virgin Media O2 Mobile Network Transformation VodafoneThree UK 5G Standalone Network Build West Tech Corridor	London-wide	Yes
Digital Connectivity for Rail Travel	A programme focused on enhancing digital connectivity by installing ultra-fast fibre optic cables along major rail routes and implementing satellite connectivity to eliminate mobile black spots and improve service in tunnels. The installation of 4G and 5G infrastructure at 12 major train stations will enhance both the availability and speed of internet connections for passengers using Wi-Fi.	Low Earth Orbit Satellite Project Reach	London-wide	
Digital Support for Public Services	The use of the fibre enables the public service to move to a digital platform. Ongoing project examples include the potential replacement of the council’s CCTV system to move to a digital service, but could include real-time traffic cameras, environmental sensors and IoT-connected street furniture.	Borough-wide CCTV Upgrade Programme Borough-wide Full Fibre & 5G Connectivity Programme	London-wide	Yes

Appendix B - How we engaged

How we engaged

Engagement was an essential part of developing the LIF to gather information about potential schemes, support their assessment and build consensus around their prioritisation. This Appendix summarises the LIF engagement process.

Workshops

- 14 in-person and virtual workshops with sector experts, including industry representatives
- BusinessLDN breakfast and workshop with 22 stakeholders from across London's businesses
- Dedicated sessions with London Growth Plan and the next London Plan teams to ensure alignment

Survey & proforma

- An interactive survey issued to London's 33 local authorities, Sub-Regional Partnerships and wider stakeholders with 33 survey responses received, information added for 51 schemes, and 137 new schemes submitted. Regional Partnerships and wider stakeholders
- A Proforma issued to industry stakeholders with 23 responses received including 280 schemes.

Strategic oversight

- A Strategic Advisory Group was established to oversee development of the LIF and ensure the Framework aligns with the policy priorities of the Mayor, boroughs, and wider stakeholders. Membership included senior representatives from the GLA, London Councils, TfL, London & Partners, NLA, BusinessLDN, LEDNet, the Society of London Treasurers, and the Sub-Regional Partnerships.
- The GLA established a Strategic Coordination Group, comprising senior GLA officers who provided strategic guidance throughout the development of the LIF.
- In addition, the LIF was informed by wider borough-level engagement, including engagement with the Sub-Regional Partnerships, London Councils' Executive and Leaders' Committee, and through the establishment of a Task and Finish (T&F) Group comprising seven borough leaders and senior officers.

What changed as a result

Engagement inputs were used to:

01. Identify strategic infrastructure schemes from the bottom-up, engaging with those working most closely with the scheme promoters
02. Confirm cross-borough, pan-London priorities across sectors
03. Refine and validate the prioritisation assessment and scoring logic
04. Ensure strategic alignment to broader policy and plans

Appendix C - Prioritisation overview

Prioritisation

This Appendix provides further information on the approach to prioritising LIF schemes.

Approach to weighting

To reflect the vision in the London Growth Plan and the 2021 London Plan, the LIF applies a balanced weighting across the three strategic outcomes, with a lighter weighting for deliverability:

- Homes Enabled and Maintained – 30%
- Inclusive Growth and Productivity – 30%
- Resilience – 30%
- Deliverability – 10%

Why this balance?

The three outcomes are co-critical to London's success and are treated equally in the Case for Change. Equal weighting avoids over-prioritising one policy goal at the expense of others and maintain sector-neutrality across transport, energy, water, wastewater & flood risk, waste, and digital, and data centres.

Deliverability (10%) ensures near-term feasibility (funding, consents, delivery risks) influences the ranking without displacing strategic value. This guards against biasing towards only 'shovel-ready' schemes and preserves focus on the highest-value unlocks for homes, jobs and resilience.

Sub-criteria are weighted evenly within each outcome to keep the method transparent and to avoid double-counting; differentiation comes through clear evidence thresholds and scoring guidance.

Scoring approach

How scores are assigned

- 01.** Scale: Each subcriterion is scored 0–4 (4 = strong, evidenced contribution; 3 = good; 2 = partial; 1 = limited or no demonstrable contribution)
- 02.** Evidenced: Scores are based on documented evidence (e.g., business cases, options appraisals, modelling, site capacity studies, resilience assessments).
- 03.** Aggregation: Subcriterion scores roll up to an outcome score and then to a composite score using the agreed weights (30/30/30/10).

Quality assurance & moderation

- Dual scoring & calibration: Initial scoring by analysts using a shared scoring matrix followed by calibration sessions to ensure consistency across sectors.
- Technical moderation: A technical moderation review with key stakeholders tests scoring rationale, thresholds and evidence sufficiency.
- Strategic Moderation: A strategic moderation with strategic oversight groups assuring proper consideration of strategic rationale for schemes aligned with constituents' needs in the long-term.
- Handling uncertainty: Where evidence is incomplete, a provisional score is applied with an explicit evidence gap noted for resubmission

Endnotes

Endnotes

- 1 Economic advantages that arise when firms and people locate close to each other.
- 2 Mayor of London and Greater London Authority (2026) [London Green Infrastructure Framework](#)
- 3 [Warmer Homes London](#) is a new organisation jointly funded by the Mayor of London and London Councils. The organisation purpose is to improve the energy efficiency of Londoner's homes, making them greener, healthier, and more affordable to heat.
- 4 Environment Agency and Thames Estuary 2100 Partners (2025) [Thames Estuary Asset Management](#)
- 5 Environment Agency (2024) [Water resources 2023-2024: analysis of the water industry's annual water resources performance](#)
- 6 Environment Agency (2025) [Water resources 2024 to 2025: analysis of the water industry's annual water resources performance](#), Kenny (2025) [Water use in AI and Data Centres](#)
- 7 Mayor of London (2021) [Old Kent Road Opportunity Area](#)
- 8 Camden Council and Metro Dynamics (2024) [The economic rationale for Euston's regeneration](#)
- 9 Lambeth Council and Network Rail (2024) [Waterloo Station Masterplan](#)
- 10 In December 2024, the government published a revised National Planning Policy Framework with mandatory housing targets for London of 88,000 new homes per year. Further information is available at London Assembly (2024) [Understanding the revised National Planning Policy Framework](#)
- 11 Mayor of London and London Councils (2025) [London Growth Plan](#)
- 12 TfL is not currently progressing the Elizabeth Line Extension and the London Trams Proposed Sutton Link.
- 13 Building Digital UK (2025) [Project Gigabit](#)
- 14 An EPC B rating indicates a building has high energy efficiency, typically scoring between 81–91 on the UK Energy Performance Certificate scale. Further information is available at ONS (2025) [Energy efficiency of housing in England and Wales](#)
- 15 London Council (2022) [Retrofit London: Lead authority arrangements](#)
- 16 AXA (2025) [Extreme weather risks: An analysis of England's vulnerability to flooding and heat](#)
- 17 The London Borough of Richmond has opposed the Teddington River Abstraction project. The project is classed as a Nationally Significant Infrastructure Project.
- 18 Grow London (2024) [Where Sustainable Business Thrives](#)
- 19 ONS (205) [Regional economic activity by gross domestic product, UK: 1998 to 2023](#)

For further detail on sources, please see Annex A: LIF Sector Trends and Service Challenges.

Mott MacDonald was commissioned by the Greater London Authority and London Councils to prepare the London Infrastructure Framework. It was produced in collaboration with GLA, London Councils and their stakeholders.

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