Discussion Brief

Transport: Growth and Delivery

How can the UK Improve Connectivity, Strengthen Productivity, and Accelerate Infrastructure Delivery Across Road, Sea and Air?

CPF
Conservative Policy Forum

Contents

14 April 2026

Foreword

Dear Members and Supporters,

The Conservative Party has always understood simple truths: freedom to move and travel is fundamental and if you want to grow an economy the government needs to be an enabler of movement and travel. When freedom thrives, when people can travel, when they can move goods, when our roads work, when our ports flourish, and when aviation thrives, so does Britain. But this feels under attack. When it is, opportunities and investment, are stalled and people are left behind.

This paper focuses on three of the vital arteries of our national life: air, sea, and roads.

In aviation, it means treating the sector for what it is: a driver of growth, a connector of nations, and a gateway to the world. That requires certainty, a stable policy environment, and a government that backs the industry, rather than seeing it as a cash cow.

At our ports, it means recognising that trade moves when they are flowing freely, but when they are constrained by outdated systems or poor planning, the entire country feels the pinch.

And it means recognising that roads are the backbone of everyday life for Britain and for millions of people and businesses, many of whom are feeling under attack from what is increasingly seen as a 'war on motorists' from Labour, the Lib Dems, the SNP, Greens, and Plaid Cymru.

If we want growth, we need a transport system that enables it. Whether it is a commuter trying to get to work without three awkward changes, a business waiting on parts stuck in a congested port, or a regional airport struggling under the weight of uncertainty and taxation, the story is the same: not enough effort and energy on making the system work.

That is why I am excited to launch this paper with the CPF to explore meaty policy ideas to get the country moving and inject some real zest, zip, and zap into our efforts to deliver genuine intermodal transport across road, rail, sea and air.

As Conservatives, we know that better commuting links expand labour markets, that new lines linking up towns spearhead job creation, local employment, and inward investment. We need to see pragmatic, practical solutions that make everyday life easier, not more red tape, taxes, or rules and regulations. If we get this right, then the prize is enormous: stronger growth, better jobs, and a country that is once again confident in its future.

That is the task ahead. I look forward to reading your submissions.

Rt. Hon. Richard Holden MP
Shadow Secretary of State for Transport

Summary Briefing

This paper outlines the stubborn policy challenges facing road, sea, and air transit. Other transport topics, including railways and buses, will be addressed in subsequent briefings.

Air Transport

- Airports are running at capacity, leading to delays and higher fares.
- Airport drop-off charges are at the highest levels on record.
- The aviation industry as a whole is facing critical labour shortages.
- The Government is unsure how to respond to AI innovation in aviation.

Road Transport

- The average driver is now spending nearly £400 a year on vehicle repairs due to potholes. Repairing all potholes at once would cost £19bn.
- London is the most congested city in Europe, and heavy traffic is costing the economy £8bn every year.
- Young people are waiting for many months to book driving tests, with 70% of test centres fully-booked.

Sea Transport

- The number of British-registered vessels has been falling ever since 2009, reflecting low confidence.
- The collapse in shipbuilding since the 1960s is affecting naval defence, national security and the shipping industry as a whole.
- Ports are operating inefficiently because of bad transport links elsewhere.

Wider issues affecting transport policy:

- The pandemic has a prompted a shift in demand for different types of transport, as more people work from home and order goods for delivery.
- Transport provision is spread unequally, with London receiving more funding than elsewhere and rural areas being significantly less well-connected.
- Due to planning quagmire, it is more expensive and time-consuming to build roads, ports, and airports in the UK than it is in comparable nations.

In Government, Labour has:

- Signalled intent for capacity expansion at Heathrow and Gatwick.
- Implemented new levies and restrictions for the aviation and shipping industries in order to reach Net Zero.
- Introduced a pay-per-mile EV tax, expanded ULEZ, and brought in blanket 20mph speed limit in Wales.
- Brought forward the phase out date for sale of new petrol and diesel cars to 2030.

How to Take Part

Please send your responses to the questions in this paper to CPF@conservatives.com, using the associated response form published alongside the paper on the CPF website. A summary of responses to this consultation paper will be sent to the Shadow Secretary of State, Richard Holden, the Party Chairman, and the CPF Management Team. The deadline for sending your response is **Sunday, 31st May.**

We look forward to hearing your views.

Kind Regards,

The CPF Management Team
John Penrose, CPF Chairman
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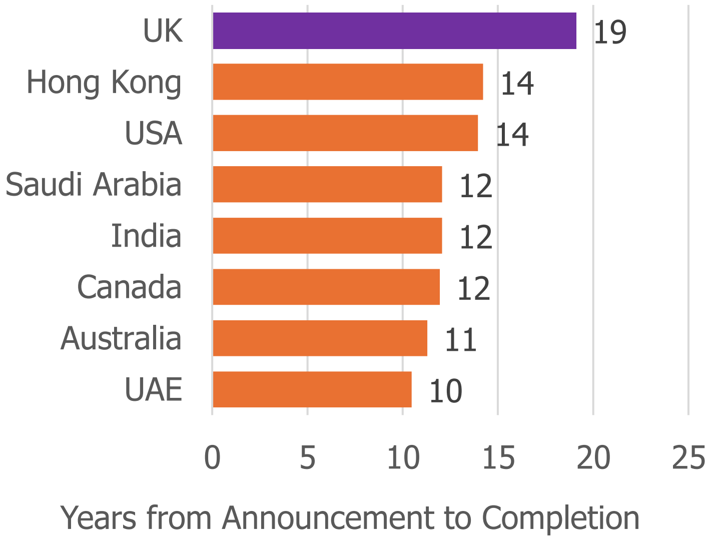
Nature of the Problem

Slow Delivery of New Infrastructure

Figure 1: Infastructure Mega-Project Duration



Due to a wide range of regulatory constraints, it now takes longer to build critical transport infrastructure in the UK than anywhere else in the West. On average, transport infrastructure projects take 12.5 years to complete, compared to 8.8 years in the USA or 9.9 years in Australia.[1] For 'mega-projects' worth more than £750m, completion can take up to two decades.[2] These delays are caused by lengthy planning and consultation processes.[3] [4] Even if they are rejected, legal challenges can set major transport projects back by years, creating an environment of uncertainty on the part of developers.[5] All of these setbacks increase costs, deter investment, and delay delivery. Some of the most egregious examples of delays include:

- Heathrow Terminal 5 was only approved after an 8-year-long consultation process, which entailed 40 separate planning applications and cost £80m. [6]
- The planning application for the proposed Lower Thames Crossing cost £300m and was more than 359,000 pages long. If the pages were laid out, the planning application would be five times longer than the road itself.[7]
  High Speed 2 is on course to become the most expensive railway line in the world, with costs including an £121m "bat tunnel" in Buckinghamshire[8,9].
  As cited in evidence for the Planning and Infrastructure Bill, the planning application for the re-opening of the Bristol-Portishead railway line, originally

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[1] The Times, Building big in Britain takes far longer than rest of developed world
[2] Mace Group, The Future of Major Programme Delivery
[3] House of Commons Library, Planning and Infrastructure Bill 2024-25
[4] Department for Levelling Up, Housing & Communities, Getting Great Britain building again: speeding up infrastructure delivery
[5] Ibid.
[6] Ibid.
[7] City AM, Lower Thames Crossing planning application becomes UK's longest ever – at more than 350,000 pages, and costing almost £300m
8 The Financial Times, How the UK ended up building the world's most expensive railway
9 BBC, Why does it cost £100m for HS2 to protect bats?

cut in the Beeching cuts, stands at 80,000 pages long[10][11].

Evolving Demand

One of the biggest long-term challenges to British transport policy is the rapidly evolving demand patterns which have become established since the Covid pandemic. Remote working has reduced the number of commuter trips – especially on Fridays – and reduced rush-hour congestion.[12] [13] Online delivery services have become more common, increasing freight transport by sea and road. There has also been a resurgence in interest in suburban living, further transforming demand and travel patterns. Going forward, it is essential that transport providers are allowed to effectively respond to the changes in market demand.

Regional Inequality

There are huge variations in transport provision across the country. Towns and rural areas are much less well-connected than cities in terms of public transport, and this reduces health, education, leisure, and employment prospects.[14] For example, the Government spends nearly four times more on transport per person in London than it does in the East Midlands.[15]

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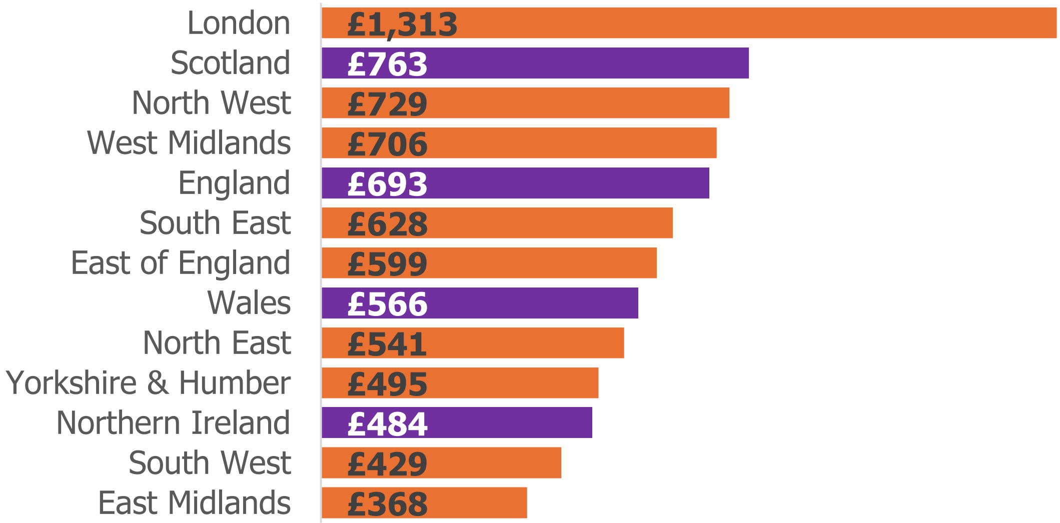
10 Sam Richards, Planning and Infrastructure Bill (Committee Stage)
11 Planning Inspectorate, Portishead Branch Line - MetroWest Phase 1
[12] House of Commons Library, The UK's Maritime Sector
[13] Cranfield University & Department for Transport, Long-term Implications of COVID-19 on Travel Behaviour and Traffic Forecasting
[14] National Institute of Economic and Social Research, Transport Connectivity in the UK: Regional Disparities and Policy Pathways
[15] House of Commons Library, Regional Transport Inequality

Figure 2: Annual Government Transport Spending per Head of Population



Aviation

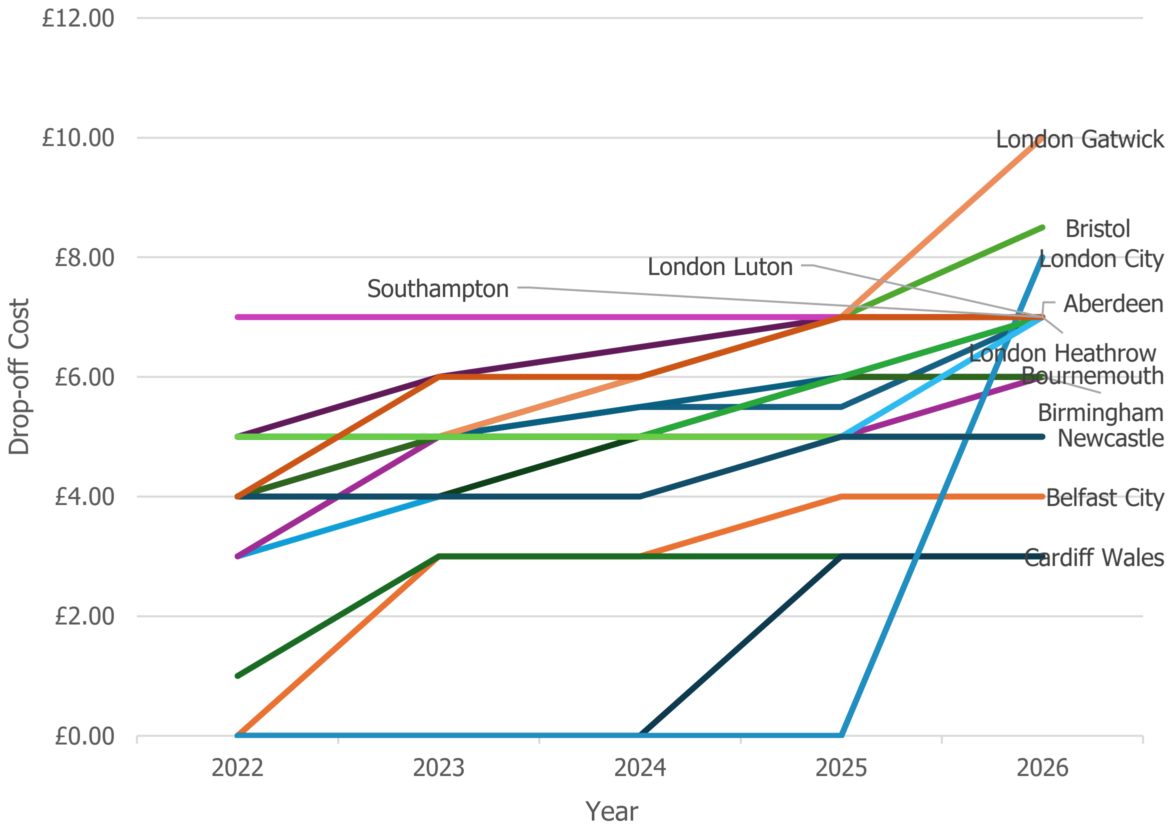
Capacity

The air transport sector brings in billions to the British economy in both trade and tourism. However, it is severely constrained by its capacity. Britain's busiest airport – Heathrow – runs at nearly full capacity, leading to delays, higher fares, and weakened domestic connectivity.[16]

Drop-off Charges

Over summer 2025, British airports raised their drop-off charges to the highest levels on record. At London Heathrow, Edinburgh, Birmingham, and Liverpool airports, a charge of £6 applies for stays of 10-20 minutes, with London Luton and Manchester charging £5 for five minutes. For some journeys, the per-minute cost of dropping someone at the airport is now higher than that of the flight itself.

Figure 3: Drop-Off Charges, 2022-2026



Source: House of Commons Library (2026)

Airports argue that drop-off charges help them efficiently apportion their limited parking space and reduce traffic congestion. Drop-off costs can be linked to Surface Access Strategies frameworks that incentivise sustainable transport options and aim

[16] Department for Transport, Government update on airport expansion

to reduce private care use.[17]

Labour Shortages

The Covid pandemic caused a huge shock to aviation demand, forcing potential workers into other industries. Six years on, the industry has not fully recovered, and many of its professionals are approaching retirement.[18] There are shortages of pilots, flight crew, air traffic controllers, baggage handlers, and ramp agents. The Air League's "Soaring to Success" programme, which is funded by both the Department for Transport and the private sector, has had some success attracting new recruits, but there is still work to be done.

Artificial intelligence

The aviation industry exists on the cutting edge of AI innovation. AI is being used to streamline passenger experience, baggage handling, and security, and it will also be integrated into flight control systems to assist pilots. The British government and the Civil Aviation Authority face the dilemma of encouraging innovation without threatening consumer confidence or compromising on safety.[19]

Sustainable Aviation Fuel Mandate

The UK's Sustainable Aviation Fuel (SAF) mandate requires a growing proportion of SAF to be blended into jet fuel over time, with targets rising through to 2040[20]. While intended to support decarbonisation, SAF remains significantly more expensive than conventional fuel. As the mandate tightens, these additional costs are likely to be passed through the supply chain, creating upward pressure on air fares.

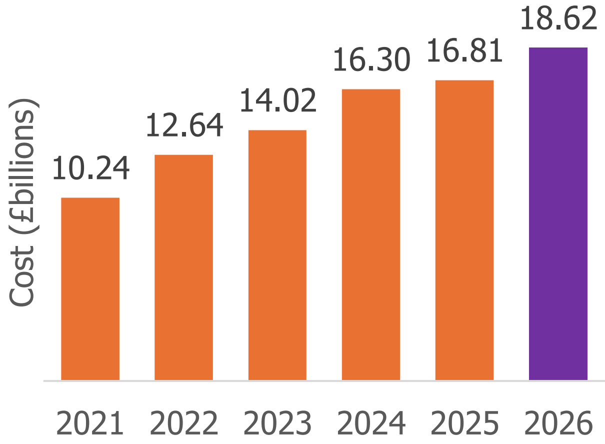
[17] RAC, Drop-off fees soar again at more than half of UK's busiest airports
[18] Global Aerospace, Aviation Talent Shortage: Making Headway on a Critical Issue
[19] UK Civil Aviation Authority, The CAA's Response to Emerging AI-Enabled Automation (Part A)
20 HMG (Department for Transport), Sustainable Aviation Fuel (SAF) Mandate

Roads

Potholes

With cuts, extreme weather conditions, and heavy traffic, local councils are increasingly struggling to maintain public highways. The 2026 ALARM Survey puts the overall maintenance backlog (that is, the one-time cost of restoring all roads to an adequate condition) at £18.62bn, with the average resurfacing cycle standing at 97 years.[21] Between 2023 and 2024, British drivers spent an average of £360 each on vehicle repairs due to potholes.[22] Poor road surfaces increase vehicle ownership costs, reduce safety, and undermine public confidence.

Figure 4: Road Maintenance Backlog



The Conservative Party has proposed a new National Pothole Patrol, to be backed by £112.5 million to deploy hundreds of modern, specialist road-repair machines directly to councils, fixing potholes faster, at scale, where they are worst. This will cost £225 million in total, funded by savings made from the government's communications contracts with external consultants.

Congestion

While urban areas generally benefit from better public transport, they suffer from widespread congestion. In 2023, congestion cost the economy £7.5bn, with the average British driver losing 61 hours because of traffic delays. Meanwhile, London has been ranked as the single most congested city in Europe.[23]

Driving test backlog

More than a million driving tests were delayed by the pandemic, and the Driver and Vehicle Licensing Agency is still working through the backlog.[24] The average waiting time for a practical test stands at 22 weeks, and 70% of test centres are fully booked out for the next 24 weeks.[25] Illegal brokers buy tests in bulk and sell them back to learners for hundreds of pounds more than their retail price.

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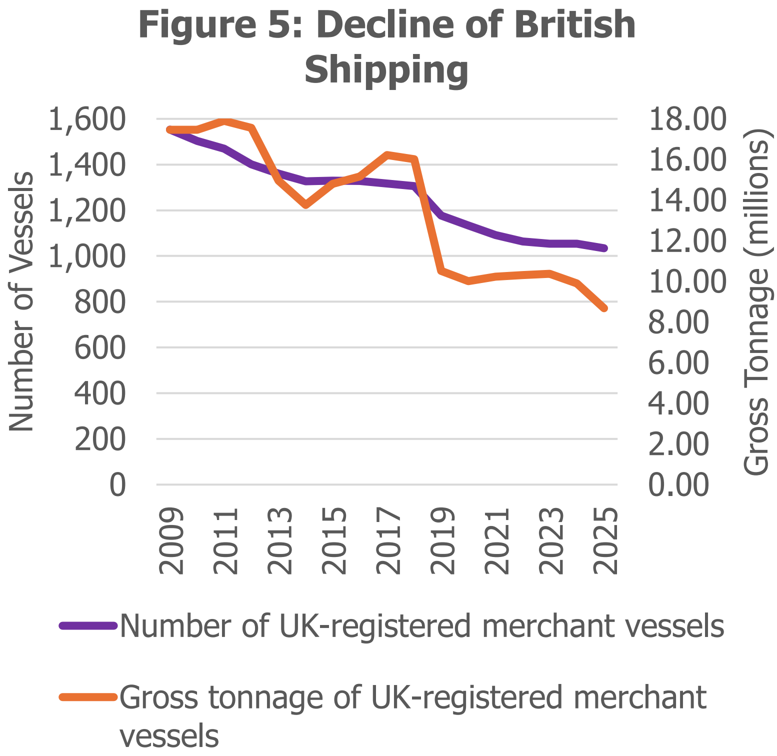
[21] Asphalt Industry Alliance, Annual Local Authority Road Maintenance Survey Report (ALARM)
[22] House of Commons Library, Condition of roads in rural areas
[23] National Institute of Economic and Social Research, Transport Connectivity in the UK: Regional Disparities and Policy Pathways
[24] BBC, Dates confirmed for new driving test booking rules
[25] National Audit Office, Investigation into car driving test waiting times

Shipping

Long-term decline

Sluggish innovation, fluctuating global demand, and poor labour relations led to a collapse in shipbuilding in the 1960s and 70s.[26] [27]



While the UK is no longer a major shipbuilding nation, it remains a global hub for sea trade, and its shipping sector is among most competitive in the world.[28]

However, this status is also under threat as the number of British-registered ships has been steadily declining since 2009.[29] The reasons are multi-faceted, including the longer-term trend of ship owners registering with open flag states like Panama and Liberia. These states entice shipping companies through lower taxes and looser regulations. While this trend does not necessarily indicate a decline in trading activity in Britain, it does weaken our competitive edge.

Shipbuilding

Britain has a noticeably older commercial fleet than other global leaders, like Singapore and China.[30] The issues in the private sector resemble those in the Royal Navy, where ship procurements and refits are running years over schedule. At present, only half of the surface escort fleet is operationally available at any one time.[31]

[26] Paul Stott, Shipbuilding Policy in the UK: The Legacy of a Century of Decline and its Influence on Naval Procurement
[27] Alan Jamieson, Ebb Tide in the British Maritime Industries: Change and Adaptation, 1918-1990
[28] UK Chamber of Shipping, The Competitiveness of the UK Shipping Industry
[29] UK Gov, Shipping fleet statistics: data tables (FLE)
[30] UK Chamber of Shipping, The Competitiveness of the UK Shipping Industry
[31] House of Commons Defence Committee, The UK's defence procurement system

Workforce

The international de-carbonisation drive in the maritime sector is increasing the demand for personnel trained in new technical domains. Domestic training for cadets is mostly sponsored by employers through the Support for Maritime Training (SMarT) scheme. However, the UK Chamber of Shipping has argued that the absence of a short-term maritime visa is eroding Britain's competitiveness. Greater access to apprenticeships – like the 'Zero to Hero' scheme sponsored by the DfE – might alleviate some of the workforce pressures.[32]

Connectivity

Unlike some other nations, which rely on 'mega-hubs', Britain's port network is decentralized, with different major ports serving different regions and cargo types. This means that well-integrated domestic transport infrastructure – particularly roads – is vital for the maritime industry. Increased deep-water berth capacity, more automation, and lighter planning regulations all have the potential to boost private sector investment and overall connectivity.[33]

[32] UK Chamber of Shipping, The Competitiveness of the UK Shipping Industry
[33] Ibid.

Approach from Labour

Aviation

Aviation accounts for about 9% of Britain's total greenhouse gas emissions. As such, it is greatly affected by the Government's commitment to Net Zero carbon emissions by 2050.

Airport operators are subject to business rates on their infrastructure, representing a significant fixed cost regardless of passenger volumes. Unlike many international competitors, UK airports face comparatively high property taxation, which can affect their competitiveness and ability to invest. While reliefs have been introduced in some cases, business rates remain a structural cost pressure on the sector.

Air Passenger Duty is a per-passenger tax levied on outbound flights from the UK, varying by distance and class of travel. It raised £3.9 billion in 2023/24 and is forecast to increase significantly in the coming years, driven by both rising passenger numbers and higher rates. As duty levels rise, the cost is typically passed on to passengers, adding to overall ticket prices and affecting demand.

Airport Expansion

With the enthusiastic backing of the government, Heathrow Airport Limited (HAL) has applied for planning permission for a third runway. A new runway could facilitate up to 60 million more passengers per year, although it is likely to increase emissions and faces significant local opposition in Hillingdon. Kemi Badenoch has endorsed the plan in principle.[34]

In September 2025, the Government approved Gatwick Airport's plan to use its second runway full-time.[35]

Both plans breach the Climate Change Committee's recommendation to halt airport expansion altogether, but the Government has argued that airport expansion will boost economic growth without breaching climate targets.

Sustainability

Labour's Sustainable Aviation Fuel Act was passed into law in March 2026. It gives the government the power to impose a new levy on aviation fuel suppliers to provide long-term funding for sustainable fuels. While the government has claimed that it will create jobs and reduce emissions, the costs of the levy will be passed on to airlines and passengers.[36] [37]

[34] House of Commons Library, Heathrow Airport Expansion: 2025 proposals
[35] UK Gov, Gatwick Airport Northern Runway development consent decision announced
[36] House of Commons Library, Sustainable Aviation Fuel Bill 2024-25
[37] House of Commons Library, Aviation and Climate Change

Roads

20mph speed limits

In Wales, the Labour government has introduced a blanket 20mph speed limit for residential areas. Some stakeholders such as the RAC have outlined concerns that unnecessary 20mph limits negatively affect overall speed limit compliance.[38] The scheme's implementation has cost more than £30m and is expected to have an overall economic impact of negative £4.5bn.[39]

ULEZ

In London, Labour Mayor Sadiq Khan has expanded the Ultra-Low Emissions Zone (ULEZ) to cover the entire Greater London Region. Non-compliant cars are charged £12.50 per day to drive within the city, irrespective of whether their drivers reside in London. While only a small proportion of cars are non-compliant, the administrative infrastructure is in place to tighten the requirements at a later date.

Pay-per-mile

Despite promising to support electric vehicles during the 2024 election, the government is planning to introduce a pay-per-mile tax on electric cars from April 2028. This will apply on top of Vehicle Excise Duty, which was also introduced for EVs in April 2025.[40]

Potholes

The Government has launched a map classing councils as green, amber, or red depending on their pothole performance.[41] However, the fresh focus on reporting risks placing an administrative burden on both central and local government, with officials required to report and verify hundreds of different data points, which may not be standarised between areas.[42]

Net Zero Lorries

The present Government is spending £18m on subsidising electric lorries, with £1bn pledged in March 2026.

Shipping

Emissions Trading

The government is planning to extend its Emissions Trading Scheme to the domestic maritime industry, despite objections from stakeholders like the UK Chamber of

38 RAC, Welsh speed limits revert to 30mph; RAC, Excessive speeding now commonplace on UK roads
39 House of Commons Library, Road humps and 20mph speed limits
40 BBC, Electric vehicle owners to face pay-per-mile tax
41 UK Gov, How well is your council fixing your roads?
42 Institute For Government, Pothole politics risks undermining MHCLG's efforts to simplify funding

Shipping. Exemptions have been granted for Scottish island ferries until 2030 and a 50% reduction for Northern Ireland, but no exemption has been granted for the Isle of Wight. Alternative fuels are far more expensive than the conventional options, and it is therefore likely that the costs of these regulations will fall on consumers – especially island populations who rely on shipping daily.[43]

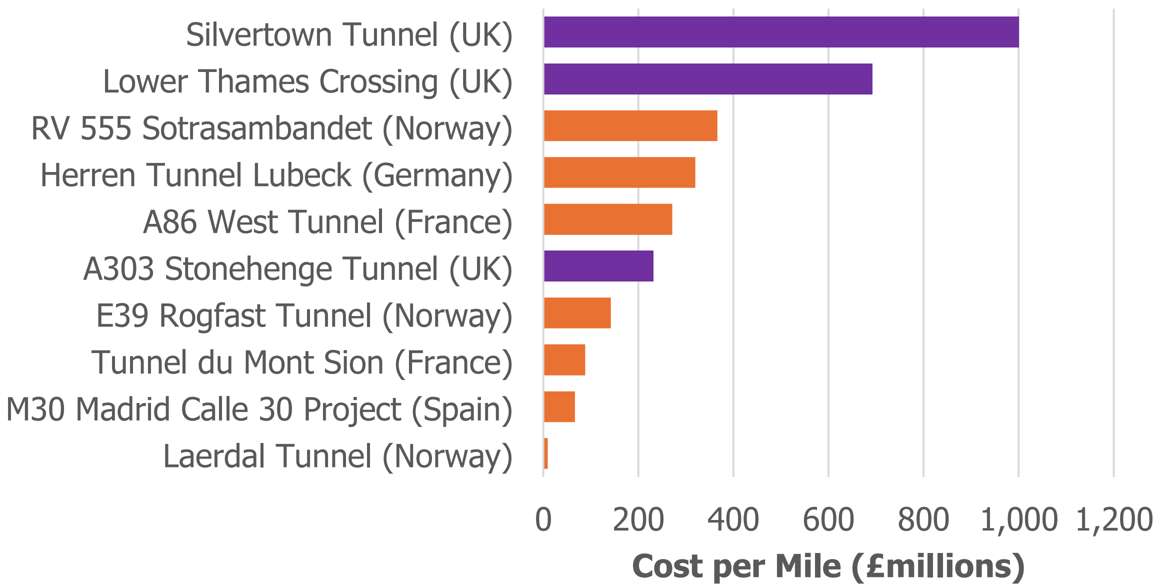
International Comparisons

Infrastructure Delivery

The adverse effects of slow and expensive infrastructure delivery can be seen throughout British aviation, shipping, and roads. In the 2023 Shipping Competitiveness Index, the UK ranked 4th overall, but 17th for Business Freedom. This reflects the administrative hurdles which have delayed port infrastructure upgrades and national grid connections.[44] Meanwhile, it remains significantly more expensive to build a road in the United Kingdom than it is in France, Canada, or Italy. The Lower Thames Crossing is set to cost about £700m per mile – significantly higher than other comparable European road tunnel projects.[45]

The difference between Britain and comparable nations on infrastructure delivery is

Figure 6: Price Comparison of European Road Tunnels



likely down to the complexity of the planning system and the sway which local communities can hold over major infrastructure projects.

[43] UK Chamber of Shipping, UK Shipping Industry Urges Course Correction on UK ETS Expansion
[44] UK Chamber of Shipping, The Competitiveness of the UK Shipping Industry
[45] Sam Dumitriu & Ben Hopkinson, Britain's infrastructure is too expensive

Aviation

The push for airport capacity expansion is not unique to Britain. However, some countries have focused on building new airports altogether instead of expanding existing ones. For example, the Australian Government is building a new airport in Sydney.

The EU's Aviation Safety Authority and the USA's Federal Aviation Authority have taken sharply divergent paths on the regulation of AI. The EU has gone the path of a highly-prescriptive 'roadmap', with the assumption that steady innovation will lead to fully autonomous airliners sometime after 2050. Meanwhile, the USA's regulator has laid out only broad principles, avoiding any assumption as to the timeline of innovation.[46] In both cases, a balance must be struck between facilitating innovation and maintaining consumer and investor confidence in safety.

Although aviation taxes vary widely and direct comparison is difficult, Air Passenger Duty is generally considered higher than the nearest comparators in Europe, for example Italy and France.[47]

Shipping

China has boosted the efficiency of its maritime industry through major infrastructure projects like the International Land-Sea Trade Corridor, which focused on building rail links between inland regions and major ports.[48]

Greece's shipping industry has historically suffered from low private investment because of its high regulatory burden. However, in recent years, it has eliminated manual paperwork for its companies by focusing on comprehensive public sector digitization.[49]

Within the EU, revenue from the Emissions Trading System is intended to be ringfenced for targeted maritime decarbonisation projects, the UK has yet to outline this intent.

[46] The Air Current, FAA to clarify its automation approach in forthcoming framework document
47 Richardo, Study on the taxation of the air transport sector
[48] UK Chamber of Shipping, The Competitiveness of the UK Shipping Industry
[49] UK Chamber of Shipping, The Competitiveness of the UK Shipping Industry

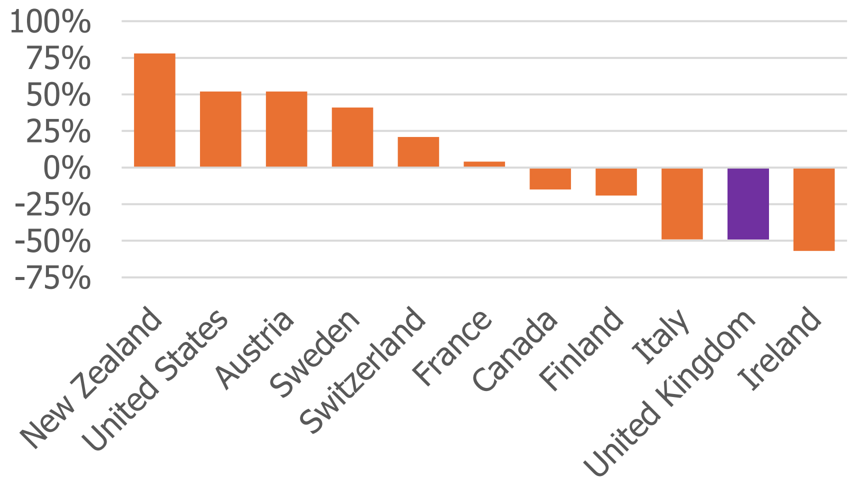
Roads

The Netherlands has also begun tests with 'self-healing asphalt'. These roads use embedded agents – like steel fibres or algae capsules – to autonomously repair cracks before they develop into potholes.[50]

It is also the case that funding for road maintenance has fallen more in the UK than it has in comparable countries. This may be due to the wider dynamics of the relationship between national and local government. Many European countries also have more toll roads than the UK[51]

Some countries, including Portugal, allow private sector companies to administer driving tests. Private tests are generally more expensive, but they have shorter waiting lists. However, care must be taken to avoid companies being incentivized to pass unprepared candidates.

Figure 7: Change in Spending on Local Road Maintenance (2006-2019)



[50] Swansea University, AI-powered self-healing asphalt: A step toward sustainable net-zero roads
[51] Institution of Civil Engineers, Potholes: what causes them and how we fix them

Thought Leadership and Further Reading

Road Pricing

Policy Exchange have advocated abolishing fuel duty and vehicle excise duty and introducing a system of road pricing instead. Under such a system, drivers would be charged according to the distance, time, and location of their journeys in such a way to reduce congestion. They have argued that road pricing would make driving quicker and more predictable while still being cheaper than the current levies on motorists.[52]

In the past, the **Institute for Economic Affairs** has called for the government to go further than road pricing and privatise roads altogether. Under such a system, all roads would be funded by tolls rather than tax, and local residents would be given the 'right to own' the residential roads adjoining their properties. The IEA argues that this would address the current funding bias towards public transport. [53]

Free Ports

The **Centre for Policy Studies** first proposed free ports in 2016, and this policy was adopted by the Conservative Party in 2019. Twelve free ports now exist across the United Kingdom, benefiting from tax reliefs, streamlined customs procedures, and billions in foreign direct investment.[54]

[52] Policy Exchange, The Case for Road Pricing in the UK
[53] IEA, Denationalising Britain's roads would raise more than £150bn, new research shows
[54] MHCLG, UK Freeports Programme Report

Questions for Discussion

Groups may choose to focus on in-depth responses on certain questions or subtopics. There is not a need to answer every question.

General

1. How can transport better support jobs, growth and prosperity in your area now that we are no longer tied to *Net Zero by 2050*? Going forward, what is the right balance between fostering growth and looking after the environment?
2. How can we best respond to the changes in transport patterns brought about by COVID?
3. What are the blockages to major transport infrastructure projects? What is the correct balance between national strategy and local discretion?
4. What can be done to address the labour shortages in the aviation and shipping sectors? What is the right balance between domestic training and skills-based immigration?

Aviation

1. How should we deal with the capacity constraints British airports are facing?
2. Should the government regulate the pace of AI innovation in aviation? What is the right balance between safety and growth?

Roads

1. What does good rural and small-town transport look like?
2. How will we unpick Labour's 'War on Motorists'?
3. How do we deal with the backlog of pothole repairs?
4. What roles should public and private investment play in supporting EV uptake, and how can this be done fairly, without disadvantaging non-EV drivers?
5. Would road pricing be an improvement on the current methods of road taxation?
6. What can be done to fix the backlog of driving tests?

Shipping

1. How can we make the UK more attractive for shipping companies?
2. How do we encourage shipbuilding and improve port infrastructure?
3. How can we better integrate ports with other modes of transport?

Image Credits

Mailo86, British Airways B777-300ER (G-STBA) @ LHR, September 2015, CC BY-SA 4.0

John Fielding, Aerial view of the Port of Felixstowe, CC BY-SA 2.0

Penny Mayes, M2 motorway junction 5, CC BY-SA 2.0

Sources

Figure 1: Mace Group, The Future of Major Programme Delivery

Figure 2: House of Commons Library, Regional Transport Inequality

Figure 3: Asphalt Industry Alliance, Annual Local Authority Road Maintenance Survey Report (ALARM)

Figure 4: UK Gov, Shipping fleet statistics: data tables (FLE)

Figure 5: Sam Dumitriu & Ben Hopkinson, Britain's infrastructure is too expensive (table extrapolated from Britain Remade data)

Figure 6: Local Government Association, Pothole repair funding in UK has reduced more than majority of other OECD nations – LGA analysis