

TfL capital renewals and reliability

Data visualisations on key figures

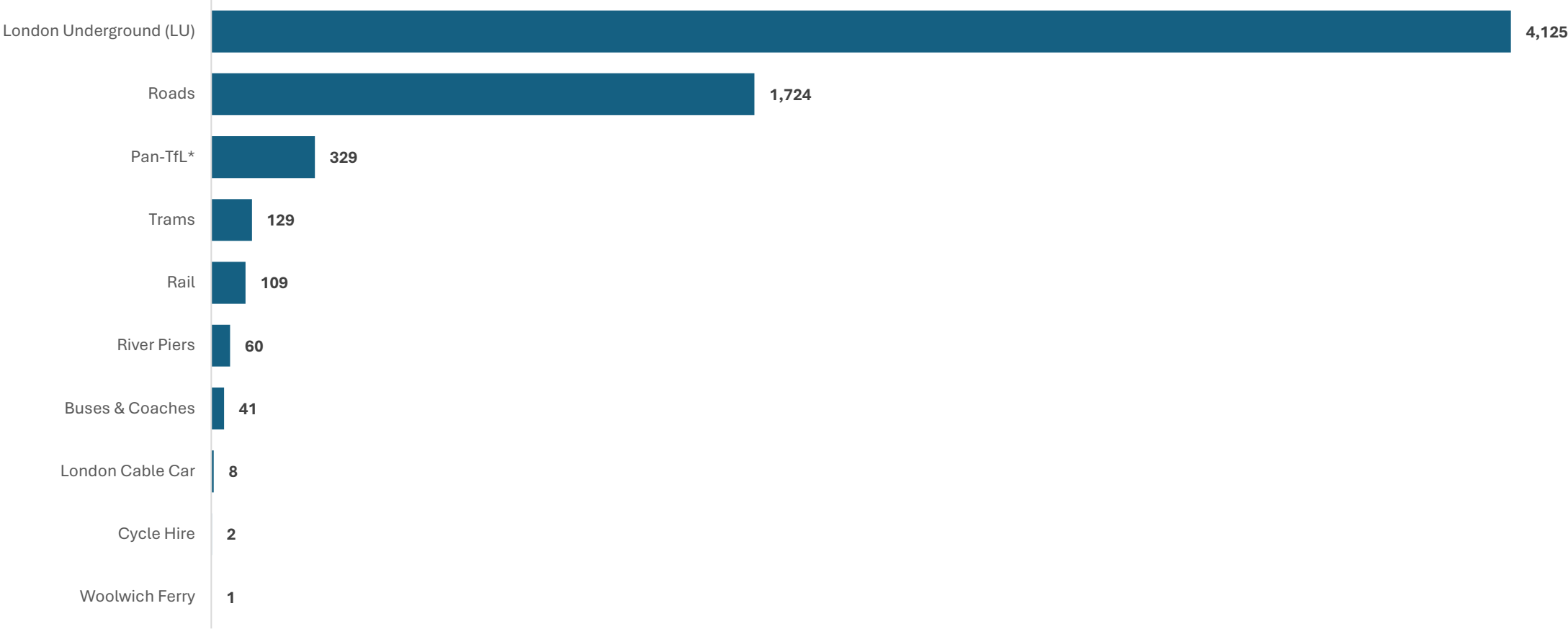
Budget and Performance Committee

October 2026

TfL Capital Renewals backlog by mode

Capital renewals are the replacement or refurbishment of existing assets when they reach the end of their useful life, to keep assets in good condition in order to maintain performance, reliability, safety, and service levels. TfL has a £6.5 billion backlog in the expenditure required to keep assets in a good state of repair. This chart shows the backlog split by mode.

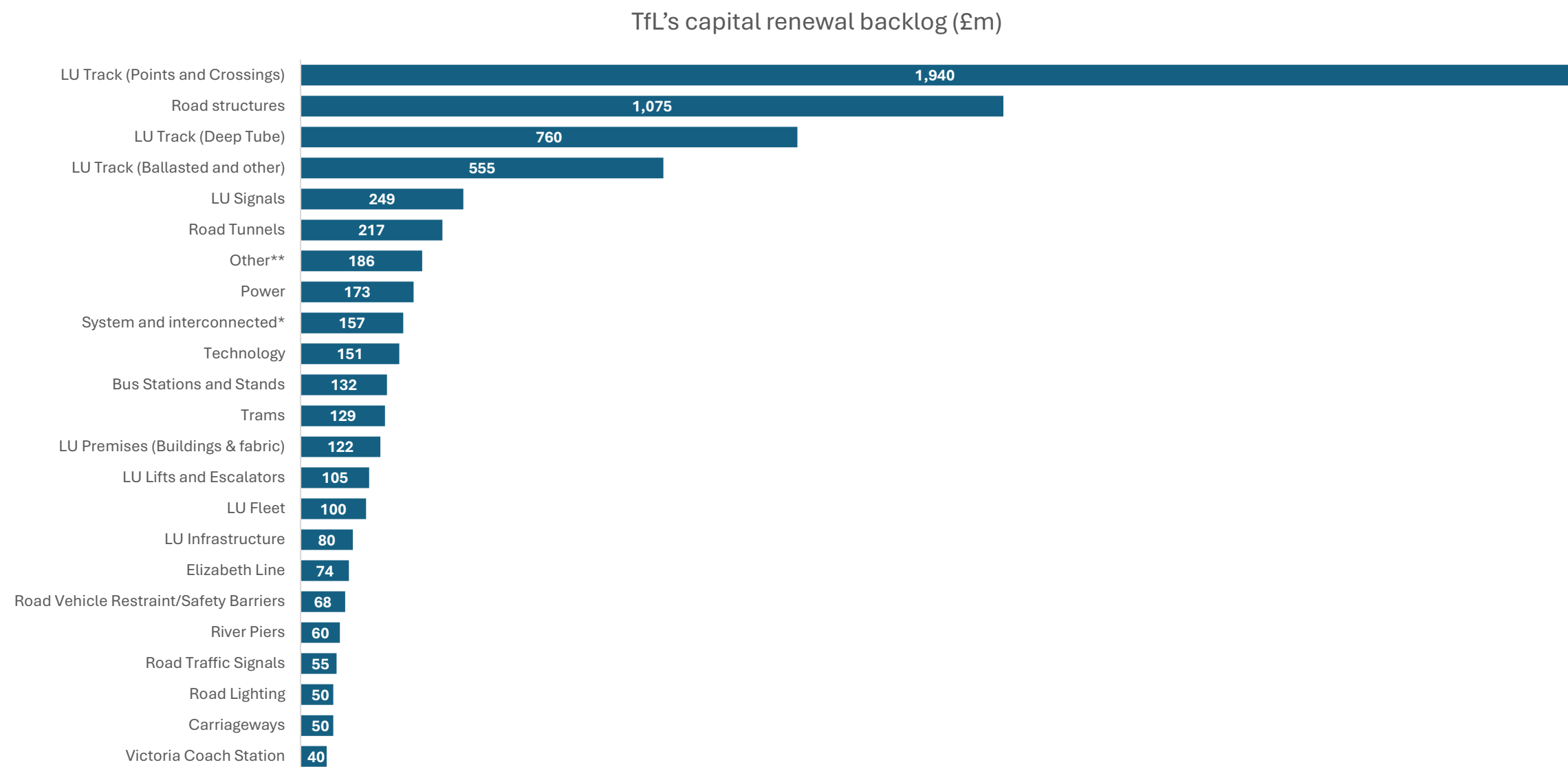
TfL’s capital renewal backlog (£m)



* Includes the systems, technology, the TfL estate and climate adaptation

TfL Capital Renewals backlog

This chart shows the £6.5 billion backlog in March 2026 by asset type.

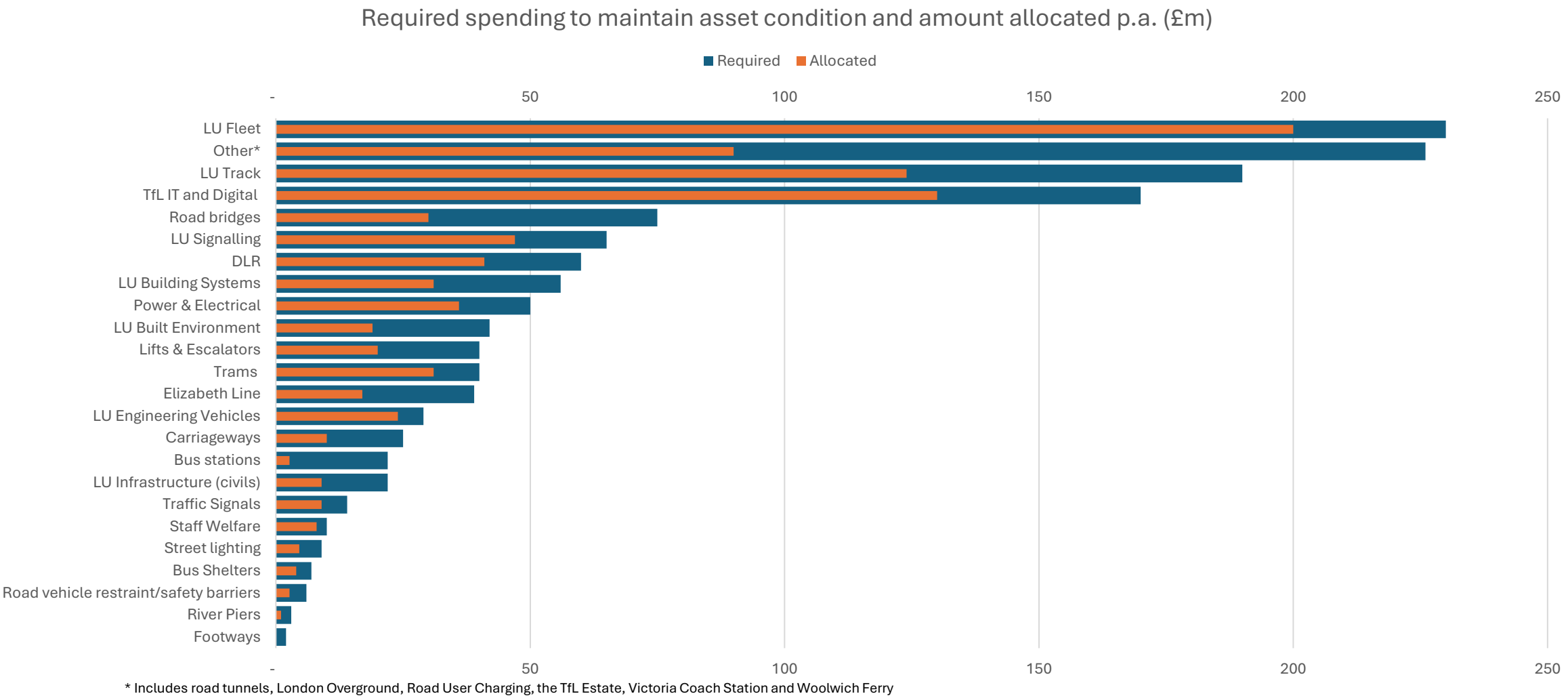


*These are pan-TfL assets that include adhesion, Platform-Train Interface and climate adaptation

**Includes Bus Stops and Shelters, DLR, LU Engineering Vehicles, Overground, TfL Estates, Road Safety Cameras, LU Electrical and drainage pump stations,

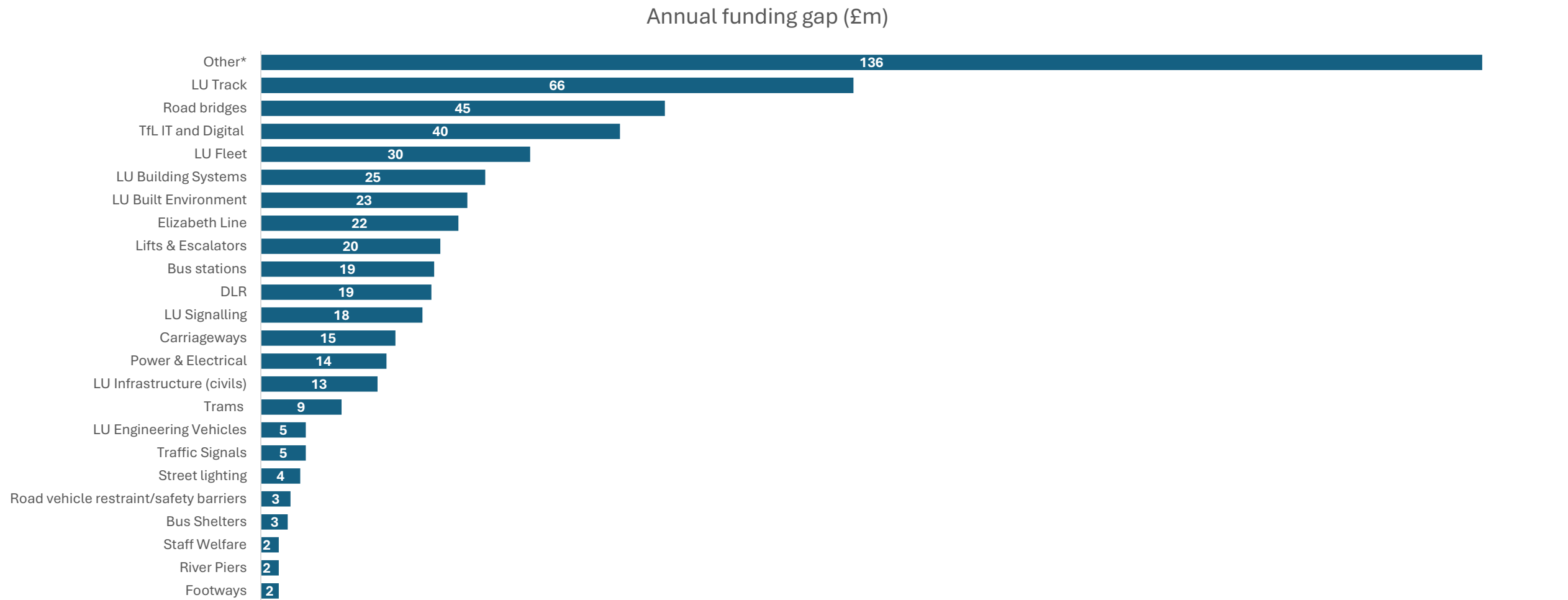
Required spending to maintain asset condition and amount allocated

TfL has advised the Committee how the current level of funding has been allocated compared to the annual amount required to maintain asset condition.



Annual funding gap by asset type

TfL has advised the Committee how the current level of funding has been allocated compared to the amount required to maintain asset condition. The chart below shows the annual funding gap by asset type. The largest individual shortfalls are LU track at £66 million and road bridges at £45 million per year.



* Includes road tunnels, London Overground, Road User Charging, the TfL Estate, Victoria Coach Station and Woolwich Ferry

Amount allocated to capital renewals since 2016-17

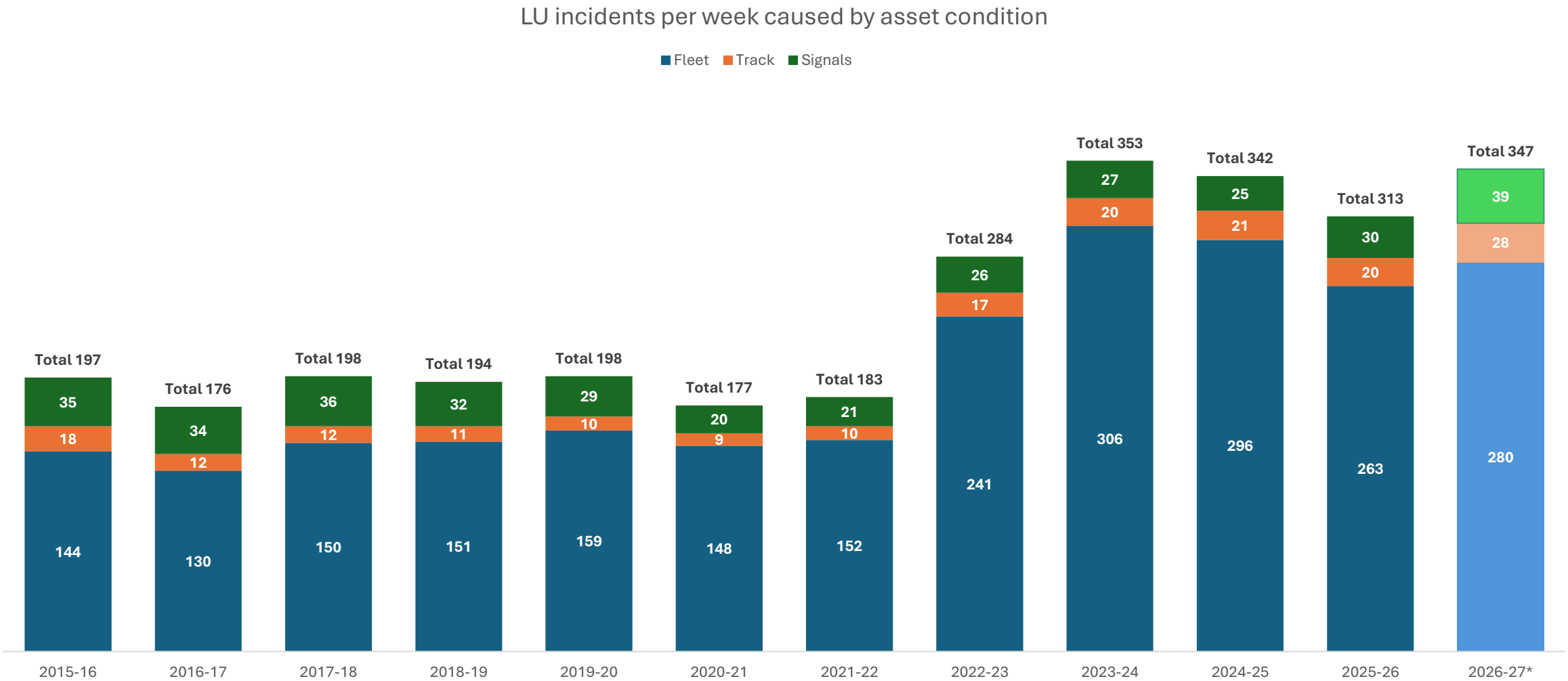
This chart shows recent and forecast expenditure on capital renewals compared to the minimum level required to maintain asset condition. TfL told the Committee in September 2026 that it requires £1.1 to £1.2 billion of renewals spending each year. The £1.1 billion level adjusted for tender price inflation is also shown.



* Forecast future expenditure.
Source: [TfL quarterly performance reports](#). TfL's income fell significantly during the Covid-19 pandemic, from 2020-21.

The average weekly number of incidents on the London Underground network relating to asset condition decline

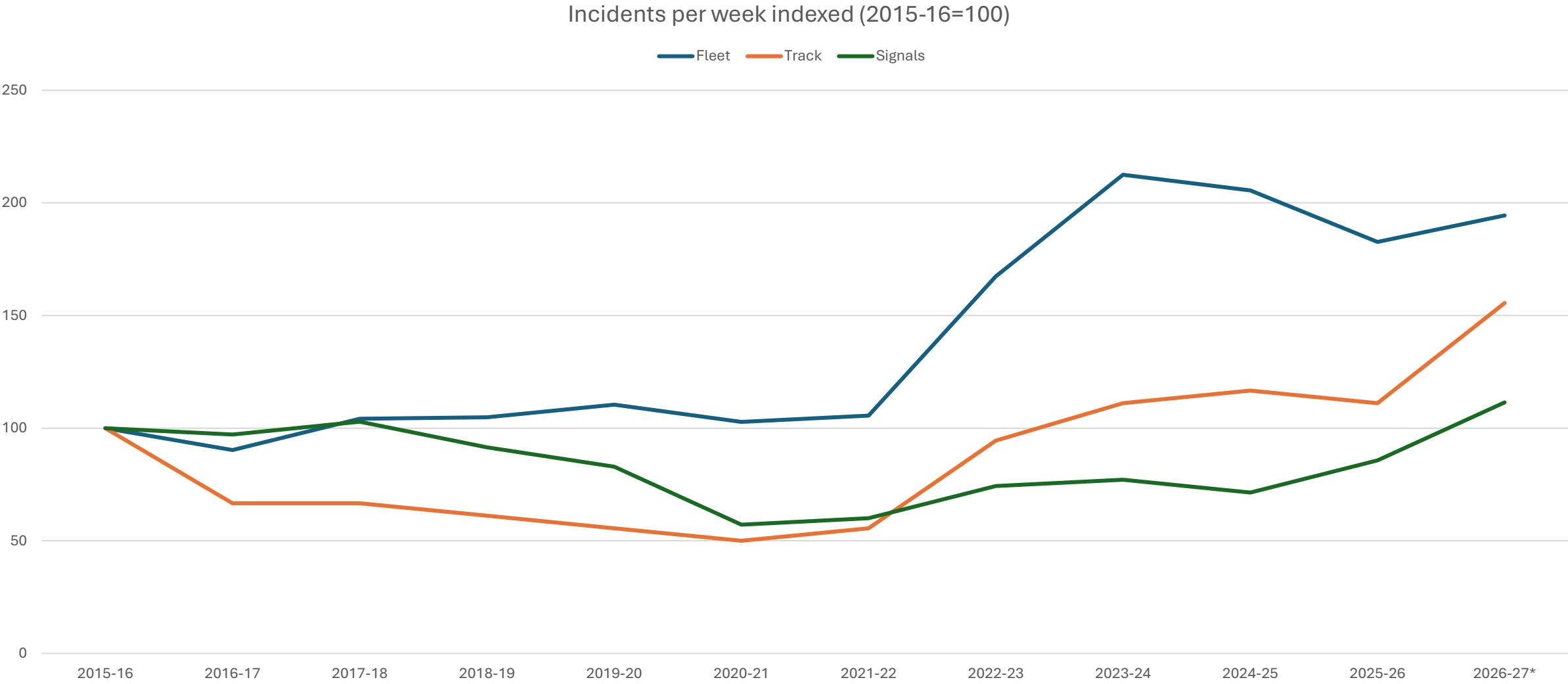
This chart shows the average weekly number of incidents impacting different asset areas.



*The data for 2026-27 is based on the first eight weeks of 2026-27 to 20 May 2026

The indexed average weekly number of incidents on the London Underground network relating to asset condition decline

This chart shows the average weekly number of incidents impacting different asset areas indexed to 2015-16 = 100.

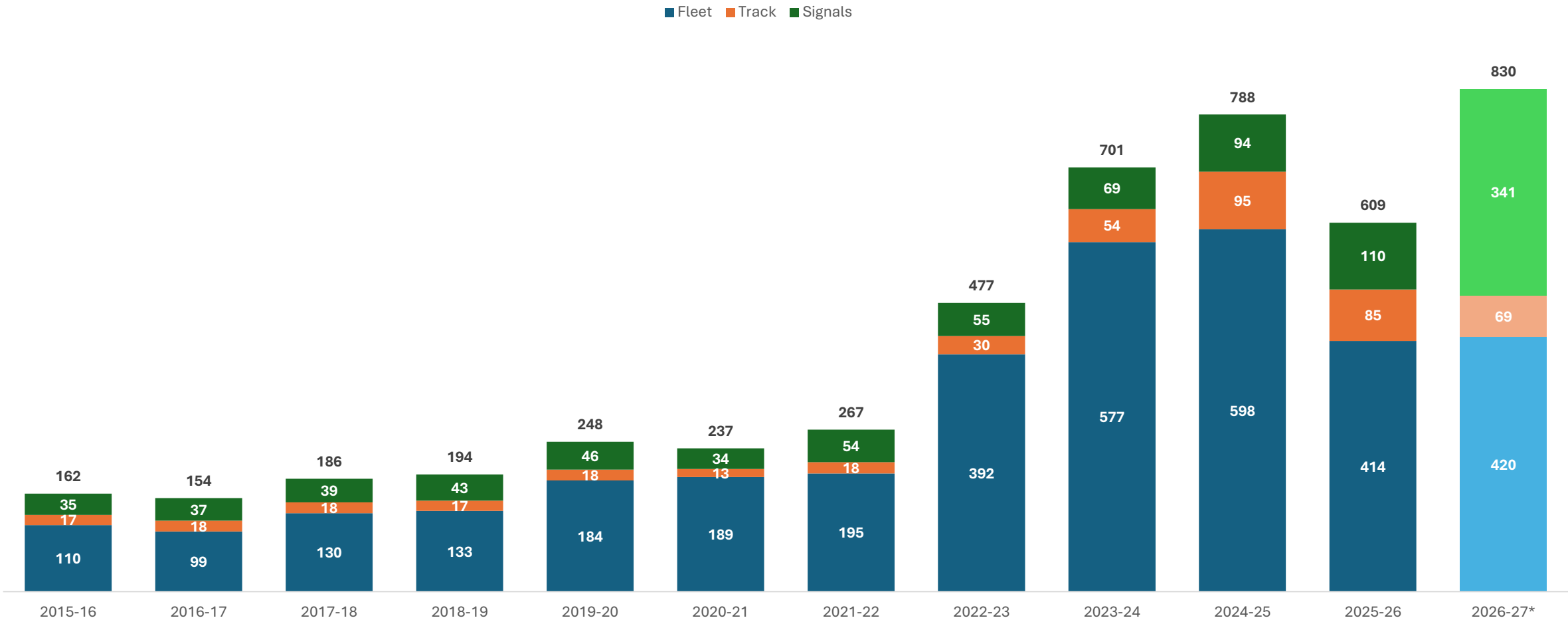


*The data for 2026-27 is based on the first eight weeks of 2026-27 to 20 May 2026

Service delays caused by these incidents relating asset condition on the London Underground

This graph shows the level of delay calculated by the average weekly thousands of Lost Customer Hours. Lost Customer Hours calculate the impact to customers and demonstrate the comparable performance impacts across each asset area.

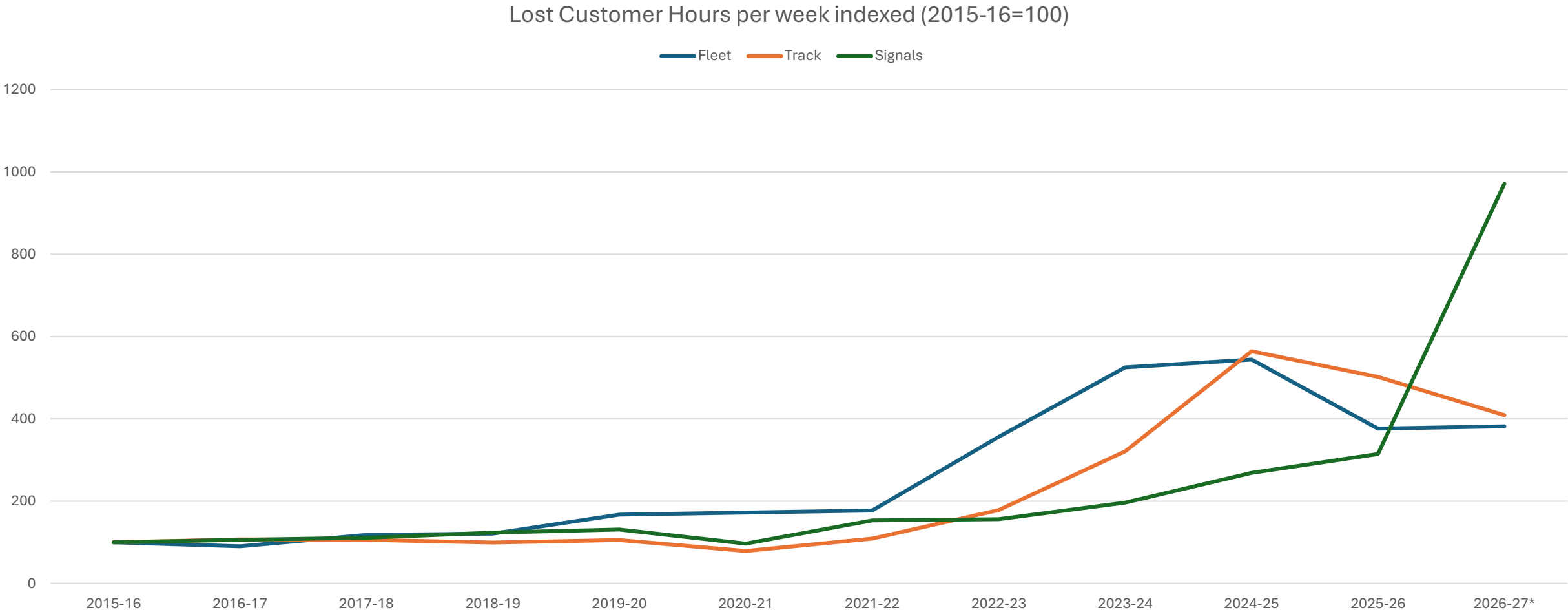
LU Lost Customer Hours per week caused by asset condition



*The data for 2026-27 is based on the first eight weeks of 2026-27 to 20 May 2026

Indexed service delays caused by these incidents relating asset condition on the London Underground

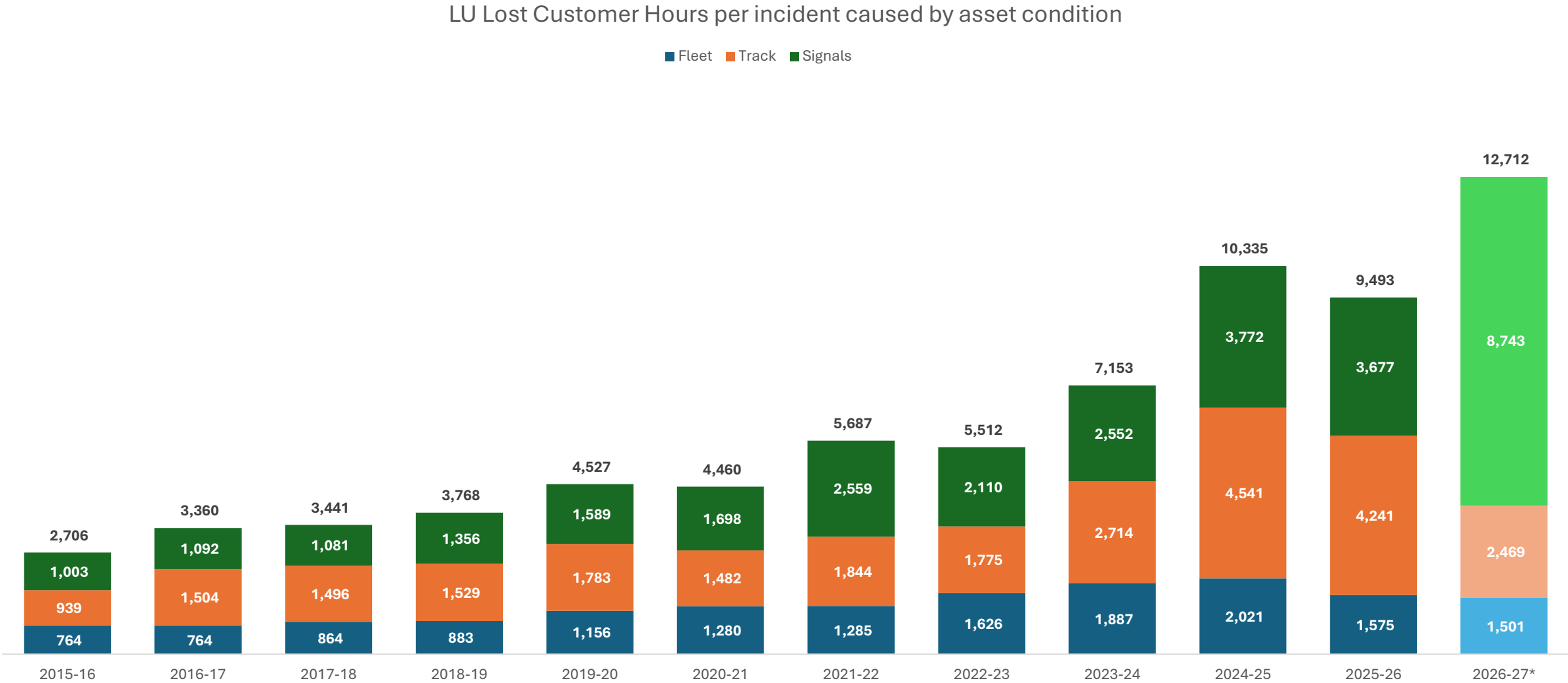
These graphs show the level of delay calculated by the average weekly thousands of Lost Customer Hours indexed to 2015-16 = 100.



*The data for 2026-27 is based on the first eight weeks of 2026-27 to 20 May 2026

Service delays per incident caused by these incidents relating asset condition on the London Underground

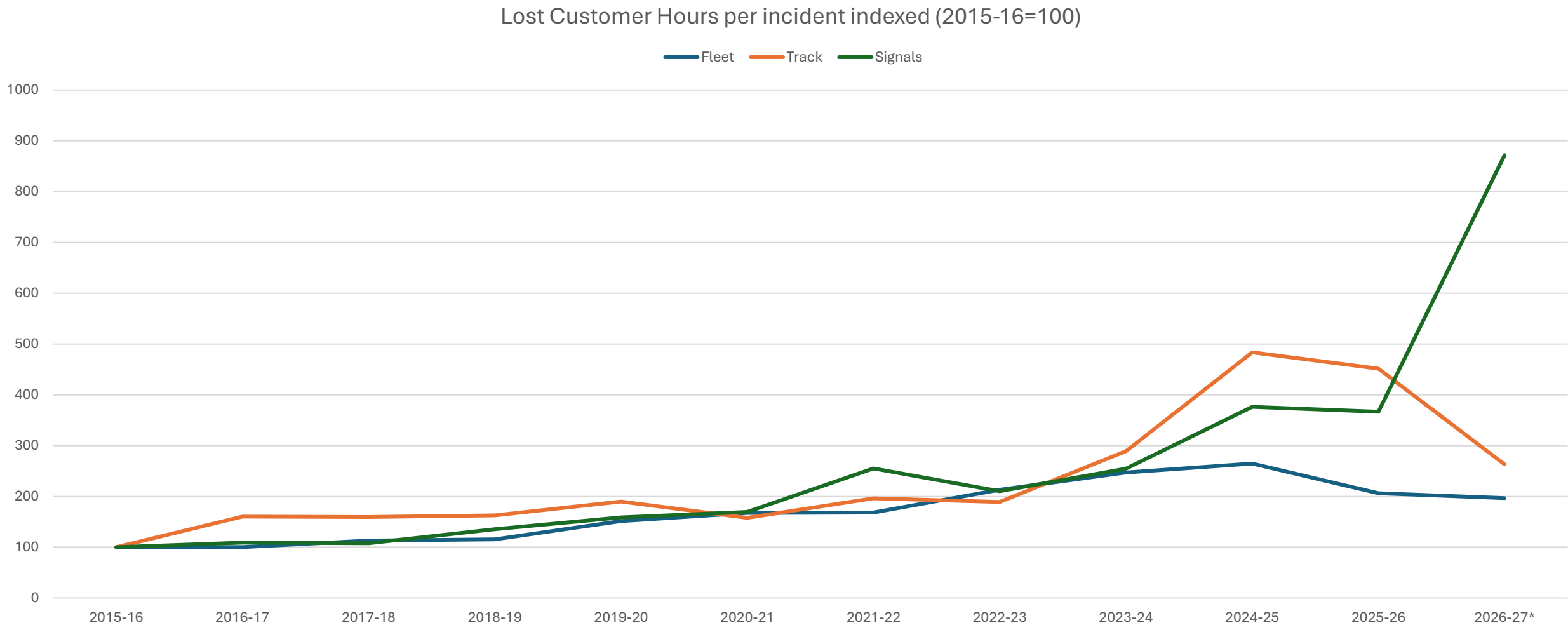
This graph shows the level of delay calculated by the average weekly Lost Customer Hours per incident.



*The data for 2026-27 is based on the first eight weeks of 2026-27 to 20 May 2026

Indexed service delays per incident caused by these incidents relating asset condition on the London Underground

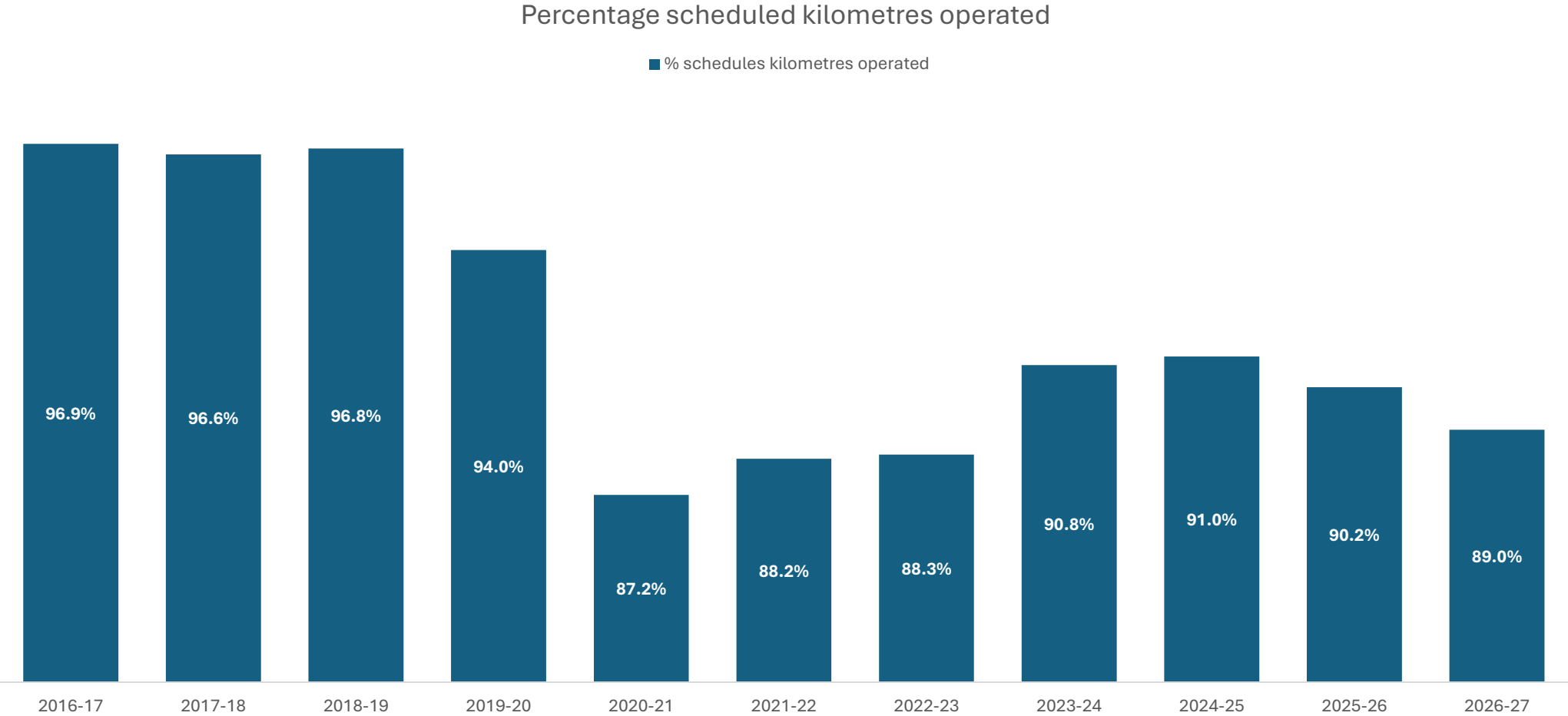
This graph shows the level of delay calculated by the average weekly thousands of Lost Customer Hours per incident indexed at 2015-16 = 100.



*The data for 2026-27 is based on the first eight weeks of 2026-27 to 20 May 2026

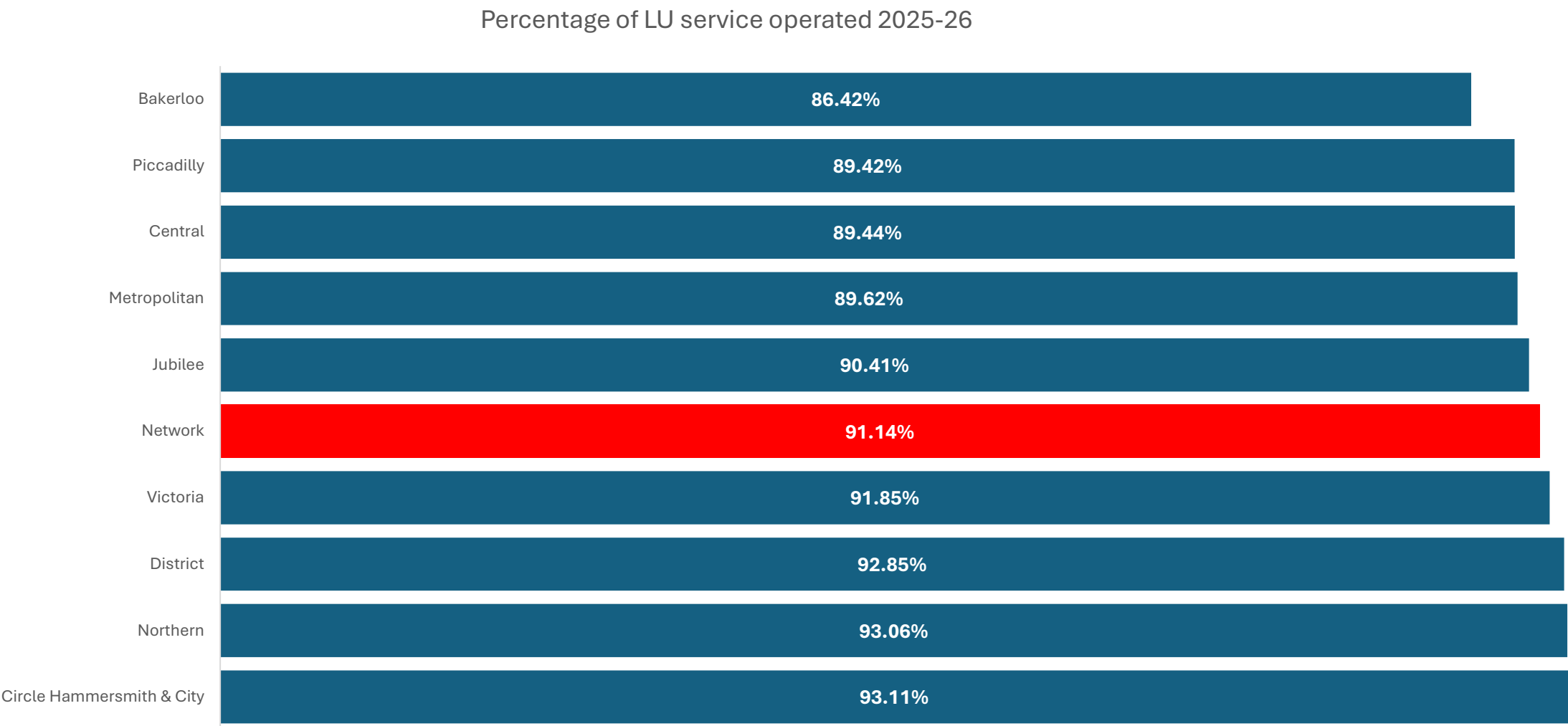
The percentage of LU scheduled kilometres operated since 2016-17

A measure of LU reliability is the percentage of scheduled kilometres operated. The following chart shows how reliability as measured by the percentage of scheduled kilometres operated across all LU lines has trended downwards since 2016-17. The data for 2026-27 is up to 31 July 2026



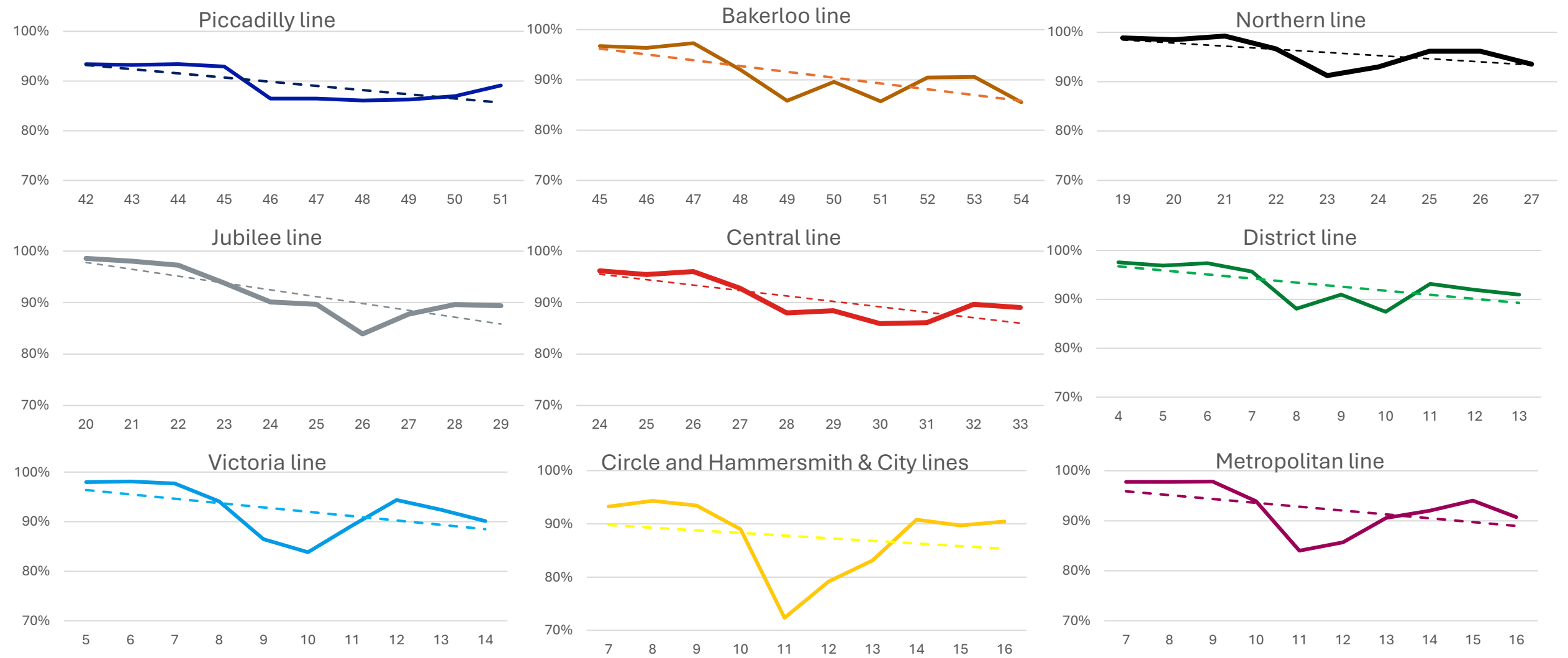
The percentage of London Underground service operated in 2025-26

This chart illustrates the LU lines with the lowest reliability, measured by percentage of services that operated in 2025-26.



Reliability versus rolling stock age

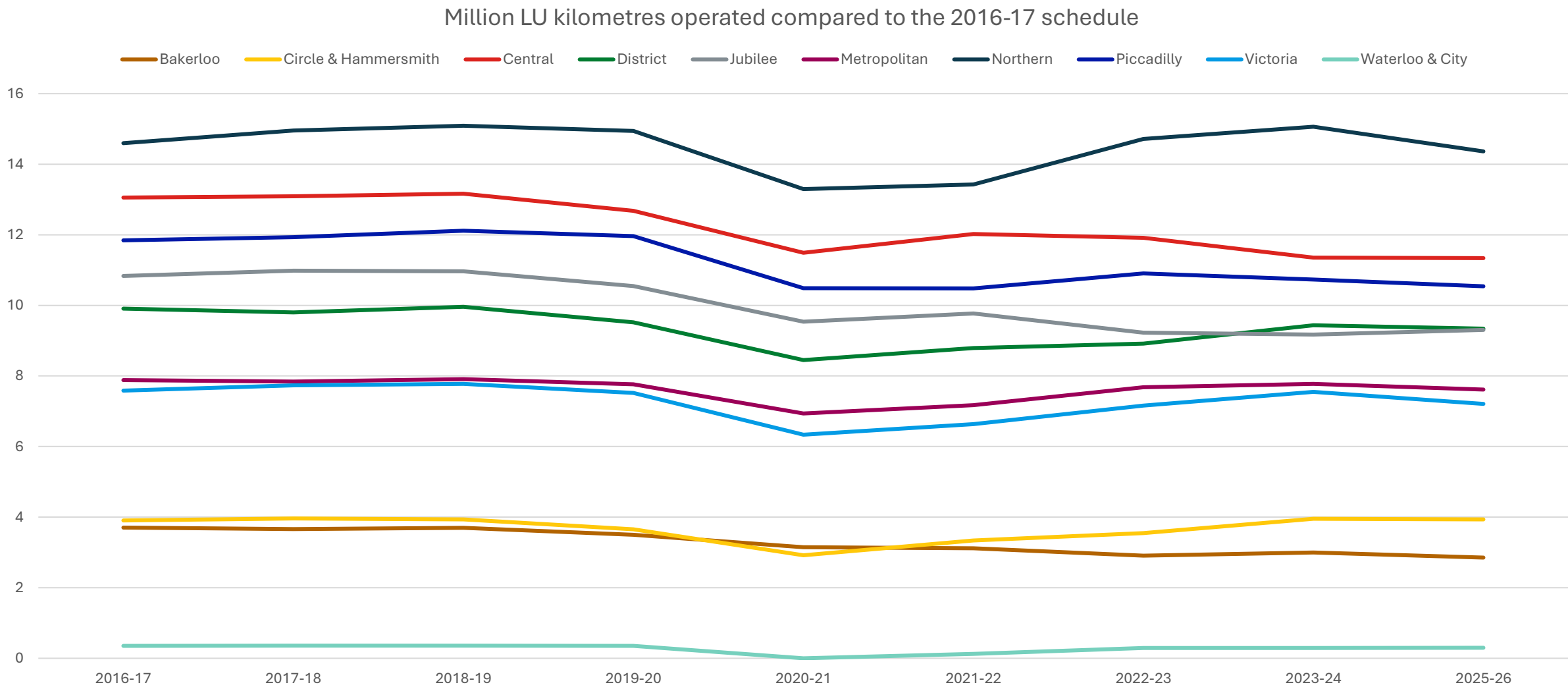
These charts compare the reliability of LU lines in percentage of scheduled kilometres operated to the age of its trains in years between 2016-17 and 2025-26.



Source: [LU service operated data](#), [LU rolling stock](#)

LU actual kilometres operated compared to the 2016-17 schedule

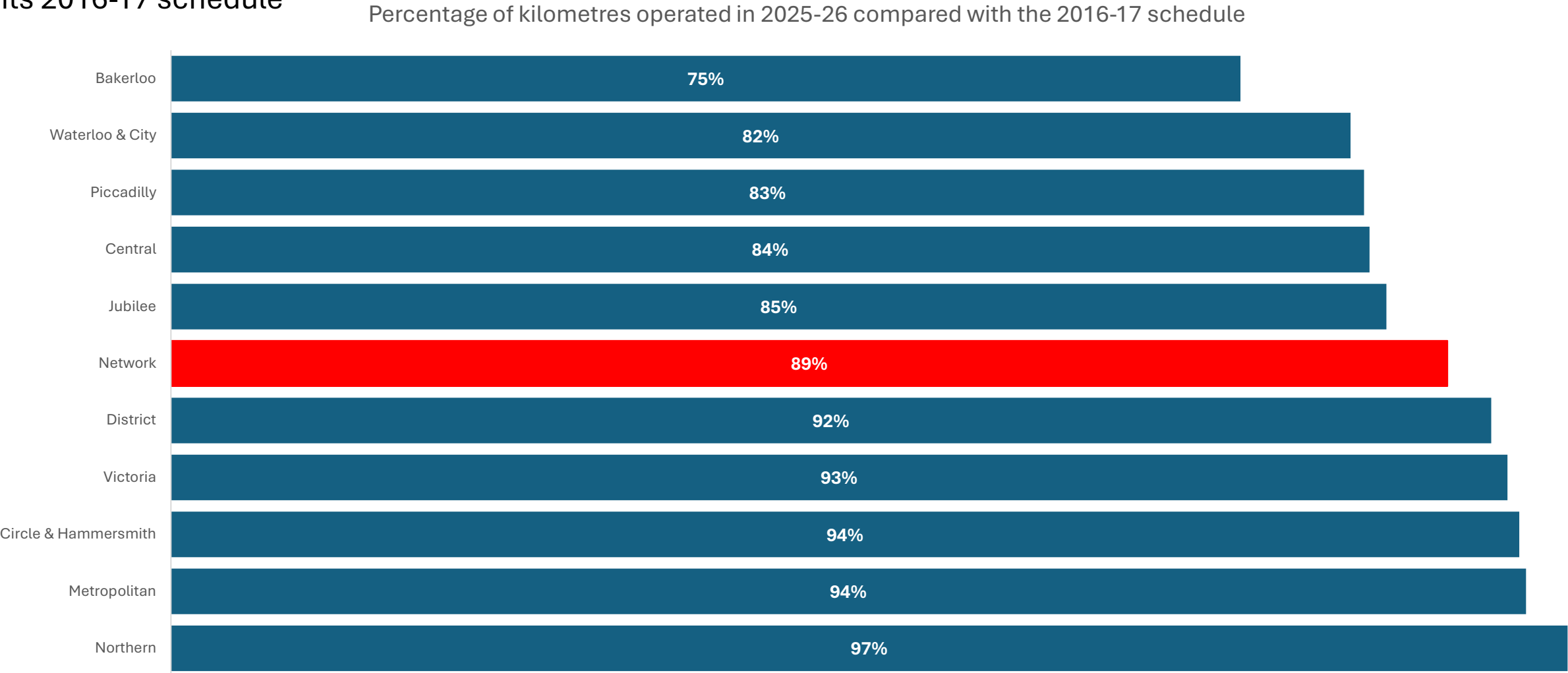
While the percentage of scheduled kilometres operated has declined as trains have got older this has been against a background of a decreasing level of service.



Source: [LU service operated data](#)

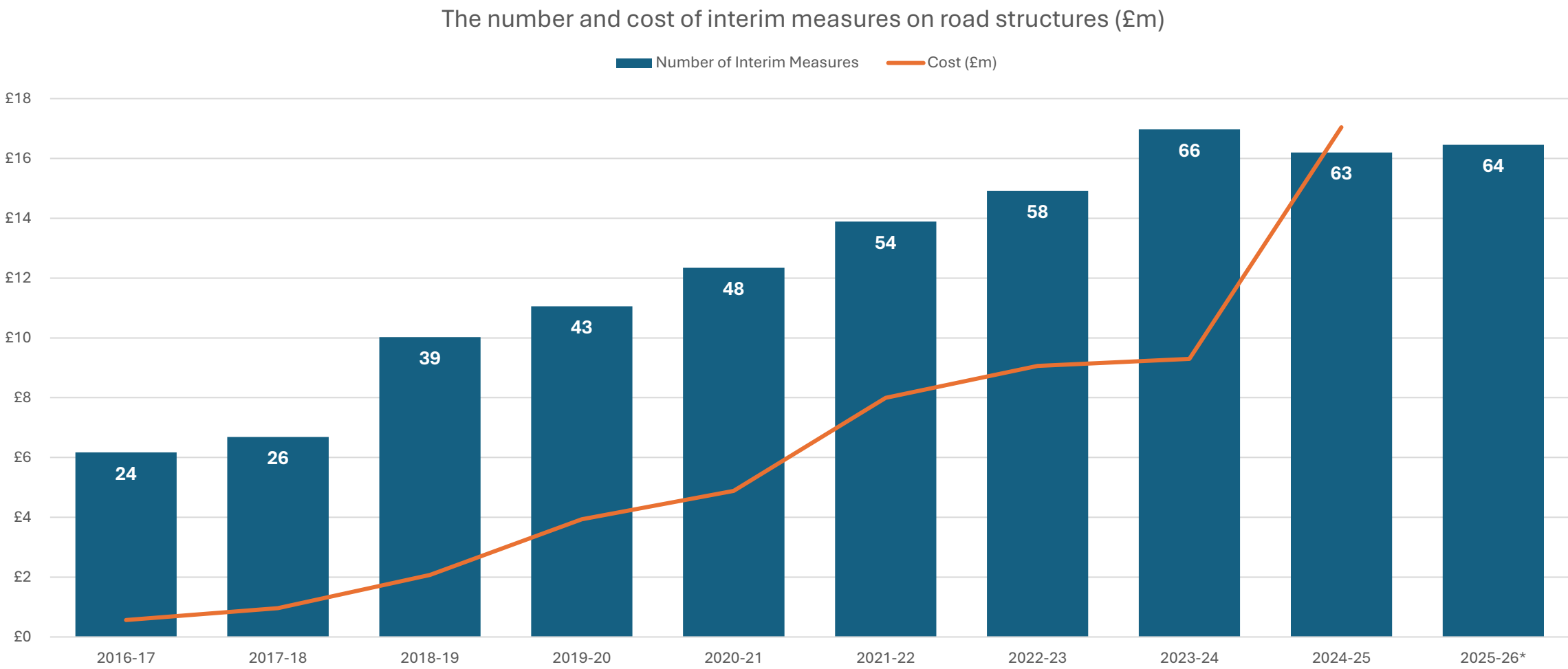
LU actual kilometres operated compared to the 2016-17 schedule

This chart illustrates the LU lines level of kilometres operated in 2025-26 compared with their 2016-17 schedule. The largest percentage reduction in service has been seen on the Bakerloo line which in 2025-26 operated only 75 per cent of its 2016-17 schedule



The number and direct cost to TfL of interim measures on road structures

Since 2015-16, the number of interim measures such as speed restrictions on the TfL Road Network highway structures (bridges, tunnels and underpasses) have progressively increased.



* Cost of interim measures for 2025-26 has not be finalised
Source: [TfL letter to the Committee](#), 29 July 2026

Other formats and languages

If you, or someone you know needs this report in large print or braille, or a copy of the summary and main findings in another language, then please call us on: 020 7983 4100 or email assembly.translations@london.gov.uk

Chinese

如您需要这份文件的简介的翻译本，
请电话联系或按上面所提供的邮寄地址或
Email 与我们联系。

Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang
tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện
thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

Greek

*Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα
σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί
μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.*

Turkish

Bu belgenin kendi dilinize çevrilmiş bir özetini
okumak isterseniz, lütfen yukandaki telefon
numarasını arayın, veya posta ya da e-posta
adresini aracılığıyla bizimle temasa geçin.

Punjabi

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸੰਖੇਪ ਅਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਲੈਣਾ
ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ
ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

Hindi

यदि आपको इस दस्तावेज़ का सारांश अपनी भाषा में
चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये
गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Bengali

আপনি যদি এই দলিলের একটি সারাংশ নিজের ভাষায় পেতে চান,
তাহলে দয়া করে ফো করবেন অথবা উল্লেখিত ডাক ঠিকানায় বা
ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں
درکار ہو تو، براہ کرم نمبر پر فون کریں
یا مذکورہ بالا ڈاک کے پتے یا ای میل
پتے پر ہم سے رابطہ کریں۔

Arabic

إذا كنت أنت أو أحد معارفك بحاجة إلى هذا التقرير
مطبوعاً بخط كبير أو بطريقة برايل، أو ترغب في الحصول على الملخص
والنتائج الرئيسية بلغة أخرى، فيرجى التواصل معنا على:
020 7983 4100 أو عبر البريد الإلكتروني
assembly.translations@london.gov.uk

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં
જોઈતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો
અથવા ઉપર આપેલ ટપાલ અથવા ઇ-મેઇલ સરનામા
પર અમારો સંપર્ક કરો.

Connect with us

The London Assembly

City Hall
Kamal Chunchie Way
London E16 1ZE

Website:
<https://www.london.gov.uk/about-us/london-assembly>



Follow the London Assembly on social media
Image credits: Greater London Authority

LONDONASSEMBLY