



Neil Garratt AM
Chairman of the Budget and Performance Committee

Sir Sadiq Khan
Mayor of London
(Sent by email)

25 March 2026

Dear Sir Sadiq,

Transport for London Capital Renewals

I am writing to you on behalf of the Budget and Performance Committee, following its review of your 2026-27 Budget proposals and your response to letter to the Committee on its recommendations on 24 February 2026.

Capital renewals

TfL runs most of London's public transport services and manages:

- 580 km of major roads and all of London's traffic signals
- Over 1,800 structures, including bridges, tunnels, flyovers and river crossings
- Around 400 km of London Underground track
- 272 London Underground stations
- Over 19,000 bus stops

At the 16 December 2025 Budget and Performance Committee, the TfL Group Finance Director confirmed that TfL had established that *"the amount required is about £1.1 billion to £1.2 billion*

a year”¹ to keep TfL assets in their current state of repair. TfL’s 2026-27 Budget includes £800 million for capital renewals.

At TfL’s 8 October 2025 Programmes and Investment Committee (PIC) a paper on the London Underground and Elizabeth line renewals reported that *“the level of funding allocated has been insufficient to maintain the SoGR [State of Good Repair] of the network.”*² The current estimated renewals backlog is estimated by TfL as over £5 billion for London Underground.³ The renewals report stated that 42 per cent TfL’s London Underground track is classed as ‘Very Poor’, with a further 17 per cent classed as ‘Poor’, and that ‘incidents on the LU network relating to Asset Condition decline’ have increased from 4,195 in 2018-19 to 11,944 in 2023-24.⁴

At the same 8 October 2025 meeting TfL Streets, Bus and Rail Renewals stated that there is an estimated backlog of £1.3 billion, which includes £850 million of Highways Structures and £270 million of Tunnels. The report also stated the level of renewals in the 2025-26 Budget means *“performance will decline compared to today and renewals backlog continues to grow. Most of the networks and assets will be in constrained service levels.”*⁵

To assist its understanding of TfL’s capital renewals the Committee would like to receive the annual measures since 2015-16 of:

- 1. A breakdown of the level of capital renewals by asset type and mode**
- 2. The State of Good Repair of London Underground track, passenger fleet, signals, lifts and escalators**
- 3. The State of Good Repair of London Underground track categorised by ‘very poor’, ‘poor’, ‘fair’, ‘good’ and ‘very good’ as referred to in the 8 October London Underground and Elizabeth Line Renewals paper to the PIC**
- 4. The number of incidents on the London Underground network relating to asset condition decline**
- 5. The service impact in terms of the delay caused by these incidents on the London Underground**
- 6. The State of Good Repair of carriageways, bridges, lighting, cycleways and bus stops and shelters on the basis used for the answer to Mayor’s Question [2022/3983](#)**
- 7. A breakdown of the main items included in the estimated £850 million renewals backlog for Highways Structures and the £270 million for Tunnels referred to in the Streets, Bus and Rail and Sponsored Services Renewals Programme report to the 8 October 2025 Programmes and Investment Committee**
- 8. The number and cost of interim measures on road structures on the basis seen in the February 2022 [‘TfL Asset Renewals’ paper](#) to the TfL Board**
- 9. The delays caused by the interim measures on TfL’s road structures**

¹ Budget and Performance Committee, 16 December 2025

² TfL, [London-Underground-Elizabeth-line-Renewals.pdf](#), 8 October 2025

³ TfL, [London-Underground-Elizabeth-line-Renewals.pdf](#), 8 October 2025

⁴ TfL, [London-Underground-Elizabeth-line-Renewals.pdf](#), 8 October 2025

⁵ TfL, [Streets Bus and Rail and Sponsored Services Renewals Programme](#), 8 October 2025

- 10. Percentage of the Transport for London Road Network (TLRN) carriageway where structural maintenance is not required (condition score of 70+)**
- 11. Percentage of the TLRN footway where major repairs are not required (condition score of 50+)**
- 12. London-wide annual traffic signal availability**

In addition, this Committee would like to see:

- 1. A current list of all the structures where TfL has imposed restrictions or closures**
- 2. A breakdown of the £1.1 billion to £1.2 billion level of required capital renewals by asset type and mode and a comparison with the level of capital renewals over the business plan**
- 3. Set out the extent to which the required level of capital renewals of £1.1 billion to £1.2 billion reflects the reduction in renewals that will result from the investment in new infrastructure enabled by the long-term Government funding**
- 4. The value of efficiency savings assumed in the Business Plan's capital renewals programme, shown separately from the gross capital renewals requirement**
- 5. TfL's projected State of Good Repair for each asset category at the end of the 2026-30 Business Plan period, based on current planned renewals expenditure**
- 6. The assumed useful life by each asset type and mode and the current average age by asset type and mode**

I look forward to your response to this letter by 29 May 2026.

Yours sincerely,



Neil Garratt AM

Chairman of the Budget and Performance Committee