Network Rail expenditure in 2014/15

£10,228m

-8.4% on 2013/14

Total Spend within route

Anglia £384m
East Midlands £1,388m
Kent £257m
Sussex £183m
Wales £785m
Western £133m
LNW £252m
Scotland £220m
Scotland £292m

Spend by route

£2,949m

-17.3% on 2013/14

Renewals

£2,949m

Track £887m

Signalling £644m

Interest on cash balances held by Network Rail £11m

Interest on balances £36m

Capital accretion £223m

Financing costs £1,403m

-3.8% on 2013/14

Operations & Support £1,467m

+2.2% on 2013/14

Operations £489m

Corporate services £417m

Other £30m

Cumulo rates £156m

Traction electricity £292m

Rail Safety & Standards Board levy £11m

Office of Rail Regulation fees £19m

British Transport Police £33m

Other £30m

Industry costs £405m

Operations £460m

Capital investments £460m

Crossrail £460m

Other £1,466m

Enhancements £3,393m

+16.6% on 2013/14

Other Committed Projects £1,046m

Thameslink £500m

OFR electcrtrification/Paddington to Crossrail (£223m), Bridge to Swansea electrification (£4m), East West Rail (committed scheme) (£143m), Northern Hub (£16m), IEP Programme (£70m), North Trans Pennine Electrification East (£156m), North Trans Pennine Electrification West (£2.5m), NW Electrification (£2.5m), Reading station area redevelopment (£26m), Stafford area improvement scheme (£31m), West coast power supply upgrade (£56m), Edinburgh Glasgow improvements Programme (EGIP); Electrification of Springburn to Cumbernauld (£39m); EGIP Edinburgh to Glasgow Electrification (£54m); EGIP; Edinburgh Gateway Stations (£27m), EGIP; Infrastructure Projects (£20m), Border Railway Project (£162m)

Funds (£177m), Named schemes (£575m), HS2 (£57m), CPA-Railiners (£288m), Seven day railway projects (£17m), ERTMS-Cab Remon (£49m), R&D allowance (£33m), Depots and stabilising (£11m), Income generating property schemes (£73m), Government sponsored (£87m), Spend to Save Schemes (£26m), Schemes prioritised by third parties (£11m), Discretionary Investment (£10m), Third Party PAYG (£474m), Discretionary properties (£26m), Schemes promoted by third parties (£87m), Spend to Save Schemes (£17m), ERTMS Cab HLOS (£57m), CP4 Rollovers (£286m), Seven Funds (£191m), Named schemes (£71m), Intelligent infrastructure (£413m), Faster isolations (£9m), Small plant (£6m), CP4 rollover (£195m), Strategic sourcing (£7m), Business change (£67m), Insurance (£48m), Legal and inquiry (£7m), Accommodation (£82m), Utilities (£43m), Government and management (£67m), Human resources (£41m), Information management (£67m), Government and corporate affairs (£115m), Group strategy (£9m), Finance (£118m), Business services (£15m), Accommodation (£2m), Unallocated (£64m), Safety and sustainable development (£24m), Strategic sourcing (£7m), Business change (£2m), Other corporate functions (£87m), Asset management services (£37m), Network Rail telecoms (£49m), National delivery service (£30m), Investment Projects (£47m), Commercial property (£4m), Group costs (£58m)

Clean and efficient delivery of projects (£9m), CP4 Rollovers (£286m), Seven Funds (£191m), Intelligent infrastructure (£413m), Faster isolations (£9m), Small plant (£6m), Strategic sourcing (£7m), Business change (£67m), Insurance (£48m), Legal and inquiry (£7m), Accommodation (£82m), Utilities (£43m), Government and management (£67m), Human resources (£41m), Information management (£67m), Government and corporate affairs (£115m), Group strategy (£9m), Finance (£118m), Business services (£15m), Accommodation (£2m), Unallocated (£64m), Safety and sustainable development (£24m), Strategic sourcing (£7m), Business change (£2m), Other corporate functions (£87m), Asset management services (£37m), Network Rail telecoms (£49m), National delivery service (£30m), Investment Projects (£47m), Commercial property (£4m), Group costs (£58m)

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Values in solid coloured nodes = total organisation spend. This excludes all expenditure related to HS1. For further details, please refer to our annual accounts

http://www.networkrail.co.uk/transparency/datasets

If we are unable to meet our payment obligations on outstanding market debt (interest or principal) then the noteholders have a direct claim on the UK Government via the FIM. We pay an annual fee for this indemnity, calculated at 1.10% of the outstanding gross debt covered by the indemnity.

Accretion relates to the increase in the nominal value of index-linked bonds. The inflation of these bonds is linked to the retail price index and the inflation is expensed annually.

For information on Schedule 4 and planned disruption to the railway visit:
http://www.networkrail.co.uk/payments-for-planned-disruption-on-the-railway/?cd=1

For information on Schedule 8 and unplanned disruption to the railway visit:
http://www.networkrail.co.uk/payments-for-disruption-on-the-railway

[5] London North Eastern

[6] London North Western

[7] This does not include PAYG