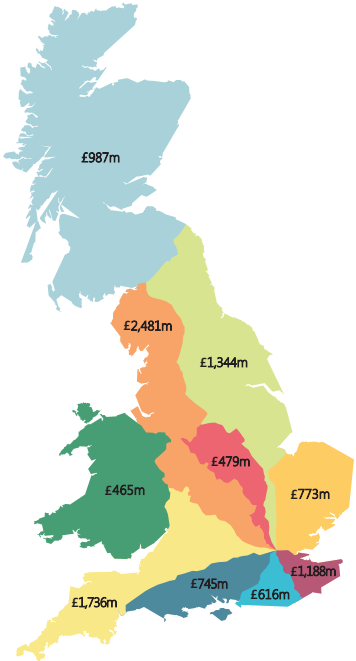


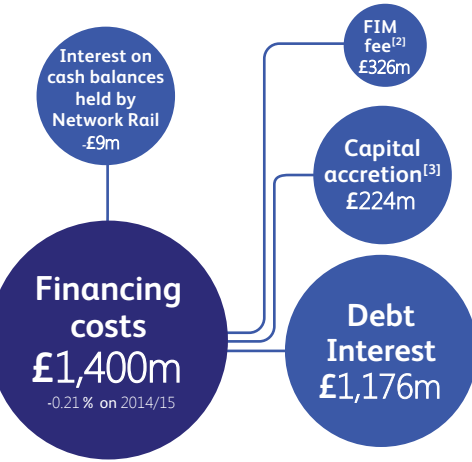
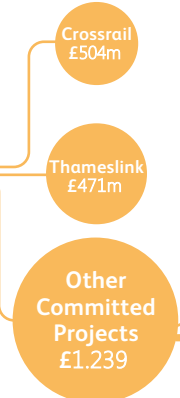
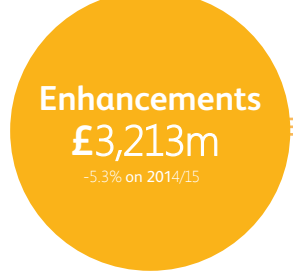
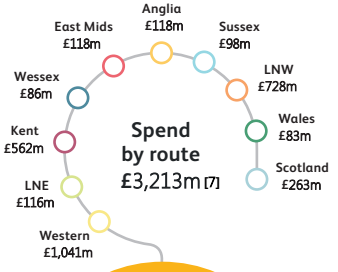
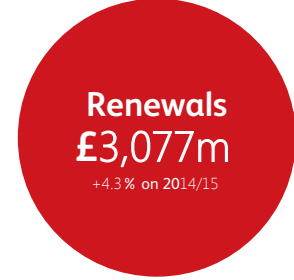
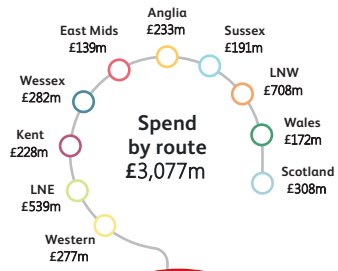
Network Rail expenditure in 2015/16

£10,814M^[1]

+5.7% on 2014/15^[1]



Total Spend within route



Information technology (£127m), Asset information strategy (£73m), Intelligent infrastructure (£8m), Faster isolations (£10m), Small plant (£1m), CP4 rollover (£77m), LOWS (£2m), Other (£3m)



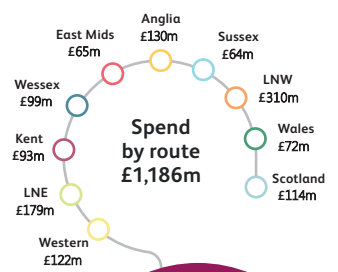
- Electrical power and fixed plant: £144m
- Wheeled Plant & Machinery: £90m
- Buildings: £221m
- Telecoms: £53m



- Conventional plain line renewal: £338m
- High output renewal: £203m
- Plain line refurbishment: £67m
- S&C renewal: £178
- S&C refurbishment: £51m
- Track non-volume: £47m
- Off track: £100m



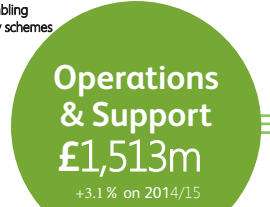
- Tunnels: £32m
- Major structures: £17m
- Underbridges: £230m
- Overbridges: £66m
- Bridgeguard 3: £14m
- Other assets: £77m
- Structures other: £13m
- Earthworks: £168m
- Other: £5m



- Group: -£21m
- Buildings: £36m
- National Delivery Service: -£9m
- Other network operations: £185m
- Signalling: £188m
- Track: £527m
- Telecoms: £23m
- Asset management services: £54m
- Civils: £168m
- Electrical power and fixed plant: £88m
- Property: £9m



Funds (£168m), Named schemes (£230m), HLOS (£81m), CP4 Rollovers (£93m), Government sponsored (£79m), Spend to Save Schemes (£5m), Schemes promoted by third parties (£129m), Discretionary Investment (£10m), Seven day railway projects (£27m), ERTMS Cab Fitment (£10m), R&D Allowance (£5m), Depots & Stabling (£44m), Income generating property schemes (£118m)



- Traction electricity: £308m
- Office of Rail Regulation fees: £23m
- Business rates: £160m
- Rail Safety & Standards Board levy: £8m
- British Transport Police: £82m
- Human resources (£36m), Information management (£62m), Government and corporate affairs (£12m), Group strategy (£7m), Finance (£19m), Business services (£13m), Accommodation (£81m), Utilities (£40m), Insurance (£57m), Legal and inquiry (£8m), Safety and sustainable development (£24m), Strategic sourcing (£7m), Business change (£2m), Other corporate functions (£38m), Asset management services (£39m), Network Rail telecom (£44m), National delivery service (£0m), Investment Projects (-£28m), Commercial property (-£10m), Group costs (-£57m)

[1] 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>

[2] 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

[3] 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

[4] 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