

# **Framework Capacity Statement 2022**

**Network Rail**

**November 2022**

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## 1. Purpose

## 1.1 Purpose

This statement is published alongside Network Rail's Network Statement in order to meet the requirements of [European Commission Implementing Regulation \(EU\) 2016/545](#) of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity.

Although the United Kingdom has left the European Union, the regulation has been incorporated into UK legal requirements by way of the UK's own withdrawal arrangements and therefore remains a statutory requirement. The third 'recital' prefacing the regulation includes the following:

*“Potential applicants need transparency concerning the allocated framework capacity and the remaining indicative capacity on a line. With a view to avoiding administrative burden related to framework agreements, potential applicants should get a first impression of how likely it is that their applications will be approved.”*

Framework capacity is any capacity contracted for sale for more than one (annual) timetable period. Therefore, any firm rights under a Track Access Contract fall within this definition, until towards the end of the term of the contract.

This Framework Capacity Statement has been produced to improve the clarity and transparency of those rights, and their implications for parties seeking new or additional capacity on Network Rail infrastructure. This fits well with Network Rail's

current transformation programme, to make the company more focused on and accessible to its customers.

Due to the nature of framework capacity, which legally must not specify a train path, it is not possible to be precise about the quantity of capacity that is used by these rights, and consequently the capacity that remains available for use. That can only be identified once the rights are used to create train paths in a timetable. Potential applicants are urged to use the information in this document as an initial guide, to be read in conjunction with the advice in our Network Statement, and to contact us directly at the earliest opportunity to discuss capacity requirements more specifically.



### ***Consulting on how we present this information***

During 2021 we consulted on a number of different ways of presenting information about the proportion of network capacity that has been committed through Framework Agreements, i.e. capacity expressed as firm rights in track access contracts.

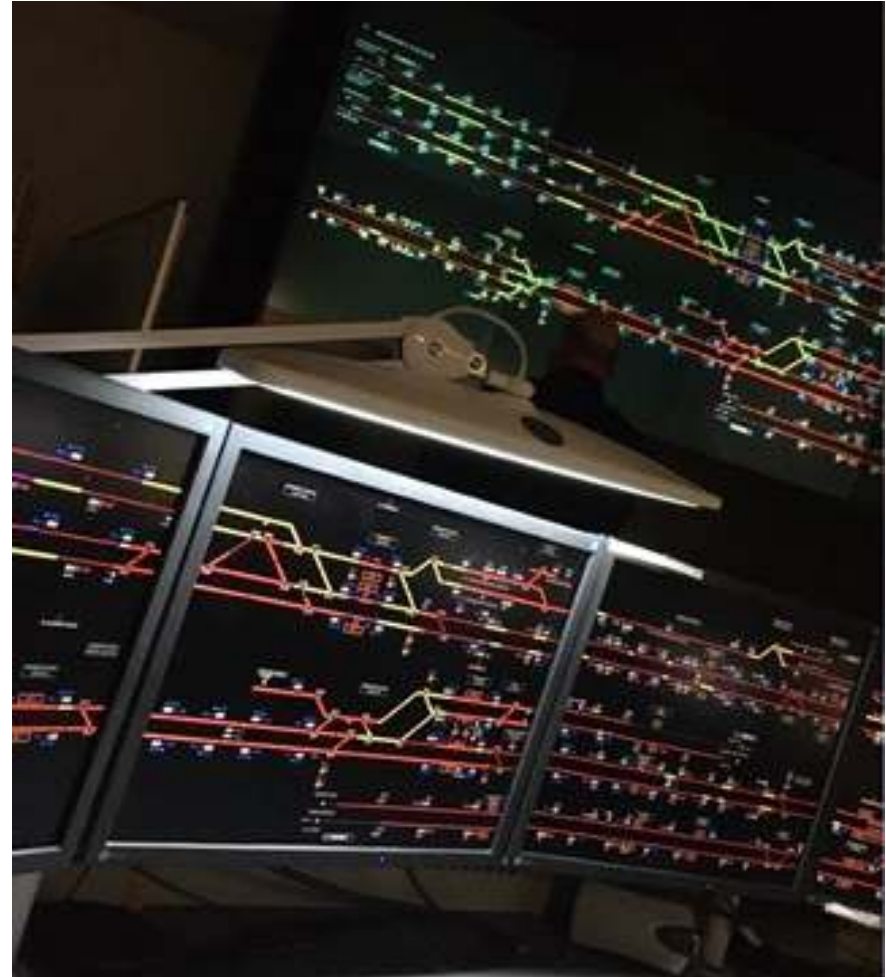
In December 2021, following discussions with each party that responded to the consultation, we published a consultation update.

The update set out three actions, one of which was the development of “a new format of the FCS as a table or map with route sections categorised into bands that provide an initial assessment of the amount and/or type of available capacity, based on informed judgment.”

In August 2022 we published a consultation document, alongside this year’s draft Network Statement, giving an example of the new approach and seeking readers’ views on it.

To date we have had no responses to that consultation, which is understandable (if disappointing) given the exceptional pressures on all parts of the rail industry this year. We remain interested in readers’ views on this new format, and welcome comments at any time at the email address given in section 4.1.

Meanwhile, in section 3 of this document we have extended the application of the format to additional routes, and will continue to add more as colleagues apply the methodology to other parts of the network.



## **2. Framework capacity on Network Rail's network**

## 2.1 Infrastructure covered by this statement

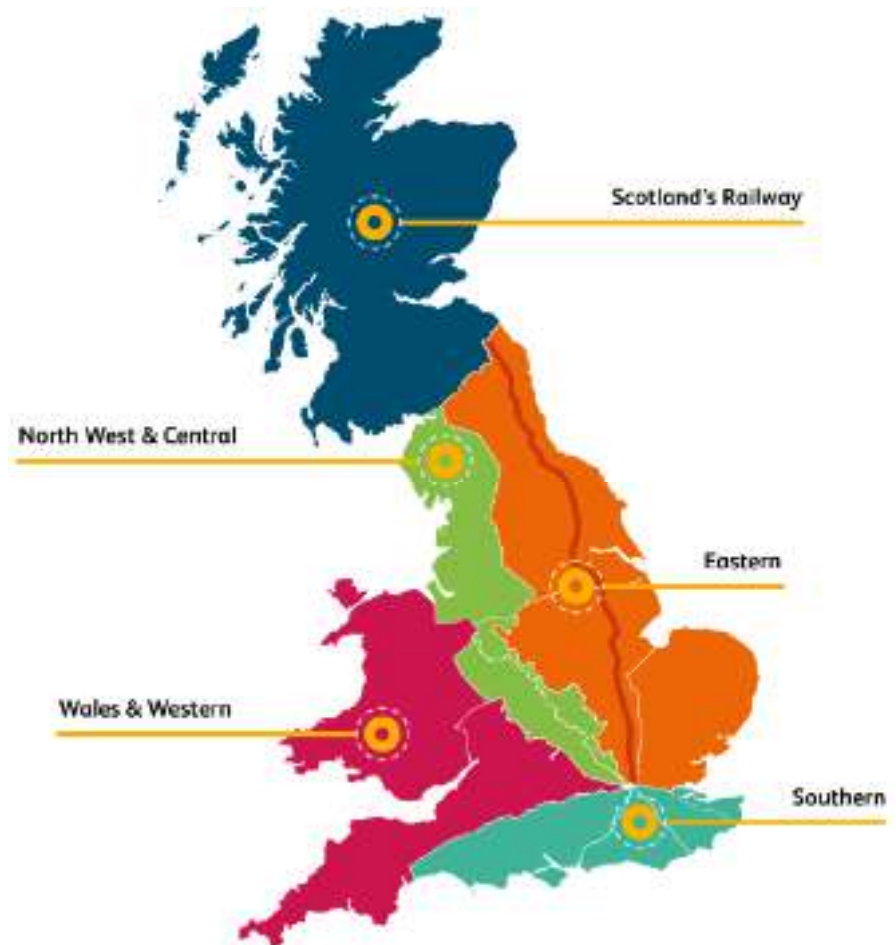
The national rail network in Great Britain operated by Network Rail is defined in our Network Statement which can be found at <https://www.networkrail.co.uk/industry-commercial-partners/information-operating-companies/network-statement/>.

We are customer focused. We run the company through devolved route businesses that understand how to meet customer needs. They operate, maintain and renew infrastructure to deliver a safe and reliable railway for passengers and freight customers.

### *Routes and Regions*

Network Rail is changing how it operates. We're pushing devolution further, making routes more responsive to local needs and cutting through red tape and bureaucracy. Our new structure enables us to be more responsive to the needs of train operators, passengers and freight users by bringing our people closer to those we serve.

We've created 14 routes which are supported by five Network Rail regions, each led by a managing director. The five Network Rail regions are Eastern, North West & Central, Scotland's Railway, Southern and Wales & Western. These five regions were formed in June 2019 and have the budget and capability to take on more responsibility from other parts of the business.



The routes are responsible for operations, maintenance and minor renewals, including the day-to-day delivery of train performance and the relationship with their local train operating companies.

### ***Other infrastructure***

Infrastructure belonging to other Infrastructure Managers is excluded from this statement: adjacent networks include High Speed One, Nexus, Eurotunnel and the Cardiff Valley Lines.

Some railway infrastructure is outside the scope of the Regulation, for example light rail systems and the London Underground. A full list of adjacent infrastructure is given in section 2.2.2 of the Network Statement.



### ***Specialised Infrastructure***

Network Rail has declared some of its network as ***specialised infrastructure*** under Regulation 25 of the [2016 Railways Regulations](#). Currently the two railway test tracks at High Marnham (Nottinghamshire) and Old Dalby (Leicestershire/ Nottinghamshire) fall into this category. These are subject to bespoke access arrangements as set out in section 2.4.1 of the Network Statement, which do not constitute framework capacity and the test tracks are therefore excluded from this statement. Further information is available at <https://www.networkrail.co.uk/industry-and-commercial/research-development-and-technology/rail-innovation-development-centres/>.

### ***Congested Infrastructure***

Parts of the network included in this statement are currently declared as ***congested infrastructure*** under Regulation 26 of the [2016 Railways Regulations](#). These are detailed in section 4.6 of the Network Statement, and also under 'Management of Congested Infrastructure' at <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>.



## 2.2 Framework Agreements in Great Britain

Regulation 3 of the [2016 Railways Regulations](#) defines a framework agreement as:

*“either (a) an access contract described in section 18(2)(a) of the [1993 Railways] Act [as amended] which satisfies one of the conditions in sub-section (1) of that section; or (b) a legally binding agreement made other than in pursuance of section 17 or 18 of the [1993 Railways] Act [as amended] setting out the rights and obligations of an applicant and the infrastructure manager or, as the case may be, allocation body in relation to the infrastructure capacity to be allocated and the charges to be levied over a period in excess of one working timetable period”.*

In respect of Network Rail’s network, this means all track access contracts. However, some contracts include only contingent rights, i.e. for some freight operators and for all passenger charter train operators. These do not constitute framework capacity, because the capacity is not allocated prior to the timetable planning processes; effectively these contracts provide only a right to request capacity rather than a right to receive capacity. These contracts are identified separately in the list below.

Consolidated, redacted copies of the contracts in the list may be found on the Office of Rail & Road website at <https://www.orr.gov.uk/rail-guidance-compliance/network-access/regulated-networks/network-rail/consolidated-agreements>, except where noted otherwise by footnote.



**Passenger services (firm rights)**

Abellio East Anglia, t/a Greater Anglia
Abellio East Midlands, t/a East Midlands Railway (formerly East Midlands Trains)
Arriva Rail London, t/a Overground
Chiltern Railway Company, t/a Chiltern Railways
Chinnor & Princes Risborough Railway Company (no quantified firm rights)
East Coast Trains, t/a Lumo
Eurostar International, t/a Eurostar
Festiniog Railway Company (no quantified firm rights)
First Greater Western, t/a Great Western Railway
First MTR South Western Trains, t/a South Western Railway
First Transpennine Express, t/a TransPennine Express
First Trenitalia West Coast Rail, t/a Avanti West Coast
Govia Thameslink Railway, t/a Gatwick Express, Great Northern, Southern or Thameslink
Grand Central Railway Company, t/a Grand Central
Heathrow Express Operating Company, t/a Heathrow Express <sup>1</sup>
Hull Trains Company, t/a Hull Trains
London & South Eastern Railway, t/a Southeastern
London North Eastern Railway
London Underground <sup>1</sup>
Merseyrail Electrics 2002, t/a Merseyrail
MTR Crossrail, t/a Elizabeth Line
Nexus (Tyne & Wear Passenger Transport Executive), t/a Metro
North Yorkshire Moors Railway Enterprises, t/a North Yorkshire Moors Railway
Northern Trains, t/a Northern (formerly Arriva Rail North)
Peak Rail (no quantified firm rights)
Scotrail Trains, t/a ScotRail (formerly Abellio Scotrail)
Serco Caledonian Sleepers, t/a Caledonian Sleeper
South Yorkshire Supertram
Transport for Wales (formerly Arriva Trains Wales)
Trenitalia c2c Rail, t/a c2c
West Coast Railway Company, t/a West Coast Railways (for "The Jacobite")
West Midlands Trains, t/a London Northwestern Railway or West Midlands Railway
XC Trains, t/a CrossCountry

<sup>1</sup> Unregulated contract, not on ORR website.

**Freight services (firm rights)**

Colas Rail
DB Cargo
Direct Rail Services
Freightliner
Freightliner Heavy Haul
GB Railfreight

**Passenger charter services (contingent rights only)**

Direct Rail Services
First Greater Western
GB Railfreight
Grand Central Railway Company
Locomotive Services (TOC)
RailAdventure UK
Rail Express Systems, t/a DB Cargo
Rail Operations Group
Vintage Trains
West Coast Railway Company, t/a West Coast Railways

**Freight or freight customer services (contingent rights only)**

Associated British Ports
Devon and Cornwall Railways
Hanson and Hall Rail Service Solutions
Harsco Rail
Legge Infrastructure Services
Locomotive Services (TOC)
London Gateway Port
Loram UK
Rail Operations Group
SLC Operations
Tarmac Trading
Varamis
Victa Railfreight
Victoria Harbour
Vintage Trains
West Coast Railway Company

Applicants or potential applicants for new or amended framework agreements are encouraged to contact Network Rail as early as possible, to enable us to help identify where capacity exists that could meet the applicant's requirements and to consider all potential users where capacity is scarce.

We will undertake consideration of access requests in accordance with our Access Rights Policy which can be found at <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/sale-of-access-rights/>.

Access rights are now expressed with more flexibility than has historically been the case in Great Britain. It is common for passenger rights to be expressed as a quantum for each 24-hour period, and for freight rights to be expressed in a time 'window' for departure and arrival times.

This approach is consistent with Network Rail's Access Rights Policy and ORR's guidance on track access contracts, which can be found at <https://www.orr.gov.uk/rail-guidance-compliance/network-access/guidance-policies/track-access-guidance>.



## 2.3 Capacity allocation

Each Track Access Contract incorporates the Network Code, which is a common set of provisions relating to the functioning of the railway system. Part D of the Network Code relates to timetable change. It sets out the processes for the twice-yearly timetable revision and for variations subsequent to that revision. These are the means by which access rights are given effect as train paths in the timetable. The Network Code can be found at <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/network-code/>.

### **3. Presenting the data**

### 3.1 Categorisation of levels of capacity availability

The concept of the new format requires informed judgement by people familiar with the capacity committed and available on each section of route, and the degree of flexibility around those capacity commitments within the relevant track access contracts.

Our Regional strategic planners, working with support from capacity planners in the System Operator, have tested the following broad categories:

	1	Some spare capacity at most times
	2	Some spare capacity at certain times
	3	Very little spare capacity
	4	Congested

Where different categories could apply to different parts of a route section, the more restrictive category is used. The categories are deliberately broad, to minimise the scope for misleading readers, but (as discussed in our 2021 consultation document) there are inevitable approximations in presenting this type of data on a complex network.

Recognising this, we have included comments in the tables in section 3.3 where we think they will add clarity.



## 3.2 Presentation format

Once the categories have been applied to geographical sections of route, the result can be presented as a table or geographically.

After some consideration and discussion, we have chosen to apply the categories at the level of Strategic Route Sections, of which there are 305 across the network. These are subdivisions of the 24 Strategic Routes shown on the map (right).

Section 3.3 presents tables of current data for Strategic Route Sections on Eastern Region and Western Route.

We had hoped to complete full, or near-full, coverage of Network Rail's network by now, but this year there have been exceptional demands on colleagues with the requisite specialist knowledge of both railway capacity and track access, so coverage is increasing only gradually.

Other routes will be added, and the Framework Capacity Statement reissued, as colleagues apply the methodology to each part of the network.



### 3.3 Data

#### Strategic Route D: East Anglia

SRS	Description	Lead Region	Lead Route	Comments
D.01	Bethnal Green - Stansted Airport	Eastern	Anglia	
D.02	Hackney Downs - Cheshunt/Enfield Town	Eastern	Anglia	
D.03	Hertford East Branch	Eastern	Anglia	
D.04	Chingford Branch	Eastern	Anglia	
D.05	Stansted Junctions - Ely	Eastern	Anglia	
D.06	Ely - Kings Lynn	Eastern	Anglia	If Ely North Jn to Ely excluded, probably Cat. 1
D.07	Peterborough - Stowmarket	Eastern	Anglia	
D.08	Cambridge - Chippenham Junction	Eastern	Anglia	Due to single line sections
D.09	Ely - Norwich	Eastern	Anglia	If Ely North Jn to Ely excluded, probably Cat. 2
D.10	London Liverpool Street - Shenfield	Eastern	Anglia	
D.11	Shenfield - Ipswich	Eastern	Anglia	
D.12	Ipswich - Norwich	Eastern	Anglia	
D.13	Shenfield - Southend/Southminster	Eastern	Anglia	
D.14	Braintree Branch	Eastern	Anglia	Due to single line sections
D.15	Harwich Branch	Eastern	Anglia	Or could be Cat. 1
D.16	Walton and Clacton Branches	Eastern	Anglia	Based on Walton branch and Thorpe-le-Soken
D.17	Upminster Branch	Eastern	Anglia	Due to single line sections
D.18	Sudbury Branch	Eastern	Anglia	Due to single line sections
D.19	East Suffolk Line and Norfolk Branches	Eastern	Anglia	Due to single line sections
D.20	Felixstowe - Ipswich	Eastern	Anglia	
D.99	Other Freight Lines	Eastern	Anglia	

#### Categories

	1 Some spare capacity at most times
	2 Some spare capacity at certain times
	3 Very little spare capacity
	4 Congested

## Strategic Route E: North London Lines

SRS	Description	Lead Region	Lead Route	Comments
E.01	Richmond - Willesden Junction	Eastern	Anglia	
E.02	Willesden Junction - Gospel Oak	Eastern	Anglia	
E.03	Gospel Oak - Stratford	Eastern	Anglia	
E.04	Gospel Oak - Woodgrange Park	Eastern	Anglia	
E.05	Forest Gate Junction - Barking	Eastern	Anglia	
E.91	Dudding Hill Line	Eastern	Anglia	
E.99	Other Freight Lines	Eastern	Anglia	

## Categories

1	Some spare capacity at most times
2	Some spare capacity at certain times
3	Very little spare capacity
4	Congested

## Strategic Route F: Thameside

SRS	Description	Lead Region	Lead Route	Comments
F.01	London Fenchurch Street - Shoeburyness	Eastern	Anglia	
F.02	Tilbury Loop	Eastern	Anglia	
F.99	Other Freight Lines	Eastern	Anglia	

## Categories

1	Some spare capacity at most times
2	Some spare capacity at certain times
3	Very little spare capacity
4	Congested



## Strategic Route G: East Coast and North East

SRS	Description	Lead Region	Lead Route	Comments
G.01	London King's Cross - Peterborough	Eastern	East Coast	
G.02	Moorgate Branch	Eastern	East Coast	
G.03	Hertford Loop	Eastern	East Coast	
G.04	Hitchin - Cambridge	Eastern	East Coast	Excluding Shepreth Branch Jn to Cambridge, see D.05
G.05	Peterborough - Doncaster	Eastern	East Coast	
G.06	Doncaster - Leeds (via Wakefield Westgate)	Eastern	North and East	Also East Coast
G.07	Doncaster - Colton Junction	Eastern	East Coast	
G.08	Colton Junction - Northallerton	Eastern	East Coast	Based on Colton to York (incl)
G.09	Northallerton - Newcastle	Eastern	East Coast	Cat. 2 if only firm rights considered, but includes contingent rights because of local access policy
G.10	Newcastle - Border (near Berwick-upon-Tweed)	Eastern	East Coast	Cat. 2 if only firm rights considered, but includes contingent rights because of local access policy
G.11	Border (near Berwick-upon-Tweed) - Edinburgh	Scotland's Railway	Scotland	
G.12	North Berwick Branch	Scotland's Railway	Scotland	
G.13	Newcastle - Carlisle	Eastern	North and East	
G.14	Darlington - Bishop Auckland	Eastern	North and East	
G.15	Middlesbrough - Whitby	Eastern	North and East	Based on Middlesbrough-Nunthorpe and Grosmont-Whitby single lines
G.16	Northallerton - Eaglescliffe	Eastern	North and East	
G.17	Eaglescliffe - Newcastle via Durham Coast	Eastern	North and East	
G.18	Darlington - Eaglescliffe	Eastern	North and East	
G.19	Eaglescliffe - Saltburn	Eastern	North and East	Based on Eaglescliffe to Middlesbrough (incl)
G.20	Doncaster - Lincoln	Eastern	North and East	
G.21	Newark - Barnetby	Eastern	East Midlands	Excluding Newark Flat Crossing
G.22	Gainsborough - Barnetby	Eastern	North and East	
G.23	Lincoln - Peterborough (via Spalding)	Eastern	East Midlands	
G.90	Stillington Branch	Eastern	North and East	
G.91	Blyth and Tyne Network	Eastern	North and East	
G.98	Freight Trunk Routes	Eastern	North and East	Also East Coast
G.99	Other Freight Lines	Eastern	North and East	Also East Coast

## Categories

1	Some spare capacity at most times
2	Some spare capacity at certain times
3	Very little spare capacity
4	Congested

## Strategic Route H: Cross-Pennine, Yorkshire &amp; Humber and North West

SRS	Description	Lead Region	Lead Route	Comments
H.01	Leeds - Holbeck Junction	Eastern	North and East	
H.02	Leeds - York via Harrogate	Eastern	North and East	
H.03	Leeds - Skipton/Ilkley	Eastern	North and East	
H.04	Leeds - Halifax via Bradford	Eastern	North and East	
H.05	North Transpennine: Leeds - Guide Bridge	Eastern	North and East	Shared with NW&C but mostly Eastern
H.06	Leeds - Colton Junction	Eastern	North and East	
H.07	Hull - Micklefield	Eastern	North and East	
H.08	Gilberdyke - Hatfield & Stainforth/Knottingley and Church Fenton - Moorthorpe	Eastern	North and East	
H.09	Knottingley - Mirfield via Crofton Junction and via Castleford; Leeds - Altofts Junction/Whitwood Junction	Eastern	North and East	Based on Castleford and Woodlesford corridor
H.10	Manchester Victoria - Mirfield (via Rochdale)/Stalybridge	North West & Central	North West	Shared with Eastern but mostly NW&C
H.11	Hull - Seamer	Eastern	North and East	
H.12	York - Scarborough	Eastern	North and East	
H.13	Chesterfield - Swinton via Sheffield	Eastern	North and East	
H.14	Swinton - Brocksby Junction	Eastern	North and East	
H.15	South Kirkby Junction - Swinton	Eastern	North and East	
H.16	Sheffield - Gainsborough	Eastern	North and East	Excluding Sheffield to Nunnery Main Line Jn (see H.13)
H.17	South Transpennine: Dore - Hazel Grove	North West & Central	North West	
H.18	Sheffield Meadowhall - Horbury Junction	Eastern	North and East	
H.19	Brocksby Junction - Cleethorpes	Eastern	North and East	Based on single line section to Cleethorpes
H.20	Penistone Line	Eastern	North and East	
H.21	Barton-on-Humber Branch	Eastern	North and East	Would be Cat. 1 if not for Ulceby
H.22	Manchester Piccadilly - Crewe	North West & Central	North West	
H.23	Manchester Piccadilly - Deansgate	North West & Central	North West	
H.24	Deansgate - Liverpool South Parkway	North West & Central	North West	
H.25	Liverpool Lime Street - Liverpool South Parkway	North West & Central	North West	
H.26	North Transpennine: Manchester Piccadilly - Guide Bridge	North West & Central	North West	
H.27	Deansgate - Euxton Junction (via Bolton)	North West & Central	North West	
H.28	Ashburys/Hyde North - New Mills Central/Rose Hill	North West & Central	North West	
H.29	Guide Bridge - Glossop/Hadfield	North West & Central	North West	
H.30	Guide Bridge - Chester (via Stockport)	North West & Central	North West	
H.31	Manchester Airport - Wilmslow/Slade Lane Junction	North West & Central	North West	
H.32	Blackpool North Branch	North West & Central	North West	
H.33	Edge Hill - Manchester Victoria (via Earlestown)/Wigan	North West & Central	North West	
H.34	Southport/Kirkby - Wigan Wallgate	North West & Central	North West	
H.35	Wigan Wallgate - Manchester Victoria	North West & Central	North West	
H.36	Buxton Branch	North West & Central	North West	
H.37	Bolton - Blackburn	North West & Central	North West	
H.38	Hazel Grove - Edgeley Junction	North West & Central	North West	
H.39	Cumbrian Coast	North West & Central	North West	
H.40	Settle and Carlisle Line	North West & Central	North West	
H.41	Windermere Branch	North West & Central	North West	
H.42	Carnforth - Long Preston	North West & Central	North West	
H.43	Morecambe/Heysham Port Branch	North West & Central	North West	
H.44	Roses Line and Branches (including Preston - Ormskirk and Blackburn - Hellifield)	North West & Central	North West	
H.45	Chester/Ellesmere Port - Warrington Bank Quay	North West & Central	North West	
H.46	Blackpool South Branch	North West & Central	North West	
H.90	Immingham and Killingholme Docks	Eastern	North and East	
H.91	Yorkshire Freight Routes	Eastern	North and East	
H.98	Freight Trunk Routes	Eastern	North and East	Rylstone, Drax Branch etc
H.99	Other Freight Routes	North West & Central	North West	Shared with Eastern but mostly NW&C

## Strategic Route I: East Midlands

SRS	Description	Lead Region	Lead Route	Comments
I.01	London St Pancras - Bedford	Eastern	East Midlands	
I.02	Bedford - Nottingham	Eastern	East Midlands	
I.03	Wichnor Junction/Long Eaton - Chesterfield (via Derby)	Eastern	East Midlands	Based on Derby to Trent Jns
I.04	Worksop/Chesterfield - Nottingham	Eastern	East Midlands	Excluding Mansfield Jn to Nottingham (see I.02)
I.05	Nottingham - Newark Crossing	Eastern	East Midlands	Although ecs moves at Eastcroft might make it Cat. 3
I.06	Matlock Branch	Eastern	East Midlands	Due to single line
I.07	Netherfield - Grantham	Eastern	East Midlands	
I.08	Skegness - Grantham	Eastern	East Midlands	
I.09	Nuneaton - South Wigston	Eastern	East Midlands	
I.10	Syston Junctions - Peterborough/Corby	Eastern	East Midlands	
I.11	North Stafford Junction - Stoke-on-Trent	Eastern	East Midlands	Excludes Stoke Jn to Stoke-on-Trent
I.98	Freight Trunk Routes	Eastern	East Midlands	
I.99	Other Freight Routes	Eastern	East Midlands	

## Categories

1	Some spare capacity at most times
2	Some spare capacity at certain times
3	Very little spare capacity
4	Congested

## Strategic Route J: London and West

SRS	Description	Lead Region	Lead Route	Comments
J.01	London Paddington - Heathrow Airport Junction	Wales & Western	Western	
J.02	Heathrow Airport Junction - Reading	Wales & Western	Western	
J.03	Reading - Didcot	Wales & Western	Western	
J.04	Didcot - Border (near Piling)	Wales & Western	Western	Based on Didcot to Wootton Bassett Jn
J.05	Reading - Newbury	Wales & Western	Western	
J.06	Newbury - Cogload Junction	Wales & Western	Western	
J.07	Didcot - Oxford	Wales & Western	Western	
J.08	Greenford Lines	Wales & Western	Western	
J.09	Reading - Basingstoke	Wales & Western	Western	
J.10	Swindon - Standish Junction	Wales & Western	Western	
J.11	Cotswolds Line (Wolvercot Junction - Norton Junction)	Wales & Western	Western	
J.12	Henley-on-Thames Branch	Wales & Western	Western	
J.13	Marlow Branch	Wales & Western	Western	
J.14	Windsor & Eton Branch	Wales & Western	Western	
J.15	(no longer used)			
J.16	Heathrow Airport	Wales & Western	Western	
J.98	Freight Trunk Routes	Wales & Western	Western	
J.99	Other Freight Lines	Wales & Western	Western	

### Categories

	1 Some spare capacity at most times
	2 Some spare capacity at certain times
	3 Very little spare capacity
	4 Congested

## Strategic Route K: West of England

SRS	Description	Lead Region	Lead Route	Comments
K.01	Bristol Temple Meads - Exeter St Davids	Wales & Western	Western	
K.02	Exeter St Davids - Plymouth	Wales & Western	Western	
K.03	Plymouth - Penzance	Wales & Western	Western	
K.04	Salisbury (Wilton Junction) - Bathampton Junction/Thingley Junction	Wales & Western	Western	Likely to become Cat. 3 from May 2023
K.05	Castle Cary - Dorchester	Wales & Western	Western	
K.06	Exeter - Exmouth Junction	Wales & Western	Western	
K.07	Paignton Line	Wales & Western	Western	
K.08	Barnstaple/Okehampton Branches	Wales & Western	Western	
K.09	St Ives Branch	Wales & Western	Western	
K.10	Looe Branch	Wales & Western	Western	
K.11	Exmouth Branch	Wales & Western	Western	
K.12	Falmouth Docks Branch	Wales & Western	Western	
K.13	Newquay Line	Wales & Western	Western	
K.14	Gunnislake Branch	Wales & Western	Western	
K.15	Swindon (via Bath Spa)/Filton and Patchway Junctions - Bristol Temple Meads	Wales & Western	Western	
K.16	Bristol - Birmingham Line	Wales & Western	Western	
K.17	Weston-super-Mare Loop	Wales & Western	Western	
K.18	Severn Beach Branch	Wales & Western	Western	
K.98	Freight Trunk Routes	Wales & Western	Western	
K.99	Other Freight Lines	Wales & Western	Western	

## Categories

1	Some spare capacity at most times
2	Some spare capacity at certain times
3	Very little spare capacity
4	Congested

## **4. Ongoing consultation**

## 4.1 Ongoing consultation

Although this year's formal consultation period is now over, we remain interested to hear readers' views on the Framework Capacity Statement at any time.

In particular, we are interested in views about the suitability of the categories we have used, and how the data is presented (e.g., would a map or route diagram be more useful than a table?).

Please email us at [networkstatement@networkrail.co.uk](mailto:networkstatement@networkrail.co.uk). We look forward to hearing from you.

