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Early Indicator of Likely Congested Infrastructure: East Coast Main Line

In accordance with the Network Rail Management of Congested Infrastructure Code of Practice (March 2024) (hereafter referred to as the "[Code of Practice](#)"), Network Rail is issuing this Early Indicator of Likely Congestion in relation to the East Coast Main Line.

The East Coast Main Line operates between London King's Cross and Edinburgh Waverley plus Doncaster to Leeds via Wakefield Westgate and has been subject to a local Sale of Rights [Access Policy](#) for several years.

Under this policy, Network Rail has generally declined to support applications for Firm Rights on the East Coast Main Line in recent years. Consequently, this early indicator notice is issued in accordance with the Code of Practice Section 3.2.1(a).

Work undertaken by Network Rail to date indicates that there may be specific geographic locations on the ECML that, whilst not formally congested, are likely to require additional work and consideration for future timetables. These sections currently include:

- Between Huntingdon North Jn and New England North Jn (Peterborough)
- Between Doncaster Marshgate Jn and Leeds Copley Hill West Jn
- Between Northallerton Longlands Jn and Newcastle King Edward Bridge South Jn
- Between Newcastle East Jn and Monktonhall Jn (Edinburgh)

This notice is non-binding and advisory only, with no legal or contractual status as detailed within the Code of Practice. As this notice is non-binding, it does not trigger the requirement for Network Rail to undertake either a Capacity Analysis, or a Capacity Enhancement Plan. Should the circumstances on this route require a formal declaration of congested infrastructure then the processes outlined within the Code of Practice will be followed in order to comply with the Railways (Access Management and Licensing of Railway Undertakings) Regulations 2016.

A copy of this notice will be published on the Network Rail website.

Chris Rowley
Capacity Planning Director