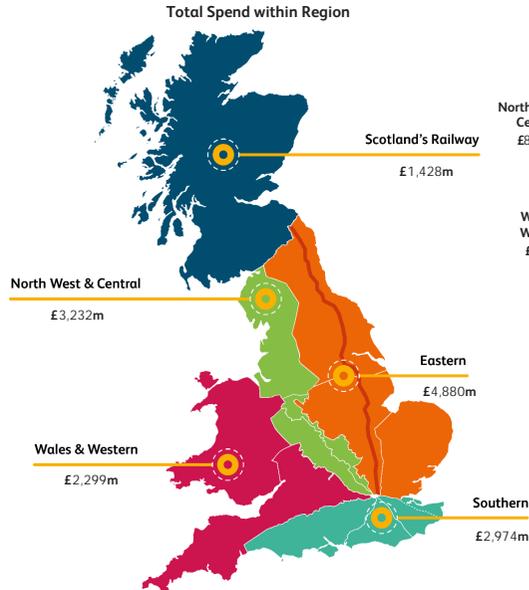


# Network Rail expenditure in 2023/24

## £14,813M<sup>[1]</sup>

- 6.61% on 2022/23 <sup>[1]</sup>



**Other**  
£551m

- Property £101m
- Wheeled plant and machinery £92m
- Route Services £75m
- STE<sup>[1]</sup> Renewals £315m
- Other (-£32m)

**Track**  
£1,084m

- Plain Line Replace Full £286m
- Plain Line Replace Partial £211m
- Plain Line High Output £112m
- Plain Line Refurbishment £61m
- Plain Line Track Slab Track £9m
- Switches & Crossing - Replace £191m
- Switches & Crossing - Other £56m
- Track Other £65m
- Off Track £92m

**Civils**  
£436m

- Tunnels £22m
- Major structures £32m
- Underbridges £176m
- Overbridges £69m
- Minor works £97m
- Other £40m

**Electrical Power & Fixed Plant**  
£325m

**Drainage**  
£91m

**Buildings**  
£285m

**Telecoms**  
£177m

**Earthworks**  
£241m

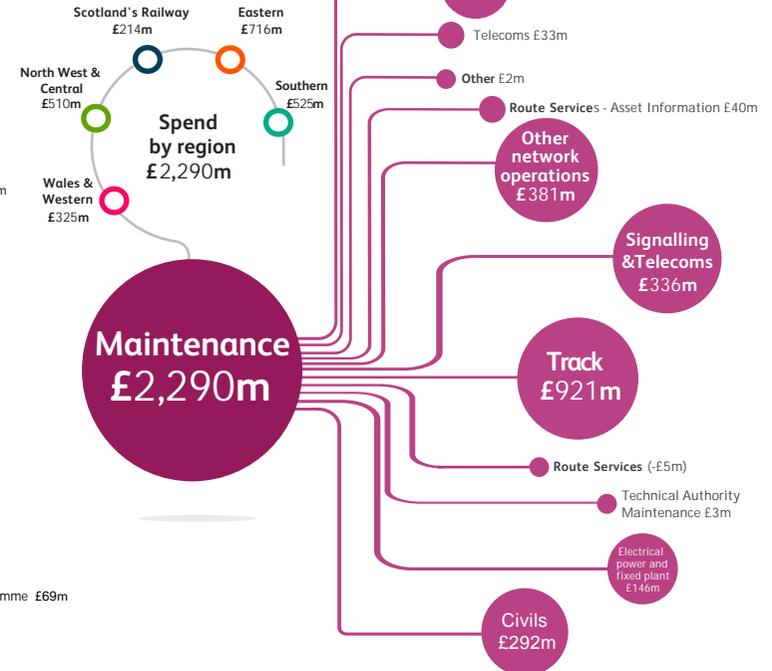
**Signalling**  
£740m

**Other Capital Expenditure**  
£12m

**DfT<sup>[8]</sup> Funded**  
£2,101m

**Transport Scotland Funded**  
£154m

- Access For All £128m
- Birmingham New Street Gateway £3m
- Cambridge South Station Dvpt 2 £71m
- Clapham Junction Short-term £9m
- Critical Stations Improvement Fund £27m
- Darlington Station Improvements £17m
- East West Rail Phase 2 £119m
- East Coast Main Line Enhancements Programme £69m
- EC Digital £284m
- Gatwick Station £33m
- Hope Valley Capacity £60m
- IRP Portfolio £25m
- LNWS623 Bushey PSU £9m
- London Euston (in support of High Speed Rail Group scheme) £18m
- Manchester Improvements £22m
- Midland Main Line Programme £192m
- Midlands Hub - Continued Design and Early Development £8m
- NWEP Phase 7 Lostock - Wigan £30m
- Other £69m
- Oxford Corridor Capacity Phase 2 £53m
- Reading Independent Feeder (Power Supply) £11m
- Restoring Your Railway £51m
- SFN-Freight Forecasts project £1m
- South West Rail Resilience Programme £29m
- Tactile Paving Installation £35m
- Thameslink £7m
- Thameslink Resilience Programme £3m
- Trans Pennine Route Upgrade £699m
- W Mid New Stations £18m
- West Coast PSU £1m



**Buildings**  
£141m

**Telecoms**  
£33m

**Other**  
£2m

**Route Services - Asset Information**  
£40m

**Other network operations**  
£381m

**Signalling & Telecoms**  
£336m

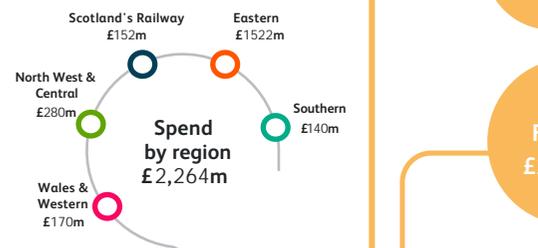
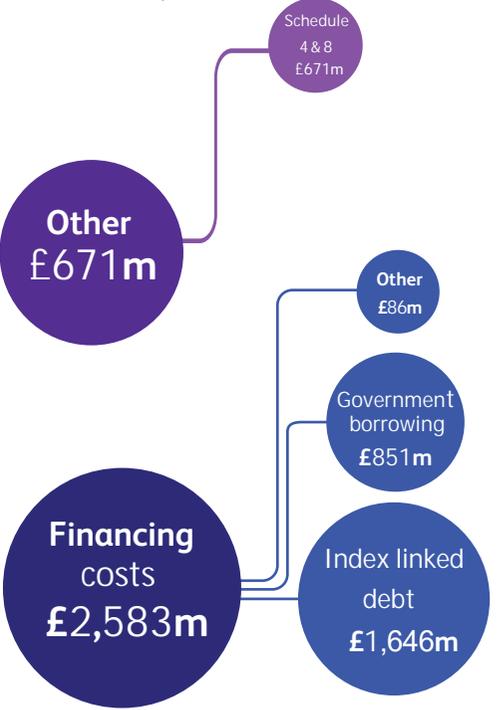
**Track**  
£921m

**Route Services (-£5m)**

**Technical Authority Maintenance**  
£3m

**Electrical power and fixed plant**  
£146m

**Civils**  
£292m



**Aberdeen Cen Journey** £5m

**Aberdeen Cent Belt Elec** £8m

**Busby Jn to Barrhead Ele** £25m

**Dunblane to Perth** £4m

**East Kilbride Barrhead** £20m

**East Linton Station (-£1m)**

**Feeder St/Power Mod Ele** £22m

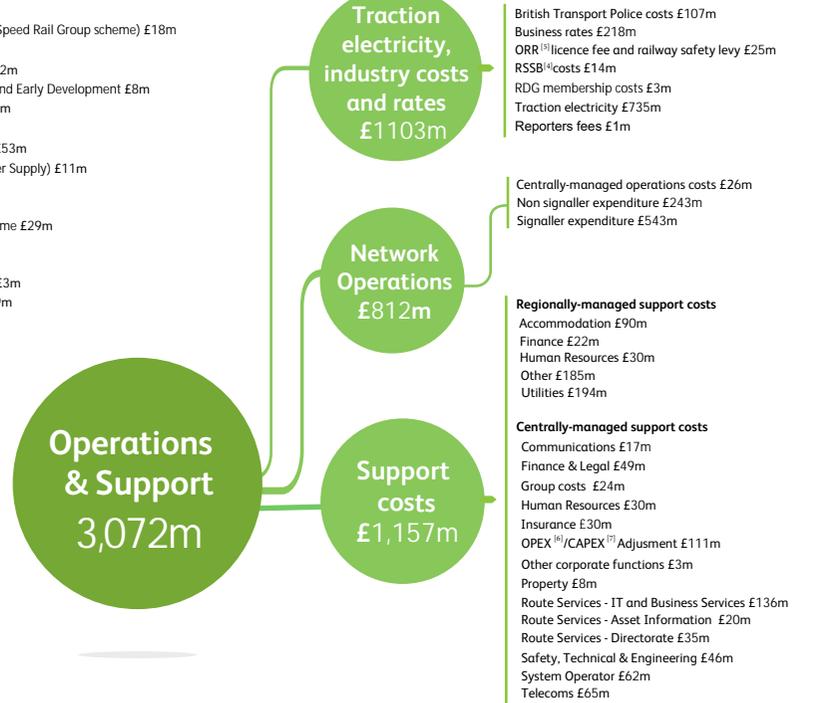
**Fife Decarbonisation** £3m

**GLAB Currie Feeder St** £2m

**Levenmouth** £57m

**Other** £4m

**Reston Station** £5m



<sup>[1]</sup> Network Rail income (£12,370m): Network & other Grant (£8,331m), Fixed Track Access Income (£1,535m), Variable Track Access Income (£1,298m), Property Income (£410m), Open Access Income (£33m), Freight Income (£69m), Stations Income (£467m), Other (£227m)

[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 : <https://www.networkrail.co.uk/who-we-are/publications-and-resources/regulatory-and-licensing/annual-report-and-accounts/>

[2] Enhancements exclude 3rd Party Funded Enhancements

[3] Safety, Technical & Engineering

[4] Rail Safety and Standards Board

[5] Office of Rail and Road

[6] Operational expenditure

[7] Capital expenditure

[8] Department for Transport