Notice for Network Rail's 2014-2015 delivery plan

OFFICE OF RAIL REGULATION

Purpose

1. The main purpose of Network Rail's delivery plan is to set out what it will deliver over the five year period from 1 April 2014 to 31 March 2019. Network Rail's delivery plan includes:

- An enhancements delivery plan which lists outputs and milestones required to deliver the planned enhancement programme; and
- A plan which sets out the other outputs (specified in our PR13 final determination) that Network Rail will deliver in CP5.

2. It is key in enabling train operators, funders and stakeholders to plan their businesses with a reasonable degree of assurance in CP5. The outputs set out for those five years must comply with our PR13 determination, though later amendments may be made through the relevant change control process.

Form and content of the CP5 delivery plan

3. The CP5 delivery plan must include:

- a consolidation of output commitments in the two-year joint performance improvement plans (JPIPs) agreed with all train operators. Where these, in aggregate, fall short of national outputs, the delivery plan must show how any gap will be bridged; and
- information relating to every output, indicator and enabler we identified in our determination in such detail that we can monitor progress on an annual basis (see Annex A for a specification of the data we require, including where we require forecasts).

4. Network Rail must also supply ORR with the following documentation (specifications for which are provided in Annex B, C and D) when the delivery plan is published:

- an overall maintenance strategy;
- route-level REBS baselines; and
- route-level volume incentive baselines.

5. The route level data specified in Annex A, B, C and D represents Network Rail's current operating structure. Network Rail must reflect any changes to the routes in future delivery plan updates.

Form and content of the enhancements delivery plan

6. Considerable development work was undertaken during CP4 to ensure that the enhancements delivery plan was fit for purpose and had standard entries for each project. We are not specifying significant changes from this format for CP5.

7. The enhancements delivery plan must have an entry for every project and fund that is required to comply with our determination. It should identify how Network Rail will involve passenger and freight customers in enhancements.

8. For projects it should specify:

- the scope of works;
- the outputs that are to be delivered by the completed project;
- any significant interfaces and key assumptions that may affect delivery of the project; and,
- a standard set of milestones that is consistent with project reporting and other Network Rail publications.

9. For the ring fenced funds it should specify:

- the proposed governance arrangements and project selection criteria; and,
- a list of projects to be delivered by the fund, with a more detailed "project style" entry when the fund is being used to deliver larger schemes.

10. In addition, the document should include:

- a funding profile for each fund should be provided in the enhancements delivery plan. As the total funding available for the enhancements portfolio is progressively agreed with each project's completion of Governance for Railway Investment Projects (GRIP) 3, the total funding available will be updated in the enhancements delivery plan;
- a brief overview of the initiatives Network Rail is taking and will take to ensure it has the capability to deliver the plan; and,
- an overview of the GRIP process so that the standard milestones can be taken in context.

11. The list of standard milestones is unchanged from CP4. For schemes in early delivery, the completion of GRIP 3 will be a regulated milestone. Once complete it will be the GRIP 6 "asset ready for use" milestone that will be regulated.

Development milestones such as the end of GRIP 4 and the start of GRIP 6 should also be included, along with other milestones that are appropriate for the project such as the timings of blockades, etc.

12. For each ring fenced fund, to supplement the published enhancements delivery plan, Network Rail must separately share with ORR:

- the established Terms of Reference for governance of the fund, providing clarity on roles of each party and the scheme selection criteria; and,

- efficiency reports demonstrating consideration of value for money in scheme selection and efficient delivery costs.

Timing of the delivery plan

13. Network Rail must publish the draft delivery plans on its website, for consultation, in December 2013. Interested parties should be given until 31 January 2014 to provide feedback.

14. Network Rail must publish final delivery plans on its website that meet our specification (Annex A) by 31 March 2014.

15. Network Rail must record on its website any changes made to the delivery plans through the change control process (as described in our determination), with a clear audit trail showing how the change was agreed or decided. It must update the plan, including updates relating to indicators and enablers, at least annually and publish it on its website. For the enhancements delivery plan this update should take place each quarter with updates published in March, June, September and December.

16. If Network Rail receives additional funding to deliver further outputs during CP5, either through the investment framework or through other funding routes, the plan should be amended to reflect these additional commitments.

17. The plan must be in a format which will enable ORR, train operators and funders to compare like-for-like over time. This includes a “last updated” date in each project entry in the Enhancements plan.

Annex A – CP5 delivery plan specification

All terminology and abbreviations should be clearly defined.

Train service reliability – PPM

Unless otherwise indicated, all aggregated figures should include franchised and non-franchised operators.

Table: PPM (output) England & Wales and Scotland

	CP4 exit*	**2014-15***	**2015-16***	**2016-17***	**2017-18***	**2018-19***
England & Wales						
Actual / forecast						
Output	92.6%	91.9%	92.1%	92.3%	92.4%	92.5%
Scotland						
Actual / forecast						
Output	92%	92%	92%	92%	92%	92.5%

*Network Rail forecast

Table: PPM franchised TOCs (output) and non-franchised TOCs (indicator)

	CP4 exit**	**2014-15***	**2015-16****	**2016-17****	**2017-18****	**2018-19****	**CP5 exit Output**
Franchised operators							90% min
Arriva Trains Wales							90% min
c2c							90% min
Chiltern Railways							90% min
CrossCountry							90% min
East Coast							88% min
East Midlands Trains							90% min
First Capital Connect							90% min
First Great Western							90% min
FGW High Speed Services							88% min
First Scotrail		92% min	92% min	92% min	92% min	92% min	92.5% min
First TransPennine Express							90% min
Greater Anglia							90% min
London Midland							90% min
London Overground							90% min
Merseyrail							90% min
Northern							90% min
South West Trains							90% min
Southeastern							90% min
Southern							90% min
Virgin Trains							88% min
Non-franchised operators							
First Hull Trains							-
Grand Central							-
Heathrow Express							-

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

*Year one JPIP target. Network Rail to confirm if JPIP not agreed and include year two JPIP target

**Network Rail forecast

-PPM is not an output for non-franchised operators

Table: PPM (indicator) sector

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
London & South East						
Regional						
Long distance Scotland						

*Network Rail forecast

Table: PPM (indicator) sub-operator

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Arriva Trains Wales						
Regional and interurban	-	-	-	-	-	-
Valley lines	-	-	-	-	-	-
c2c						
Whole TOC	-	-	-	-	-	-
Chiltern Railways						
Met and Wycombe	-	-	-	-	-	-
London - Birmingham / Oxford and branches	-	-	-	-	-	-
CrossCountry						
South West - North / East Scotland, Manchester - Bournemouth, Newcastle - Reading and Manchester - Bristol	-	-	-	-	-	-
Nottingham - Cardiff and Birmingham - Stansted airport	-	-	-	-	-	-
East Coast						
Anglo - Scottish services	-	-	-	-	-	-
London - Leeds and North East (including Lincoln)	-	-	-	-	-	-
East Midlands Trains						
Long Distance (including Liverpool - Norwich)	-	-	-	-	-	-
Regional	-	-	-	-	-	-
First Capital Connect						
Great Northern	-	-	-	-	-	-
Thameslink	-	-	-	-	-	-
First Great Western						

High speed	-	-	-	-	-	88%*
London and Thames valley	-	-	-	-	-	-
West	-	-	-	-	-	-
First Scotrail						
Strathclyde	-	-	-	-	-	-
East coast suburban	-	-	-	-	-	-
Express	-	-	-	-	-	-
Rural	-	-	-	-	-	-
First TransPennine Express						
North TransPennine	-	-	-	-	-	-
South TransPennine	-	-	-	-	-	-
North West TransPennine	-	-	-	-	-	-
Greater Anglia						
GE Outer	-	-	-	-	-	-
Intercity	-	-	-	-	-	-
Rural	-	-	-	-	-	-
Southend and metro	-	-	-	-	-	-
Stansted Express	-	-	-	-	-	-
WA inner and GE inner	-	-	-	-	-	-
WA outer excluding Stansted Express	-	-	-	-	-	-
London Midland						
LSE	-	-	-	-	-	-
Regional	-	-	-	-	-	-
London Overground						
East London Railways (including West Croydon services)	-	-	-	-	-	-
North London Railways (including London - Watford)	-	-	-	-	-	-
Merseyrail						
Northern line	-	-	-	-	-	-
Wirral line	-	-	-	-	-	-
Northern						
Lancashire and Cumbria	-	-	-	-	-	-
Manchester and Liverpool	-	-	-	-	-	-
South and East Yorkshire	-	-	-	-	-	-
Tyne, Tees and Wear	-	-	-	-	-	-
West and North Yorkshire	-	-	-	-	-	-
South West Trains						
Mainline	-	-	-	-	-	-
Other rural	-	-	-	-	-	-

Suburban (including Waterloo - Basingstoke terminators, Farnham/Alton services)	-	-	-	-	-	-
Southeastern						
Mainline and high speed	-	-	-	-	-	-
Metro (including other rural)	-	-	-	-	-	-
Southern						
Gatwick express	-	-	-	-	-	-
South London metro	-	-	-	-	-	-
Sussex coast (including Rugby - Brighton and other rural)	-	-	-	-	-	-
Virgin Trains						
Anglo - Scottish services	-	-	-	-	-	-
London - North West	-	-	-	-	-	-
London - West Midlands	-	-	-	-	-	-

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

*First Great Western high speed services are required to exit CP5 with a minimum 88% PPM output

Train service reliability – CaSL

Table: CaSL (output) England & Wales

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
England & Wales						
Actual / forecast						
Output	2.3%	2.2%	2.2%	2.2%	2.2%	2.2%

*Network Rail forecast

Table: CaSL franchised TOCs (output) and non-franchised TOCs (indicator)

	CP4 exit*	2014-15*	2015-16**	2016-17**	2017-18**	2018-19**
Franchised operators						
Arriva Trains Wales						
c2c						
Chiltern Railways						
CrossCountry						
East Coast						4.2%
East Midlands Trains						
First Capital Connect						
First Great Western						
First Scotrail						
First TransPennine Express						
Greater Anglia						
London Midland						
London Overground						
Merseyrail						
Northern						
South West Trains						
Southeastern						
Southern						
Virgin Trains						2.9%
Non-franchised operators						
First Hull Trains						
Grand Central						
Heathrow Express						

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

*Year one JPIP target. Network Rail to confirm if JPIP not agreed and include year two JPIP target

**Network Rail forecast

Table: CaSL (indicator) sector

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
London & South East						
Regional						
Long distance						
Scotland						
National						

*Network Rail forecast

Table: CaSL (indicator) sub-operator

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Arriva Trains Wales						
Regional and interurban	-	-	-	-	-	-
Valley lines	-	-	-	-	-	-
c2c						
Whole TOC	-	-	-	-	-	-
Chiltern Railways						
Met and Wycombe	-	-	-	-	-	-
London - Birmingham / Oxford and branches	-	-	-	-	-	-
CrossCountry						
South West - North / East Scotland, Manchester - Bournemouth, Newcastle - Reading and Manchester - Bristol	-	-	-	-	-	-
Nottingham - Cardiff and Birmingham - Stansted airport	-	-	-	-	-	-
East Coast						
Anglo - Scottish services	-	-	-	-	-	-
London - Leeds and North East (including Lincoln)	-	-	-	-	-	-
East Midlands Trains						
Long Distance (including Liverpool - Norwich)	-	-	-	-	-	-
Regional	-	-	-	-	-	-
First Capital Connect						
Great Northern	-	-	-	-	-	-
Thameslink	-	-	-	-	-	-
First Great Western						
High speed	-	-	-	-	-	-
London and Thames valley	-	-	-	-	-	-
West	-	-	-	-	-	-

First Scotrail						
Strathclyde	-	-	-	-	-	-
East coast suburban	-	-	-	-	-	-
Express	-	-	-	-	-	-
Rural	-	-	-	-	-	-
First TransPennine Express						
North TransPennine	-	-	-	-	-	-
South TransPennine	-	-	-	-	-	-
North West TransPennine	-	-	-	-	-	-
Greater Anglia						
GE Outer	-	-	-	-	-	-
Intercity	-	-	-	-	-	-
Rural	-	-	-	-	-	-
Southend and metro	-	-	-	-	-	-
Stansted Express	-	-	-	-	-	-
WA inner and GE inner	-	-	-	-	-	-
WA outer excluding Stansted Express	-	-	-	-	-	-
London Midland						
LSE	-	-	-	-	-	-
Regional	-	-	-	-	-	-
London Overground						
East London Railways (including West Croydon services)	-	-	-	-	-	-
North London Railways (including London - Watford)	-	-	-	-	-	-
Merseyrail						
Northern line	-	-	-	-	-	-
Wirral line	-	-	-	-	-	-
Northern						
Lancashire and Cumbria	-	-	-	-	-	-
Manchester and Liverpool	-	-	-	-	-	-
South and East Yorkshire	-	-	-	-	-	-
Tyne, Tees and Wear	-	-	-	-	-	-
West and North Yorkshire	-	-	-	-	-	-
South West Trains						
Mainline	-	-	-	-	-	-
Other rural	-	-	-	-	-	-
Suburban (including Waterloo - Basingstoke terminators, Farnham/Alton services)	-	-	-	-	-	-
Southeastern						
Mainline and high speed	-	-	-	-	-	-

Metro (including other rural)	-	-	-	-	-	-
Southern						
Gatwick express	-	-	-	-	-	-
South London metro	-	-	-	-	-	-
Sussex coast (including Rugby - Brighton and other rural)	-	-	-	-	-	-
Virgin Trains						
Anglo - Scottish services	-	-	-	-	-	-
London - North West	-	-	-	-	-	-
London - West Midlands	-	-	-	-	-	-

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Train service reliability – Freight Delivery Metric

Table: Freight Delivery Metric (output) Network-wide (National)

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
National						
Actual / forecast						
Output	-	92.5%	92.5%	92.5%	92.5%	92.5%

*Network Rail forecast

Table: Freight Delivery Metric (indicator) strategic freight corridor

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
SFC01 - Scotland	-	-	-	-	-	-
SFC02 - Scotland to North West/Daventry/West Mids	-	-	-	-	-	-
SFC03 - Scotland to Tyne/Tees/Yorks/East Mids	-	-	-	-	-	-
SFC04 - Felixstowe/Thameside to Mids/North West/Scotland	-	-	-	-	-	-
SFC05 - Felixstowe/ Thameside to Yorks	-	-	-	-	-	-
SFC06 - Immingham/Tyne to Yorks/Mids	-	-	-	-	-	-
SFC07 - Southampton to West Mids/ North West	-	-	-	-	-	-
SFC08 - South Wales to London	-	-	-	-	-	-
SFC09 - South Wales to West Mids/ North West	-	-	-	-	-	-
SFC10 - Somerset to London / South East	-	-	-	-	-	-
SFC11 - East Mids/Peak Forest to London/South East	-	-	-	-	-	-
SFC12 - Channel	-	-	-	-	-	-

Tunnel to Daventry/West Mids/Wembley						
SFC901 – Yorks local	-	-	-	-	-	-
SFC902 - Southampton to Yorks	-	-	-	-	-	-
SFC903 - South Wales to North East	-	-	-	-	-	-
SFC904 - South Wales and West Locals	-	-	-	-	-	-
SFC905 - North West and Cross Pennines	-	-	-	-	-	-
SFC906 - South East Local	-	-	-	-	-	-
SFC907 - Mids Local	-	-	-	-	-	-
SFC908- Mail Traffic	-	-	-	-	-	-
SFC999 – Miscellaneous	-	-	-	-	-	-
	-	-	-	-	-	-

- Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Train service reliability – Right time performance,

In addition, Network Rail will publish right time performance by sub-operator in the Annual Return, and report to us each period.

Table: Right time performance (indicator) sector

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
London & South East	-	-	-	-	-	-
Regional	-	-	-	-	-	-
Long distance	-	-	-	-	-	-
England & Wales (total)	-	-	-	-	-	-
Scotland	-	-	-	-	-	-
National	-	-	-	-	-	-

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Table: Right time performance (indicator) TOCs

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Franchised operators	-	-	-	-	-	-
Arriva Trains Wales	-	-	-	-	-	-
c2c	-	-	-	-	-	-
Chiltern Railways	-	-	-	-	-	-
CrossCountry	-	-	-	-	-	-
East Coast	-	-	-	-	-	-
East Midlands Trains	-	-	-	-	-	-
First Capital Connect	-	-	-	-	-	-
First Great Western	-	-	-	-	-	-
First Scotrail	-	-	-	-	-	-
First TransPennine Express	-	-	-	-	-	-
Greater Anglia	-	-	-	-	-	-
London Midland	-	-	-	-	-	-
London Overground	-	-	-	-	-	-
Merseyrail	-	-	-	-	-	-
Northern	-	-	-	-	-	-
South West Trains	-	-	-	-	-	-
Southeastern	-	-	-	-	-	-
Southern	-	-	-	-	-	-
Virgin Trains	-	-	-	-	-	-
Non-franchised operators	-	-	-	-	-	-
First Hull Trains	-	-	-	-	-	-
Grand Central	-	-	-	-	-	-
Heathrow Express	-	-	-	-	-	-

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Train service reliability – Average lateness

In addition, Network Rail will publish average lateness by sub-operator in the Annual Return, and report to us each period.

Table: Average lateness (indicator) sector

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
London & South East	-	-	-	-	-	-
Regional	-	-	-	-	-	-
Long distance	-	-	-	-	-	-
England & Wales (total)	-	-	-	-	-	-
Scotland	-	-	-	-	-	-
National	-	-	-	-	-	-

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Table: Average lateness (indicator) TOCs

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Franchised operators	-	-	-	-	-	-
Arriva Trains Wales	-	-	-	-	-	-
c2c	-	-	-	-	-	-
Chiltern Railways	-	-	-	-	-	-
CrossCountry	-	-	-	-	-	-
East Coast	-	-	-	-	-	-
East Midlands Trains	-	-	-	-	-	-
First Capital Connect	-	-	-	-	-	-
First Great Western	-	-	-	-	-	-
First Scotrail	-	-	-	-	-	-
First TransPennine Express	-	-	-	-	-	-
Greater Anglia	-	-	-	-	-	-
London Midland	-	-	-	-	-	-
London Overground	-	-	-	-	-	-
Merseyrail	-	-	-	-	-	-
Northern	-	-	-	-	-	-
South West Trains	-	-	-	-	-	-
Southeastern	-	-	-	-	-	-
Southern	-	-	-	-	-	-
Virgin Trains	-	-	-	-	-	-
Non-franchised operators	-	-	-	-	-	-
First Hull Trains	-	-	-	-	-	-
Grand Central	-	-	-	-	-	-
Heathrow Express	-	-	-	-	-	-

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Train service reliability –Delay minutes

Table: Delay minutes (indicator) Network Rail caused delays to franchised and non-franchised operators, England & Wales

	CP4 exit*	**2014-15***	**2015-16***	**2016-17***	**2017-18***	**2018-19***
Network Rail-on-TOC						
TOC-on-self						
TOC-on-TOC						
England & Wales						

*Network Rail forecast

Table: Delay minutes (indicator) Network Rail caused delays to franchised and non-franchised operators, Scotland

	CP4 exit*	**2014-15***	**2015-16***	**2016-17***	**2017-18***	**2018-19***
Network Rail-on-TOC						
TOC-on-self						
TOC-on-TOC						
Scotland						

*Network Rail forecast

Table: Delay minutes (indicator) Network Rail caused delays to franchised and non-franchised operators, National

	CP4 exit*	**2014-15***	**2015-16***	**2016-17***	**2017-18***	**2018-19***
Network Rail-on-TOC						
TOC-on-self						
TOC-on-TOC						
National						

*Network Rail forecast

Table: Delay minutes (indicator) Network Rail caused delays to franchised and non-franchised operators by sector

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
London & South East						
Regional						
Long distance						
Scotland						

*Network Rail forecast

Table: Delay minutes (indicator) to franchised and non-franchised operators by sector (TOC-on-self)

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
London & South East						
Regional						
Long distance						
Scotland						

*Network Rail forecast

Table: Delay minutes (indicator) to franchised and non-franchised operators by sector (TOC-on-TOC)

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
London & South East						
Regional						
Long distance						
Scotland						

*Network Rail forecast

Table: Delay minutes (indicator) Network Rail caused delays to franchised and non-franchised operators by route

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Anglia						

Kent						
London North Eastern						
London North Western						
Scotland						
Sussex						
Wales						
Wessex						
Western						
Total						

*Network Rail forecast

Table: Delay minutes (indicator) to franchised and non-franchised operators by route (TOC-on-self)

	CP4 exit*	**2014-15***	**2015-16***	**2016-17***	**2017-18***	**2018-19***
Anglia						
Kent						
London North Eastern						
London North Western						
Scotland						
Sussex						
Wales						
Wessex						
Western						
Total						

*Network Rail forecast

Table: Delay minutes (indicator) to franchised and non-franchised operators by route (TOC-on-TOC)

	CP4 exit*	**2014-15***	**2015-16***	**2016-17***	**2017-18***	**2018-19***
Anglia						
Kent						

London North Eastern						
London North Western						
Scotland						
Sussex						
Wales						
Wessex						
Western						
Total						

*Network Rail forecast

Table: Network Rail caused delay minutes (indicator) TOCs

	CP4 exit*	2014-15*	2015-16**	2016-17**	2017-18**	2018-19**
Franchised operators						
Arriva Trains Wales						
c2c						
Chiltern Railways						
CrossCountry						
East Coast						
East Midlands Trains						
First Capital Connect						
First Great Western						
First Scotrail						
First TransPennine Express						
Greater Anglia						
London Midland						
London Overground						
Merseyrail						
Northern						
South West Trains						
Southeastern						
Southern						
Virgin Trains						
Non-franchised operators						
First Hull Trains						
Grand Central						
Heathrow Express						

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

*JPIP target (franchised operators)

**Network Rail forecast

Table: Delay minutes (indicator) TOCs (TOC-on-self)

Train Operating Company	CP4 exit*	2014-15*	2015-16**	2016-17**	2017-18**	2018-19**
Franchised operators						
Arriva Trains Wales						
c2c						
Chiltern Railways						
CrossCountry						
East Coast						
East Midlands Trains						
First Capital Connect						
First Great Western						
First Scotrail						
First TransPennine Express						
Greater Anglia						
London Midland						
London Overground						
Merseyrail						
Northern						
South West Trains						
Southeastern						
Southern						
Virgin Trains						
Non-franchised operators						
First Hull Trains						
Grand Central						
Heathrow Express						

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

*JPIP target (franchised operators)

**Network Rail forecast

Table: Delay minutes (indicator) TOCs (TOC-on-TOC)

Train Operating Company	**CP4 exit***	**2014-15***	**2015-16****	**2016-17****	**2017-18****	**2018-19****
Franchised operators						
Arriva Trains Wales						
c2c						
Chiltern Railways						
CrossCountry						
East Coast						
East Midlands Trains						
First Capital Connect						
First Great Western						
First Scotrail						
First TransPennine Express						
Greater Anglia						
London Midland						
London Overground						
Merseyrail						
Northern						
South West Trains						
Southeastern						
Southern						
Virgin Trains						
Non-franchised operators						

First Hull Trains						
Grand Central						
Heathrow Express						

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

*JPIP target (franchised operators)

**Network Rail forecast

Train service reliability – Freight delay minutes

Table: Freight delay minutes per 100 train kilometres (indicator) national

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Actual / forecast						

*Network Rail forecast

Train service reliability – Scotland KPI package

The final determination contains details of the additional performance indicators we will monitor on a periodic basis in Scotland.

Network availability – Possession Disruption Indicator – Passenger / Freight (PDI-P / PDI-F)

Table: PDI-P (output) Network-wide (National)

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*	CP5 exit output
National							
Actual / forecast							
Output		-	-	-	-	-	0.58

*Network Rail forecast

Table: PDI-F (output) Network-wide (National)

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*	CP5 exit output
National							
Actual / forecast							
Output		-	-	-	-	-	0.73

*Network Rail forecast

The Possession Indicator Report should be made publically available periodically. The content is being discussed between ORR and Network Rail, and will be confirmed in the final 2014 delivery plan.

Stations – Station Stewardship Measure (SSM)

Table: SSM (output) category

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Category A (England & Wales)						
Actual / forecast						
Output		2.24	2.24	2.24	2.23	2.23
Category B (England & Wales)						
Actual / forecast						
Output		2.34	2.33	2.33	2.33	2.32
Category C (England & Wales)						
Actual / forecast						
Output		2.40	2.40	2.39	2.39	2.38
Category D (England & Wales)						
Actual / forecast						
Output		2.40	2.39	2.39	2.38	2.38
Category E (England & Wales)						
Actual / forecast						
Output		2.40	2.40	2.39	2.39	2.39
Category F (England & Wales)						
Actual / forecast						
Output		2.48	2.47	2.47	2.46	2.46
Scotland						
Actual / forecast						
Output		2.33	2.33	2.33	2.32	2.32

*Network Rail forecast

Depots – Light Maintenance Depot Stewardship Measure (LMDSM)

Table: LMDSM (indicator) England & Wales, Scotland and National

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
England & Wales						
Actual / forecast						
NR Target		2.40	2.39	2.38	2.37	2.36
Scotland						
Actual / forecast						
NR Target		2.49	2.48	2.47	2.46	2.45
National						
Actual / forecast						
NR Target		2.41	2.40	2.39	2.38	2.37

*Network Rail forecast

Asset management – Asset Management Excellence Model (AMEM)

Network Rail to include actual figures when an AMEM assessment has been undertaken and forecasts for all other years.

Table: AMEM (output) core group, National

	CP5 SBP	2015-16	2017-18*
Asset Management Strategy & Planning			
Actual / forecast	65.8%		
Output		-	72%
Asset Management Decision-Making			
Actual / forecast	58.7%		
Output		-	72%
Lifecycle Delivery Activities			
Actual / forecast	69.2%		
Output		-	72%
Asset Knowledge Enablers			
Actual / forecast	60.7%		
Output		-	72%
Organisation & People Enablers			
Actual / forecast	67.3%		
Output		-	72%
Risk & Review			
Actual / forecast	60.8%		
Output	-	-	72%

*January 2018 output

Asset management – asset data quality

Network Rail to include actual figures when a data quality review has been undertaken and forecasts for all other years. Asset data quality for track should be reported in the 2014-2015 delivery plan. Other asset data quality measures should be reported from the 2015-2016 delivery plan onwards, bar electrical power, which will be reported from the 2016-2017 delivery plan onwards.

Table: Asset data quality (output) track, National

	2014-15*	**2015-16***	**2016-17***	**2017-18***
Plain line				
Actual / forecast				
Output	-	-	-	A2**
Switches and crossings				
Actual / forecast				
Output	-	-	-	A2**

*Network Rail forecast

**April 2017 Output

Table: Asset data quality (output) signalling, National

	2015-16*	**2016-17***	**2017-18***
Interlockings			
Actual / forecast			
Output	-	-	A2**
Signals			
Actual / forecast			
Output	-	-	A2**
Train detection equipment			
Actual / forecast			
Output	-	-	A2**
Point operating equipment			
Actual / forecast			
Output	-	-	A2**
Level crossings			
Actual / forecast			
Output	-	-	A2**

*Network Rail forecast

**April 2017 Output

Table: Asset data quality (output) telecomms, National

	2015-16*	**2016-17***	**2017-18***
Telecomms			
Actual / forecast			

Output	-	-	A2**

*Network Rail forecast

**April 2017 Output

Table: Asset data quality (output) electrical power, National

	2016-17*	2017-18*
High voltage switchgear		
Actual / forecast		
Output	-	A2**
Transformers		
Actual / forecast		
Output	-	A2**
Overhead line equipment		
Actual / forecast		
Output	-	A2**
Conductor rail		
Actual / forecast		
Output	-	A2**
High voltage cables		
Actual / forecast		
Output	-	A2**

*Network Rail forecast

**April 2017 Output

Table: Asset data quality (output) buildings, National

	2015-16*	2016-17*	2017-18*
Buildings			
Actual / forecast			
Output	-	-	A2**

*Network Rail forecast

**April 2017 Output

Table: Asset data quality (output) structures, National

	2015-16*	2016-17*	2017-18*
Underline bridges			
Actual / forecast			
Output	-	-	A2**
Overline bridges			
Actual / forecast			
Output	-	-	A2**

*Network Rail forecast

**April 2017 Output

Table: Asset data quality (output) earthworks, National

	2015-16*	2016-17*	2017-18*
Earthworks			
Actual / forecast			
Output	-	-	A2**

*Network Rail forecast

**April 2017 Output

Asset management – ORBIS milestones

We will monitor progress against all deliverables in the ORBIS programme and require the following information to be reported in the delivery plan.

Table: ORBIS milestones (output)

Milestone	Description	Output date	Progress
Track Linear Asset Decisions Support (LADS) will bring together disparate track data sources to enable NR to target work more efficiently	National roll-out complete	May 2014	
Signalling Signalling Decision Support (SDS) will bring together disparate signalling data sources to enable NR to target work more efficiently	Data specification complete, including for core data	January 2015	
	National roll-out complete	September 2015	
Electrification & Plant Electrification & Plant Decision Support (E&PDS) will bring together disparate E&P data sources to enable NR to target work more efficiently	Data specification complete, including for core data	April 2015	
	National roll-out complete	December 2015	
Structures Ellipse replaces CARRs (Civils Asset Register & Reporting system) as the master system for Civils Structures	Data specification complete, including for core data	June 2014	
	Asset hierarchies established and Ellipse designated as master system for Civils	June 2016	
Geographic and Infrastructure System (GEOGIS) decommissioned	GEOGIS will be replaced by strategic Asset Management Platform systems	December 2016	
Handheld - Fault and incident data capture app roll-out complete	The new app will allow maintenance staff to enter fault data into handheld devices and for this to be electronically transmitted to control centre staff	August 2014	

Asset management – intelligent infrastructure

Milestones to implement the intelligent infrastructure initiative to increase Remote Condition Monitoring:

- the scope of works;
- the outputs that are to be delivered by the completed project;
- milestones consistent with project reporting and other Network Rail publications; and
- the asset fitment forecasts against which delivery will be monitored (for example, the number and percentage of assets of each specific type which will be fitted with remote condition monitoring in each year of the control period).

Asset management – asset condition

The tables below specify the asset condition requirements. The delivery plan should state forecast renewal volumes for England & Wales, Scotland, National (network-wide) and each route, for each year of CP5.

Table: Asset condition robustness (indicator)

Principal Asset	Description	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Track	Rail Breaks and Immediate Action defects per 100km						
	Track geometry (Poor Track Geometry)						
	Track failures (service affecting)						
Signalling	Signalling failures (service affecting)						
Telecoms	Telecoms failures (service affecting)						
Electrical Power	AC traction power failures (service affecting)						
	DC traction power failures (service affecting)						
	Non traction operational power supply failures (service affecting)						
Buildings	Buildings - Re-active Faults (2&24) (attention within 2hrs, fix within 24hrs) & (attention within 24hrs, fix within 7 days)						
Structures	Number of open faults with a risk score ≥12						
Earthworks	Earthwork failures						
Points	Points failures (service affecting)						

*Network Rail actual / forecast

Table: Asset condition sustainability (indicator)

Principal Asset	Measure	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Track	Track - Used Life - Rail						
	Track - Used Life - Switch & Crossings						
	Track - Used Life - Sleepers						
	Track - Used Life - Ballast						
Signalling	Signalling Condition Index (SICA Remaining Life)						
Telecoms	Telecoms - Remaining Life						
Electrical Power	EP - Remaining Life - Conductor Rail						
	EP - Remaining Life - Overhead Line Equipment (OLE)						
	EP - Remaining Life - Signalling Power Cable						
Buildings	Stations - %age Remaining Life						
	Light Maintenance Depot (LMD) - %age Remaining Life						
Structures	Structures - PLBE Condition Banding						
	Tunnel Condition Monitoring Index (TCMI)						
Earthworks	Earthworks - Condition Banding						
Drainage	Track Drainage - Condition Banding						
	Earthwork/Structure Drainage - Condition Banding						

*Network Rail actual / forecast

Asset management – AMEM lite

To be confirmed (in joint development between ORR and Network Rail)

Asset management – renewal volumes

The delivery plan should state forecast renewal volumes for England & Wales, Scotland, National (network-wide) and each route, for each year of CP5. These should cover:

Discipline	Sub Discipline	Element	UOM	Description	Level of Disaggregation
Track	Plain Line Renewal - Conventional	Steel relay	Track km	Renewal of rail and sleepers with steel sleepers including scarify ballast	Route Criticality
		Complete renewal	Track km	Complete renewal of rail and sleepers and ballast, where formation treatment is not included. Predominant method is with traxcavated machines	Route Criticality
		Complete renewal – with formation	Track km	Complete renewal of rail and sleepers and ballast where formation treatment is required and demonstrated at track bed investigation. Predominant method is with traxcavated machines	
		Rail renewal	Track km	renewal of both rails, including re-padding and restressing	Route Criticality
		Single rail	Track km	renewal of one rail only - includes proving of and restressing of (if required)	Route Criticality
	Plain Line Renewal - High Output	Automatic Ballast Cleaning (ABC)	Track km	Automatic Ballast Cleaning using ballast cleaners	Route Criticality
		Rail Sleeper Relay	Track km	renewal of the rail and the sleepers using the Track Relaying Train	Route Criticality
		Heavy refurbishment	Track km	Ballast clean using the High Output ballast cleaners to achieve 50% service life extension and get track into 'good' category through component replacement.	Route Criticality
	Plain Line Refurbishment	Heavy refurbishment	Track km	achieve 50% service life extension and get track into 'good' category through component replacement. In most circumstances to achieve the 50% service life extension this will include renewal of the ballast	Route Criticality
		Medium - concrete	Track km	Medium refurbishment is designed to achieve 20% service life extension through component replacement. 'concrete' indicates on track which is concrete sleeper construction. This work includes items such as 're-padding of the 5mm pad concrete sleeper design' and 'concrete housing conversions - i.e. where the integrity of the concrete sleeper is intact and has remaining service life, but there are issues with the housings and they can be retro fitted with a new housing to extend the life of the sleeper and reduce the necessity to renew the sleepers'	Route Criticality
		Medium - other	Track km	Medium refurbishment is designed to achieve 20% service life extension through component replacement. 'other' is predominantly wooden sleeper construction track but also includes steel, basically it is not concrete sleepers. Items in this category include retrofit or refurbishment work on older obsolete fastenings (such as Pan8's), spot re sleeper (1 in 3/4/5 etc.), cropping and welding/relocating joints etc. Medium refurbishment does not normally include ballast other than in isolated locations (wet beds)	Route Criticality
	Switches & Crossings	Abandonment	Point Ends	removal of S&C from the network completely including network change, any alterations to signalling design or overhead line (hence there can be a significant variance in unit rate from one location to another for this work)	Route Criticality
		Full Renewal	Point Ends	renewal of the S&C completely, including all iron work, timbers and ballast. A proportion of this work will include formation treatment	Route Criticality
	S&C refurbishment	Heavy refurbishment	Point Ends	achieve 50% service life extension through component replacement. In most circumstances to achieve the 50% service life extension this will include renewal of the ballast. The exception to this is on some lower speed complex S&C locations where 50% service life extension may be achieved by complete renewal of iron work and timbers. Heavy refurbishment will also include spot component replacement (timbers) and re-gauging if necessary on wood	Route Criticality
		Medium refurbishment	Point Ends	medium refurbishment is designed to achieve 20% service life extension. This will always include re-gauging as necessary, complete treatment S&C, grinding/arc weld repairs as required, spot component replacement (timbers etc.) and allowance for OTM intervention as required or spot iron work replacement	Route Criticality
	Fencing		Route km	Linear length (m) of fencing renewed	None
	Slab track		Track km	Length of slab track renewed.	Route criticality
Signalling	Signalling	Full Conventional resignalling	SEU	Signalling Work Types 1 & 2	None
		European Railway Traffic Management System (ERTMS) resignalling	SEU	Signalling Work Types 17, 20, 25, 29, 31, 33, 34 & 35	None

Discipline	Sub Discipline	Element	UOM	Description	Level of Disaggregation
		Partial Conventional resignalling	SEU	Signalling Work Types 3, 5, 7, 8, 9, 10, 11, 12, 13, 41, 60, 61, 62, 63 & 64	None
		Targeted component Renewal	SEU	Signalling Work Types 15, 51, 52 & 53	None
		Modular Re-signalling	SEU	To Be Defined	None
	Level Crossings	Renewals	No.	Renewal of level crossing equipment (all types)	None
Civils	Structures	Underbridges	m^2	m^2 plan deck area worked on (i.e. not necessarily the whole deck area but the plan area of deck supported by elements remediated).	None
		Overbridges (inc Bridgeguard 3)	m^2	m^2 plan deck area worked on (i.e. not necessarily the whole deck area but the plan area of deck supported by elements remediated).	None
		Tunnels	m^2	m^2 internal treated area is the internal circumference surface area of the culvert to which a treatment/renewal has been carried out.	None
		Culverts	m^2	Measurement to be taken using inside face of new culvert and include invert where applicable. Sum of all treatment areas.	None
		Footbridges	m^2	m^2 plan area worked on (i.e. for deck areas not necessarily the whole deck area but the plan area of deck supported by elements remediated).	None
		Coastal / Estuary Defences	m	Length of track stabilised	None
		Retaining Walls	m^2	m^2 surface area of the wall to which treatment is administered above and/or below ground.	None
		Earthworks	5ch	The number of individual embankments, soil cuttings and rock cuttings up to 5 chains in length	None
	Drainage	Track Drainage - Renewal	m^2	linear length (m) of pipework renewed	None
		Track Drainage - Refurbishment	m^2	linear length (m) of pipework refurbished	None
		Track Drainage - New Build	No.	linear length (m) of pipework newly installed	None
		Earthwork Drainage - Renewal	m	linear length (m) of pipework renewed	None
		Earthwork Drainage - Refurbishment	m	linear length (m) of pipework refurbished	None
		Earthwork Drainage - Maintenance	m	linear length (m) of pipework maintained	None
		Earthwork Drainage - New Build	m	linear length (m) of pipework newly installed	None
	Buildings - Franchised Stations*	Footbridge	m^2	m^2 plan area worked on deck areas and/or access steps	None
		Train Shed	m^2	Composite measure of the area of all trainshed fabric assets (includes roof covering, walls, trusses, cladding panels etc.) scheduled for replacement, refurbishments, redecoration and repairs in CP5	None
		Canopy	m^2	Represents a composite measure of the area of station canopies (e.g. roof coverings, supporting structures etc.) identified for replacement, renewals, refurbishments, and repairs in CP5	None
		Platform	m^2	Total representative area of station platform surfaces, copers, decks, tactile and supports to be repaired, refurbished or replaced within CP5	None
		Building	m^2	Represents a composite measure of the horizontal and vertical area of station buildings fabric aspects (e.g. roof coverings, walls, fencing etc.) identified for replacement, renewals, refurbishments, and repairs in CP5	None
		Lifts & Escalators	No.	Renewal of lifts or escalators	None
	Buildings - Managed Stations	Footbridge	m^2	Total area of footbridge structures (e.g. deck, roof, cladding etc.) scheduled for replacement, refurbishments, redecoration and repairs in CP5	None
		Train Shed	m^2	Composite measure of the area of all trainshed fabric assets (includes roof covering, walls, trusses, cladding panels etc.) scheduled for replacement, refurbishments, and repairs in CP5	None
		Canopy	m^2	Represents a composite measure of the area of station canopies (e.g. roof coverings, supporting structures etc.) identified for replacement, renewals, refurbishments, and repairs in CP5	None
		Platform	m^2	Total representative area of station platform surfaces, copers, decks, tactile and supports to be repaired, refurbished or replaced within CP5	None
		Building	m^2	Represents a composite measure of the horizontal and vertical area of station buildings fabric aspects (e.g. roof coverings, walls, fencing etc.) identified for replacement, renewals, refurbishments, and repairs in CP5	None
		Lifts & Escalators	No.	Renewal of lifts or escalators	None

Discipline	Sub Discipline	Element	UOM	Description	Level of Disaggregation
	Light Maintenance Depots	Building	m^2	Represents a composite measure of the horizontal and vertical area of station buildings fabric aspects (e.g. roof coverings, walls, fencing etc.) identified for replacement, renewals, refurbishments, and repairs in CP5	None
		Maintenance Shed	m^2	Composite measure of the area of all trainshed fabric assets (includes roof covering, walls, trusses, cladding panels etc.) scheduled for replacement, refurbishments, and repairs in CP5	None
	Lineside Buildings	Building	m^2	Represents a composite measure of the horizontal and vertical area of station buildings fabric aspects (e.g. roof coverings, walls, fencing etc.) identified for replacement, renewals, refurbishments, and repairs in CP5	None
	MDU Buildings	Buildings	m^2	Represents a composite measure of the horizontal and vertical area of station buildings fabric aspects (e.g. roof coverings, walls, fencing etc.) identified for replacement, renewals, refurbishments, and repairs in CP5	None
Electrification	Contact Systems	Overhead Line Equipment (OLE) Re-wiring	Wire Run	Renewal of contact wire and droppers for a wire run (also known as a tension length). A wire run is a mechanically continuous section of OLE, typically 1300 m - 1600 m in length in open routes, but shorter around stations and junctions.	None
		Mid-life refurbishment	Wire Run	Refurbishment of an OLE wire run. The exact scope and timing of the work depends on line category and route criticality and includes the renewal of some or all of the following wire run components : contact wire, droppers, jumpers, catenary, registration equipment, insulators.	None
		Structure renewals	No.	Partial or complete renewal of an individual OLE structure and foundation (portal, mast/cantilever). Full renewal includes the new structure, civil works, OLE alterations (including new registration equipment) and removal of original structure.	None
		Conductor rail	km	Renewal of variable length sections of worn/poor condition conductor rail (with single track km as the overall unit of measure). Scope of work includes replacement with 150lbs/yd steel rail (or steel/aluminium composite where already installed), ramps, insulators, guard boards and +ve jumper cables.	None
	AC Distribution	High voltage switchgear	No.	Renewal of individual 25kV single phase circuit breaker units with modern equivalent gas insulated or air insulated vacuum circuit breaker including protection and control equipment. The equipment may be replaced into the original substation building or installed in a new building depending on space and operational requirements.	None
		Booster transformer	No.	Renewal of an individual booster transformer used on the 'classic' 25kV electrification system. Includes associated OLE connections but excludes structure.	None
	DC distribution	High voltage switchgear	No.	Renewal of individual 3 phase circuit breaker units with modern equivalent 33kV 3 phase gas insulated or air insulated vacuum circuit breaker including protection and control equipment. The equipment may be replaced into the original substation building or installed in a new building depending on space and operational requirements.	None
		High voltage cables	km	Renewal of 33kV, 22kV or 11kV 3 phase high voltage cables associated with the DC electrification system (with length of cable renewed in km as overall unit of measure). Includes renewal of pilot cable, removal of oil tanks and alarms (for fluid filled cables) and partial or complete renewal of cable containment system.	None
		Low Voltage switchgear	No.	Renewal of individual 750V DC circuit breaker units with modern equivalent asset type. Includes protection and control modifications, LV DC cable alterations. The new units may be installed in the existing building or in a new building depending on space and operational requirements.	None
		Low voltage cables	km	Renewal of LV DC 750V cables. There are two elements to this renewal activity 1) number of track feed cables (units) and 2) number of km relating to single track electrical section km for jumper cables within the electrical section . The work includes: 1) renewal of track feeders from LV DC switchgear to track and negative connections & 2) renewal of +ve and -ve jumper cables.	None
		Transformer/Rectifiers	No.	Renewal of a transformer rectifier unit (the unit of measure) which includes the step down transformer (most typically 33/0.75kV), the AC to DC rectifier unit and associated protection & control.	None
Plant	Signalling Power	Cable Renewal	km	To Be Defined	None
		Principle Supply Point Renewal	No.	To Be Defined	None
	Rail Heating	Points Heating Renewal	Point End	Renewal of points heating installations including control cabinets	None
Telecoms	Station Information and Surveillance Systems	Customer Information Systems	No.	Customer Information Systems display train running/departure/general information at stations. Systems comprises control equipment, cabling, structures/bracketary and screens. The measure is on the number of screens renewed.	None

Discipline	Sub Discipline	Element	UOM	Description	Level of Disaggregation
		Public address	No.	Public Address systems provide announcements of train running/departure/general information at stations and includes both Long Line PA (LLPA) and Public Address Voice Alarm (PAVA). Systems comprises control equipment, microphones, amplifiers, structures/bracketary and speakers. The measure is the number of speakers renewed.	None
		Closed Circuit Television (CCTV)	No.	Closed Circuit Television systems provide station operation and security capability. Systems comprises control equipment, recording equipment, network connectivity, cabling, power/UPS, structures/bracketary and CCTV cameras (fixed and non-fixed). The measure is the number of cameras renewed.	None
		Clocks	No.	Clocks systems provide station operation and train despatch timing. Systems comprises master clock control equipment, cabling, structures/bracketary and clocks. The measure is the number of clocks renewed.	None
	Operational telecoms	PABX Concentrator	No. of Lines	PABX concentrator renewal. Systems comprises central concentrator equipment, cabling, power/rectifier & batteries and human machine interface (HMI). The measure is the number of lines renewed.	None
		Processor Controlled Concentrator	No. of Lines	Processor Controlled concentrator renewal. Systems comprises central concentrator equipment, cabling, power/rectifier & batteries and human machine interface (HMI). The measure is the number of lines renewed.	None
		Driver-only operation - Closed Circuit Television (CCTV)	No.	Driver only operation CCTV allows the driver to despatch the train without additional staff either on board the train or platform. System comprises a number of CCTV cameras, cabling, structures/brackets and monitor banks. The measure is based on each car stop position normal 3 or 4 carriage lengths dependant on rolling stock configuration on line or route.	None
		Driver-only operation Mirror	No.	Driver only operation mirrors allows the driver to despatch the train without additional staff either on board the train or platform. System comprises a large mirror, cabling, ancillary supplies, structures/brackets/enclosure . The measure is based on each car stop position normal 3 or 4 carriage lengths dependant on rolling stock configuration on line or route.	None
		Public Emergency Telephone System (PETS)	No.	Public Emergency Telephone System (PETs) is deployed at Level Crossings and forms a vital communication link between the public and the signaller in the event of an issue affecting the crossing. System comprises a pair of phones, alarm reporting box, posts, rectifier/batteries and signal box equipment (which maybe integrated into the concentrator system). The measure is number of crossing ends renewed.	None
		Human-Machine Interface (HMI) Large	No.	HMI Large reflects the number of end user terminals deployed as part of the GSM-R system (the FTS) providing the interface in the signal box. The measure is number of terminals renewed.	None
		Human-Machine Interface (HMI) Small	No.	HMI small reflects the number of end user terminals deployed as part of the SPT concentrator system providing the interface in the signal box. The measure is number of terminals renewed.	None
		Radio System	No.	Legacy System comprises of base station, antenna system, UPS and control system. The measure is on number of systems renewed.	None
		Power	No.	Power is related the number of rectifier/battery installations renewed. Measure is on power system renewed.	None

Asset management – maintenance volumes

The delivery plan should state forecast maintenance volumes for England & Wales, Scotland, National (network-wide) and each route, for each year of CP5. These should cover:

Discipline	Code	Description	Unit of Measure
Track	MNT004	Plain Line Tamping	km
	MNT005	Plain Line Stoneblowing	km
	MNT006	Manual Wet Bed Removal	Bay
	MNT012	Mechanical Wet Bed Removal	Bay
	MNT007	S&C Tamping	Point End
	MNT044	Rail Changing - Al-Thermic Weld - Standard Gap	Weld
	MNT045	Rail Changing - CWR - Renew (Defects)	Rail Yard
	MNT017	Mechanical Reprofiling of Ballast	Mile
	MNT020	Manual Reprofiling of Ballast	Rail Yards
	MNT029	Replacement of Pads & Insulators	Sleeper
	MNT036	Manual Correction of PL Track Geometry (CWR)	Track Yard
	MNT037	Manual Correction of PL Track Geometry (Jointed)	Track Yard
	MNT120	S&C - renew crossing	Crossing
	MNT122	S&C Maintenance (Other)	Point End
	MNT123	S&C Renew Half Set of Switches	H/S Switch
	MNT124	S&C Stoneblowing	Point End
	MNT309	Rail Grinding Plain Line	TBA
	MNT310	Rail Grinding S&C	TBA
Off Track	MNT072	Fences and Boundary Walls	Yard
	MNT073	Drainage	Yard
	MNT075	Level Crossings Management (Off Track)	Each
	MNT081	Vegetation Removal of Boundary Trees	Number
	MNT082	Vegetation Management by Train	Mile
	MNT170	Vegetation Management (Manual)	Square Yard
	MNT171	Vegetation Management (Mechanised)	Mile
Electrical Power	MNT206	Maintain Conductor Rail	Various
	MNT209	Maintain DC Traction Power Supplies	Each
	MNT211	Maintain OHL Components	Various
	MNT212	Maintain Points Heating	Each
	MNT213	Maintain Signalling Power Supplies	Number
Civils	MNT302	Visual Examinations	TBA

	MNT303	Tunnel Examination	TBA
	MNT???	Detailed Examinations	TBA
	MNT307	Underwater Examination	TBA
	MNT308	Ancillary Structure Examination	TBA
	MNT???	Hidden Critical Element Examinations	TBA
	MNT???	Load Carrying Assessment	TBA
Buildings	MNT???	Visual Examinations	Each
	MNT???	5 Yearly Examinations	Each

Environment – emissions

Network Rail is required to report scope 1 and scope 2 carbon emissions.

Table: Carbon dioxide emissions (indicator) England & Wales

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Traction (electricity)						
Actual / forecast						
NR target						
Non-traction						
Actual / forecast						
NR target						
Total						
Actual / forecast						
NR target						

*Network Rail forecast

Table: Carbon dioxide emissions (indicator) Scotland

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Traction (electricity)						
Actual / forecast						
NR target						
Non-traction						
Actual / forecast						
NR target						
Total						
Actual / forecast						
NR target						

*Network Rail forecast

Table: Carbon dioxide emissions (indicator) National

	CP4 exit*	2014-15*	2015-16*	2016-17*	2017-18*	2018-19*
Traction (electricity)						
Actual / forecast						
NR target						
Non-traction						
Actual / forecast						
NR target						
Total						
Actual / forecast						
NR target						

*Network Rail forecast

Environment – carbon intensity

We require assurance that Network Rail's approach to procurement supports a reduction in the carbon intensity of its electricity supply. We will continue to liaise with Network Rail to agree the form of reporting in the CP5 delivery plan.

Environment – embedded carbon

We require Network Rail to use a suitable carbon accounting tool to measure and report on carbon embedded in new infrastructure. Network Rail should use this to develop a baseline by project type, so we can be satisfied that there is a reduction in carbon embedded in new infrastructure. We will continue to liaise with Network Rail to agree the form of reporting in the CP5 delivery plan.

Environment – sustainable development KPIs

To be confirmed (Network Rail to propose metrics in its draft delivery plan consultation)

Journey time (average speed)

In addition, Network Rail will report journey time (average speed) by sub-operator in the Annual Return.

Table: Journey time (indicator) sector

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
London & South East	-	-	-	-	-	-
Regional	-	-	-	-	-	-
Long distance	-	-	-	-	-	-
England & Wales (total)	-	-	-	-	-	-
Scotland	-	-	-	-	-	-
National	-	-	-	-	-	-

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Table: Journey time (indicator) TOCs

	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Franchised operators	-	-	-	-	-	-
Arriva Trains Wales	-	-	-	-	-	-
c2c	-	-	-	-	-	-
Chiltern Railways	-	-	-	-	-	-
CrossCountry	-	-	-	-	-	-
East Coast	-	-	-	-	-	-
East Midlands Trains	-	-	-	-	-	-
First Capital Connect	-	-	-	-	-	-
First Great Western	-	-	-	-	-	-
First Scotrail	-	-	-	-	-	-
First TransPennine Express	-	-	-	-	-	-
Greater Anglia	-	-	-	-	-	-
London Midland	-	-	-	-	-	-
London Overground	-	-	-	-	-	-
Merseyrail	-	-	-	-	-	-
Northern	-	-	-	-	-	-
South West Trains	-	-	-	-	-	-
Southeastern	-	-	-	-	-	-
Southern	-	-	-	-	-	-
Virgin Trains	-	-	-	-	-	-
Non-franchised operators	-	-	-	-	-	-
First Hull Trains	-	-	-	-	-	-
Grand Central	-	-	-	-	-	-
Heathrow Express	-	-	-	-	-	-

This table reflects the current franchise regime. All changes to franchises should be reflected in future delivery plans

-Actual figures will be required for the previous full years, from the 2015-2016 delivery plan onwards

Cross-border service availability

List of incidents where at least one cross-border route (between England & Scotland) was not available

Level Crossing risk reduction (Regulated Output)

Network Rail to outline its plan of projects to achieve the maximum possible reduction in risk of accidents at level crossings using the £99m ring-fenced fund made available by the Secretary of State.

Health and safety funds

Network Rail to confirm the governance arrangements for the three funds to develop health and safety;

- Protection and warning for track workers, using the funds provided in the determination
- Improvements at 5 types of road rail vehicle using the funds provided in the determination
- Taking safer and faster electrical isolations using the funds provided in the determination.

System operator capability

To be confirmed (Network Rail to propose illustrative dashboard in its draft delivery plan consultation)

Programme management capability

Network Rail to specify dates for (a) baselining P3M3 (Portfolio, Programme, and Project Management Maturity Model) capability for priority areas of its business, and (b) the setting of targets to improve specific P3M3 maturity levels within each priority area

Customer service maturity

Network Rail to confirm customer service maturity model and measures to be used to baseline and monitor customer service maturity throughout CP5.

Annex B – maintenance strategy

An overarching maintenance strategy, building on the SBP submission, including:

- consideration of the best blend of approaches for relevant asset types, regions, criticalities etc;
- the approach being adopted to analyse specific failure modes via formal Failure Mode, Effect and Consequence Analysis (FMECA), or another appropriate technique;
- the approach to optimise mitigation of identified failure modes, for example by considering the blend of remote condition monitoring, mechanised approaches and risk based maintenance;
- a change plan to show how the strategy will be rolled out and delivered, taking account of human factors and staff competency issues;
- the approach being adopted to mitigate risks associated with multiple localised approaches whilst allowing innovation and development of better practice; and
- the process for demonstrating benefits realisation.

Annex C – route-level efficiency benefit sharing (REBS) mechanism baselines

REBS route definitions

Network Rail to confirm and provide definitions of each of the operating routes used in the delivery plan route-level REBS baselines.

Table: REBS route definitions [suggested approach below – Network Rail to propose alternative if there's a better way of presenting the information]

Route	Route definition		
	Track section manager	Track maintenance engineer	Delivery unit
Anglia	-	-	-
East Midlands	-	-	-
Kent	-	-	-
London North East	-	-	-
London North West	-	-	-
Scotland	-	-	-
Sussex	-	-	-
Wales	-	-	-
Wessex	-	-	-
Western	-	-	-

Figure: Map of REBS route boundaries

[Network Rail to include a map of REBS routes].

REBS baselines and payment caps

Network Rail to confirm the CP5 REBS route baselines and REBS payment caps for each of its operating routes, as per the REBS route definitions above. The elements of Network Rail's income and costs included in the scope of REBS, and methodology for calculating route payment caps, will be set out in the PR13 final determination.

Table: Anglia CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-

Total income	**-**	**-**	**-**	**-**	**-**	**-**
REBS baseline	**-**	**-**	**-**	**-**	**-**	**-**
Upside cap	**-**	**-**	**-**	**-**	**-**	**-**
Downside cap	**-**	**-**	**-**	**-**	**-**	**-**

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: East Midlands CP5 REBS baseline and payment caps*

£m in 2012-13 prices	**CP4 exit**	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**
Expenditure						
Support costs	**-**	**-**	**-**	**-**	**-**	**-**
RSSB and BT Police	**-**	**-**	**-**	**-**	**-**	**-**
Network operations	**-**	**-**	**-**	**-**	**-**	**-**
Network maintenance	**-**	**-**	**-**	**-**	**-**	**-**
Renewals	**-**	**-**	**-**	**-**	**-**	**-**
Schedule 4 and 8 costs	**-**	**-**	**-**	**-**	**-**	**-**
Total expenditure	**-**	**-**	**-**	**-**	**-**	**-**
Income						
Property income	**-**	**-**	**-**	**-**	**-**	**-**
VUC income	**-**	**-**	**-**	**-**	**-**	**-**
Capacity charge income	**-**	**-**	**-**	**-**	**-**	**-**
Total income	**-**	**-**	**-**	**-**	**-**	**-**
REBS baseline	**-**	**-**	**-**	**-**	**-**	**-**
Upside cap	**-**	**-**	**-**	**-**	**-**	**-**
Downside cap	**-**	**-**	**-**	**-**	**-**	**-**

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: Kent CP5 REBS baseline and payment caps*

£m in 2012-13 prices	**CP4 exit**	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**
Expenditure						
Support costs	**-**	**-**	**-**	**-**	**-**	**-**
RSSB and BT Police	**-**	**-**	**-**	**-**	**-**	**-**
Network operations	**-**	**-**	**-**	**-**	**-**	**-**
Network maintenance	**-**	**-**	**-**	**-**	**-**	**-**
Renewals	**-**	**-**	**-**	**-**	**-**	**-**
Schedule 4 and 8 costs	**-**	**-**	**-**	**-**	**-**	**-**
Total expenditure	**-**	**-**	**-**	**-**	**-**	**-**
Income						
Property income	**-**	**-**	**-**	**-**	**-**	**-**
VUC income	**-**	**-**	**-**	**-**	**-**	**-**
Capacity charge income	**-**	**-**	**-**	**-**	**-**	**-**
Total income	**-**	**-**	**-**	**-**	**-**	**-**
REBS baseline	**-**	**-**	**-**	**-**	**-**	**-**

Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: London North East CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-
Total income	-	-	-	-	-	-
REBS baseline	-	-	-	-	-	-
Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: London North West CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-
Total income	-	-	-	-	-	-
REBS baseline	-	-	-	-	-	-
Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: Scotland CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-
Total income	-	-	-	-	-	-
REBS baseline	-	-	-	-	-	-
Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: Sussex CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-
Total income	-	-	-	-	-	-
REBS baseline	-	-	-	-	-	-
Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: Wales CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-
Total income	-	-	-	-	-	-
REBS baseline	-	-	-	-	-	-
Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: Wessex CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-
Total income	-	-	-	-	-	-
REBS baseline	-	-	-	-	-	-
Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Table: Western CP5 REBS baseline and payment caps*

£m in 2012-13 prices	CP4 exit	2014-15	2015-16	2016-17	2017-18	2018-19
Expenditure						
Support costs	-	-	-	-	-	-
RSSB and BT Police	-	-	-	-	-	-
Network operations	-	-	-	-	-	-
Network maintenance	-	-	-	-	-	-
Renewals	-	-	-	-	-	-
Schedule 4 and 8 costs	-	-	-	-	-	-
Total expenditure	-	-	-	-	-	-
Income						
Property income	-	-	-	-	-	-
VUC income	-	-	-	-	-	-
Capacity charge income	-	-	-	-	-	-
Total income	-	-	-	-	-	-
REBS baseline	-	-	-	-	-	-
Upside cap	-	-	-	-	-	-
Downside cap	-	-	-	-	-	-

* The elements of Network Rail's income and costs will be confirmed in the final determination – the elements shown in this table are only examples.

Annex D – profiled, route-level volume incentive baselines

Description of approach

Network Rail to describe its approach to profiling and disaggregating to a route level the total national passenger and freight growth baselines included in our PR13 final determination. Network Rail to provide a description which covers each of the four volume incentive metrics (passenger train miles, farebox, freight train miles and freight 1,000 gross tonne miles)

Volume incentive baselines – passenger train miles

Network Rail to specify the passenger train miles metric baselines for the volume incentive. These should be provided at the national level and at the level of each of its operating routes. For the national baseline, the annual train miles figures must be consistent with the total CP5 percentage growth specified in the PR13 final determination. The route level baselines must be consistent with the national baseline, both in total and on a year by year basis. Network Rail to provide baselines expressed both as absolute numbers for each year i.e. passenger train miles (table 1) and the equivalent annual percentage growth (table 2)

Table [1]: Passenger train miles baselines – absolute train miles

Passenger train miles – absolute	CP4 exit*	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 exit
Route							
Anglia	-	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-	-
Kent	-	-	-	-	-	-	-
London North East	-	-	-	-	-	-	-
London North West	-	-	-	-	-	-	-
Scotland	-	-	-	-	-	-	-
Sussex	-	-	-	-	-	-	-
Wales	-	-	-	-	-	-	-
Wessex	-	-	-	-	-	-	-
Western	-	-	-	-	-	-	-
National	-	-	-	-	-	-	-

* This is an assumed value given that final CP4 exit figures will be unknown at the time of the publication of the draft delivery plan.

Table [2]: Passenger train miles baselines – percentage growth rates

Passenger train miles – percentage growth rates	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 total
Route						
Anglia	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-
Kent	-	-	-	-	-	-
London North East	-	-	-	-	-	-
London North West	-	-	-	-	-	-
Scotland	-	-	-	-	-	-
Sussex	-	-	-	-	-	-
Wales	-	-	-	-	-	-
Wessex	-	-	-	-	-	-
Western	-	-	-	-	-	-
National	-	-	-	-	-	**

** This value should be taken from ORR's Final Determination.

Volume incentive baselines – farebox

Network Rail to specify the farebox metric baselines for the volume incentive. These should be provided at the national level and at the level of each of its operating routes. For the national baseline, the annual farebox values must be consistent with the total CP5 percentage growth specified in the PR13 final determination. The route level baselines must be consistent with the national baseline, both in total and on a year by year basis. Network Rail to provide baselines expressed both as absolute numbers for each year i.e. farebox expressed in £m (table 3) and the equivalent annual percentage growth (table 4).

Table [3]: Farebox baselines – real values, 2012/13 prices

Farebox – real values	CP4 exit*	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 exit
Route							
Anglia	-	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-	-
Kent	-	-	-	-	-	-	-
London North East	-	-	-	-	-	-	-
London North West	-	-	-	-	-	-	-
Scotland	-	-	-	-	-	-	-
Sussex	-	-	-	-	-	-	-
Wales	-	-	-	-	-	-	-
Wessex	-	-	-	-	-	-	-
Western	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-

* This is an assumed value given that final CP4 exit figures will be unknown at the time of the publication of the draft delivery plan.

Table [4]: Farebox baselines – percentage growth rates

Farebox – percentage growth rates	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 total
Route						
Anglia	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-
Kent	-	-	-	-	-	-
London North East	-	-	-	-	-	-
London North West	-	-	-	-	-	-
Scotland	-	-	-	-	-	-
Sussex	-	-	-	-	-	-
Wales	-	-	-	-	-	-
Wessex	-	-	-	-	-	-
Western	-	-	-	-	-	-
Total	-	-	-	-	-	**

** This value should be taken from ORR's Final Determination.

Volume incentive baselines – freight train miles

Network Rail to specify the freight train miles metric baselines for the volume incentive. These should be provided at the national level and at the level of each of its operating routes. For the national baseline, the annual train miles figures must be consistent with the total CP5 percentage growth specified in the PR13 final determination. The route level baselines must be consistent with the

national baseline, both in total and on a year by year basis. Network Rail to provide baselines expressed both as absolute numbers for each year i.e. freight train miles (table 5) and the equivalent annual percentage growth (table 6)

Table [5]: Freight train miles baselines – absolute train miles

Freight train miles – absolute	CP4 exit*	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 exit
Route							
Anglia	-	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-	-
Kent	-	-	-	-	-	-	-
London North East	-	-	-	-	-	-	-
London North West	-	-	-	-	-	-	-
Scotland	-	-	-	-	-	-	-
Sussex	-	-	-	-	-	-	-
Wales	-	-	-	-	-	-	-
Wessex	-	-	-	-	-	-	-
Western	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-

* This is an assumed value given that final CP4 exit figures will be unknown at the time of the publication of the draft delivery plan.

Table [6]: Freight train miles baselines – percentage growth rates

Freight train miles – percentage growth rates	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 total
Route						
Anglia	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-
Kent	-	-	-	-	-	-
London North East	-	-	-	-	-	-
London North West	-	-	-	-	-	-
Scotland	-	-	-	-	-	-
Sussex	-	-	-	-	-	-
Wales	-	-	-	-	-	-
Wessex	-	-	-	-	-	-
Western	-	-	-	-	-	-
Total	-	-	-	-	-	**

** This value should be taken from ORR's Final Determination.

<u>Volume incentive baselines – freight 1,000 gross tonne miles</u>

Network Rail to specify the freight 1,000 gross tonne miles metric baselines for the volume incentive. These should be provided at the national level and at the level of each of its operating routes. For the national baseline, the annual gross tonne miles figures must be consistent with the total CP5 percentage growth specified in the PR13 final determination. The route level baselines must be consistent with the national baseline, both in total and on a year by year basis. Network Rail to provide baselines expressed both as absolute numbers for each year i.e. freight 1,000 gross tonne miles (table 7) and the equivalent annual percentage growth (table 8)

Table [7]: Freight 1,000 gross tonne miles – absolute gross tonne miles

Freight 1,000 gross tonne miles – absolute	CP4 exit*	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 exit

Route							
Anglia	-	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-	-
Kent	-	-	-	-	-	-	-
London North East	-	-	-	-	-	-	-
London North West	-	-	-	-	-	-	-
Scotland	-	-	-	-	-	-	-
Sussex	-	-	-	-	-	-	-
Wales	-	-	-	-	-	-	-
Wessex	-	-	-	-	-	-	-
Western	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-

* This is an assumed value given that final CP4 exit figures will be unknown at the time of the publication of the draft delivery plan.

Table [8]: Freight 1,000 gross tonne miles – percentage growth rates

Freight 1,000 gross tonne miles – percentage growth rates	2014-15	2015-16	2016-17	2017-18	2018-19	CP5 total
Route						
Anglia	-	-	-	-	-	-
East Midlands	-	-	-	-	-	-
Kent	-	-	-	-	-	-
London North East	-	-	-	-	-	-
London North West	-	-	-	-	-	-
Scotland	-	-	-	-	-	-
Sussex	-	-	-	-	-	-
Wales	-	-	-	-	-	-
Wessex	-	-	-	-	-	-
Western	-	-	-	-	-	-
Total	-	-	-	-	-	**

** This value should be taken from ORR's Final Determination.