Network Rail Scotland / CP6 High Level Output Specification / Tracker / version at 31 October 2018

Legend	Risk
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Ongoing, no significant risk to meeting milestone	

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Requirement	No	Within Route Scorecard?	Senior responsible owner, or industry group lead	Industry agreement?	Element overview	Accountable	Key milestones	Owner (not in published vesion)	Contains pre CP6 action dates?	Baseline date	Current forecasted date	Risk
Journey time improvements [1]	1	Yes	Journey Time Working Group	N/A	Working with other parts of Network Rail (including the Scotland route and the FNPO route) and with industry and government stakeholders, develop a plan to deliver the passenger journey time requirements to deliver a mile per minute target of 1.587 (by **December 2019**) and 1.576 by **December 2024** . The plan must be: - developed in cooperation with the ScotRail Franchise; - consulted with Transport Scotland and stakeholders; - provided to ORR by **30 November 2018** for review; - finalised and provided to all affected parties by **31 March 2019** ; and - updated and amended as appropriate through CP6. Throughout CP6, Network Rail must also oversee the delivery of the actions set out in the plan and report on progress.	System Operator	CP6 Journey Time Metrics - Industry Working Group 1 (Agreement of Terms of Reference)		Yes	19/06/2018	19/06/2018	
							CP6 Journey Time Metrics - Industry Working Group 2 (Agreement of Freight Average Speed Metric, and contents of overall plan)		Yes	25/07/2018	25/07/2018	
							CP6 Journey Time Metrics - Industry Working Group 3 (Agreement of baseline positions, committed timetable changes, change control process and review of RSPG Sub-Group opportunities)		Yes	22/08/2018	22/08/2018	
							CP6 Journey Time Metrics - Industry Working Group 4 (Discuss timetable opportunities and fleet opportunities)		Yes	18/09/2018	18/09/2018	
							CP6 Journey Time Metrics - Industry Working Group 5 (Review enhancement funding process and initial draft plan)		Yes	17/10/2018	17/10/2018	
							CP6 Journey Time Metrics - Industry Working Group 6 (Finalise draft plan for submission to ORR)		Yes	19/11/2018	19/11/2018	
							CP6 Journey Time Metrics - Industry Working Group 7 (Review feedback from ORR and actions for final plan)		Yes	31/01/2019	31/01/2019	
							CP6 Journey Time Metrics - Industry Working Group 8 (Update plan and review)		Yes	28/02/2019	28/02/2019	
							CP6 Journey Time Metrics - Industry Working Group 9 (Finalise plan for submission to ORR)		Yes	31/03/2019	31/03/2019	
Train Performance [5]	2	No	David Dickson	N/A	Develop and monitor progress against a suite of KPIs to support delivery of performance and National Rail Passenger Survey (NRPS) targets that are: - developed in cooperation with the ScotRail Franchise; - consulted with Transport Scotland and stakeholders; - provided to ORR by **30 November 2018** for review; - finalised and provided to all affected parties by **31 March 2019** ; and - updated and amended as appropriate through CP6.	Route Business Scotland	Create a project team from across the Alliance to identify possible KPIs processes and owners		Yes	30/08/2018	30/08/2018	
							Compile all KPI options liaising with key Alliance Executive members		Yes	14/09/2018	14/09/2018	
							Alliance Executive to decide which KPIs should go forward to consultation with Transport Scotland		Yes	30/09/2018	22/11/2018	
							Consult KPI suite with Transport Scotland		Yes	14/10/2018	03/12/2018	
							Produce final draft suite of KPIs and owners for sign off at Alliance Executive		Yes	14/11/2018	14/11/2018	
							Submit final KPI suite to the ORR		Yes	31/03/2019	31/03/2019	
							Spare		Yes	Input here...	Input here...	
Train Performance [6]	3	Yes	David Dickson	N/A	In Scotland, we will primarily be holding Network Rail to account for delivery of the PPM target of 92.5%. We will hold the route to account against its PPM and RTA targets, in the event of performance being below expectations, we will use CRM-P CP6 baseline trajectory (refer to table A.2 in Annex 2 for details of the baseline trajectory) to provide further insight on the route's contribution to overall performance (reflecting that CRM-P records Network Rail-caused delay only).	Route Business Scotland	CRM(P) trajectory to be submitted to ORR		Yes	13/07/2018	13/07/2018	
							Monitored via Route Scorecard		Yes	Input here...	Input here...	
							Spare		Yes	Input here...	Input here...	
							Spare		Yes	Input here...	Input here...	
							Spare		Yes	Input here...	Input here...	
Quality of station services [10]	4	No	Richard Kinsella	N/A	Maintain stations to the average asset condition in place at **31 March 2019** , in a manner that facilitates the operator of the ScotRail franchise to fulfil its obligations under the current or any future Service Quality Incentive Regime (SQUIRE).	Route Business Scotland	Prepare and agree criteria and categorisation with ScotRail (and Transport Scotland) as to how slips and trip risks at stations shall be managed		Yes	30/03/2019	30/12/2018	
							Annualised Minor Emerging Works Plan to provide minor asset renewals on the franchised estate		Yes	30/04/2024	30/04/2024	
							Circa 40no footbridge refurbishments to be delivered in CP6		Yes	30/04/2024	30/04/2024	
							Circa 25no Franchised Stations platform refurbishments to be delivered in CP6		Yes	30/04/2024	30/04/2024	
							Circa 10no Franchised Stations canopy refurbishments to be delivered in CP6		Yes	30/04/2024	30/04/2024	

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							Circa 3no high footfall station refurbishments to be delivered in CP6		Yes	30/04/2024	30/04/2024	
							Circa 2no high footfall station trainshed refurbishments to be completed in CP6		Yes	30/04/2024	30/04/2024	
							Spare		Yes	Input here…	Input here…	
Quality of station services [11]	5	No	Paul Smith	N/A	Work with the rail industry to deliver a measurable improvement to the customer experience by the end of CP6 through improved, and more consistent Customer Information Systems (CIS) with no reduction in the customer experience through CP6.	Route Business Scotland	Profile of renewal plans for SISS project to be developed for communication with TOC		Yes	30/07/2018	30/07/2018	
							Supplier demonstrations of new technologies available for proposed CIS display renewals at Glasgow Queen Street		Yes	30/09/2018	23/08/2018	
							Renewal strategy and work bank to be communicated and consulted with TOC. Full understanding of CP6 renewal plans of NR and TOC		Yes	30/03/2019	30/03/2019	
							Agree any renewal priorities, synergies and joint strategies for roll out of improved customer experience with TOC		Yes	30/03/2019	30/03/2019	
							Spare		Yes	Input here…	Input here…	
							Spare		Yes	Input here…	Input here…	
Freight journey time [13]	6	No	Journey Time Working Group	N/A	Develop and monitor performance against a freight journey time metric based on average speed (mph). The measure must be: - developed in cooperation with the freight industry; and - consulted with Transport Scotland and stakeholders.	FNPO	Define metric		Yes	06/07/2018	06/07/2018	
							Ascertain if data can be produced electronically		Yes	13/07/2018	13/07/2018	
							Circulate metric as a 1 page technical note to Scotland FJB for review & comment		Yes	13/07/2018	13/07/2018	
							Metric agreed by Industry at Scotland FJB		Yes	17/07/2018	17/07/2018	
							Provide 1 page technical note to Average Speed Working Group		Yes	17/07/2018	17/07/2018	
							Confirm definition and targets for Scorecards		Yes	29/07/2018	29/07/2018	
							Confirm definition agreed with Transport Scotland		Yes	30/08/2018	30/08/2018	
							Spare		Yes	Input here…	Input here…	
Freight journey time [14]	7	No	Journey Time Working Group	N/A	Using the freight journey time metric and working with other parts of Network Rail (including the Scotland route and the FNPO route), develop a plan to increase the average speed of freight trains by not less than 10% through good operational practices, including timetabling exercises and programmes, and through collaboration with freight operators and customers. The plan must be: - developed in cooperation with the freight industry; - consulted with Transport Scotland and stakeholders; - provided to ORR by **30 November 2018** for review; - finalised and provided to all affected parties by **31 March 2019**; and - updated and amended as appropriate through CP6. Throughout CP6, Network Rail must also oversee the delivery of the actions set out in the plan and report on progress.	System Operator	CP6 Journey Time Metrics - Industry Working Group 1 (Agreement of Terms of Reference)		Yes	19/06/2018	19/06/2018	
							CP6 Journey Time Metrics - Industry Working Group 2 (Agreement of Freight Average Speed Metric, and contents of overall plan)		Yes	25/07/2018	25/07/2018	
							CP6 Journey Time Metrics - Industry Working Group 3 (Agreement of baseline positions, committed timetable changes, change control process and review of RSPG Sub-Group opportunities)		Yes	22/08/2018	22/08/2018	
							CP6 Journey Time Metrics - Industry Working Group 4 (Discuss timetable opportunities and fleet opportunities)		Yes	18/09/2018	18/09/2018	
							CP6 Journey Time Metrics - Industry Working Group 5 (Review enhancement funding process and initial draft plan)		Yes	17/10/2018	17/10/2018	
							CP6 Journey Time Metrics - Industry Working Group 6 (Finalise draft plan for submission to ORR)		Yes	19/11/2018	19/11/2018	
							CP6 Journey Time Metrics - Industry Working Group 7 (Review feedback from ORR and actions for final plan)		Yes	31/01/2019	31/01/2019	
							CP6 Journey Time Metrics - Industry Working Group 8 (Update plan and review)		Yes	28/02/2019	28/02/2019	
							CP6 Journey Time Metrics - Industry Working Group 9 (Finalise plan for submission to ORR)		Yes	31/03/2019	31/03/2019	

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Freight growth [16]	***8***	*No*	*Freight Joint Board*	*N/A*	*Work with the freight industry to develop and oversee implementation of a plan including all reasonable steps to facilitate growth of 7.5% in rail freight traffic carried on the Scotland route, of which, at least 7.5% will represent growth in new business (i.e. new traffic flows, not previously moving by rail), by end of CP6 as measured by net tonne miles. The plan must be:* *- developed in cooperation with the freight industry;* *- consulted with Transport Scotland and stakeholders;* *- provided to ORR by* ***30 November 2018*** *for review;* *- finalised and provided to all affected parties by* ***31 March 2019*** *; and* *- updated and amended as appropriate through CP6.*	*FNPO / Route Business Scotland*	*Agree growth target definition with Transport Scotland*		*Yes*	*03/11/2017*	*03/11/2017*	
							Develop Net Tonne Mile data for Scotland		*Yes*	*01/12/2017*	*01/12/2017*	
							Confirm and define Steering Group details		*Yes*	*23/01/2018*	*23/01/2018*	
							Send out 'straw man' draft plan for comment		*Yes*	*06/07/2018*	*06/07/2018*	
							Attain buy-in and support from Stakeholders to continue developing plan in current format		*Yes*	*18/07/2018*	*18/07/2018*	
							Complete all Industry / Internal meetings to shape plan		*Yes*	*01/09/2018*	*01/12/2018*	
							Send out first draft for comment to Industry stakeholders		*Yes*	*07/09/2018*	*12/09/2018*	
							Stakeholder Workshop to review/revise draft plan		*Yes*	*25/09/2018*	*25/10/2018*	
							First quarterly review undertaken with FJB		*Yes*	*09/10/2018*	*09/10/2018*	
							First draft shared with ORR		*Yes*	*30/11/2018*	*30/11/2018*	
							Final Draft for comment		*Yes*	*22/01/2019*	*22/01/2019*	
							Stakeholder workshop to finalise plan		*Yes*	*16/02/2019*	*16/02/2019*	
							Final Plan agreed by Industry / Stakeholders / Transport Scotland and complete		*Yes*	*15/03/2019*	*15/03/2019*	
Asset data quality [18]	***9***	*No*	*Ben Edwards*	*N/A*	*Consistently maintain data quality at an A2 standard as a minimum across all asset data categories.* *This includes Network Rail's new Minimum Asset Data Requirements that have been defined to establish a process for the Exchange of Asset Information to keep asset data up to date during infrastructure projects.*	*Route Business Scotland*	*Establish a Scotland Route data quality review group.*		*No*	*31/12/2017*	*31/12/2017*	
							Scotland Route to be represented at the national ADG Technical Review and implement continuous monitoring of the plan.		*No*	*31/03/2018*	*31/03/2018*	
							Review the MADR and set realistic year on year targets against Completeness and Accuracy		*No*	*31/12/2018*	*31/12/2018*	
							Build and publish a suite of reports to support the continual improvement in data quality		*No*	*31/12/2018*	*31/12/2018*	
							In alignment with ISO 55001 create and publish a centralised information portal		*No*	*31/08/2019*	*31/08/2019*	
							Spare		*No*	*Input here…*	*Input here…*	
Carbon emissions reduction and climate change [19]	***10***	*Yes*	*Simon Constable*	*N/A*	*Develop and deliver a metric for continuous carbon emissions reductions which is normalised to cover passenger and freight volumes and set against the baseline at the* ***31 March 2019*** *. This metric must be:* *- developed with regard to Scottish environmental legislation;* *- consulted with Transport Scotland and stakeholders;* *- provided to ORR by* ***30 November 2018*** *for review; and* *- finalised by* ***31 March 2019*** *.* *Network Rail must monitor performance against the metric in CP6.*	*Route Business Scotland*	*Clarify that Scotland route target is a 25% reduction in CO2 emissions by the end of CP6*		*Yes*	*02/07/2018*	*02/07/2018*	
							Clarify that only Scope 1 and Scope 2 emissions are included		*Yes*	*02/07/2018*	*02/07/2018*	
							Obtain agreement from ScotRail to use their data		*Yes*	*06/07/2018*	*06/07/2018*	
							Research Freight data availability to allow scope to be set		*Yes*	*27/08/2018*	*27/08/2018*	
							Data collection exercise of TOC's carbon data for their track in Scotland		*Yes*	*27/08/2018*	*27/08/2018*	
							Formalise metrics and periodic output		*Yes*	*31/08/2018*	*31/08/2018*	
							Produce draft metrics for discussion with Energy team		*Yes*	*03/09/2018*	*03/09/2018*	

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							Consult and finalise		*Yes*	*26/10/2018*	*26/10/2018*	
Carbon emissions reduction and climate change [20]	***11***	*No*	*Simon Constable*	*N/A*	*Develop a metric for CP6 to drive behaviours to reduce overall traction and non-traction energy use by the end of CP6.This metric must be - consulted with Transport Scotland and stakeholders; - provided to ORR by **30 November 2018** for review; and - finalised by **31 March 2019** . The route must monitor performance against this metric in CP6.*	*Route Business Scotland*	*Produce draft energy maturity matrix*		*Yes*	*03/09/2018*	*03/09/2018*	
							Establish suitable quantitative measures		*Yes*	*03/09/2018*	*03/09/2018*	
							Link matrix to energy / carbon reduction plan		*Yes*	*07/09/2018*	*07/09/2018*	
							Establish a process for how maturity will be verified and assured		*Yes*	*28/09/2018*	*28/09/2018*	
							Consult and finalise with TS		*Yes*	*26/10/2018*	*26/10/2018*	
							Spare		*Yes*	*Input here…*	*Input here…*	
Carbon emissions reduction and climate change [21]	***12***	*No*	*Simon Constable*	*N/A*	*Network Rail to work with the rail industry to develop and apply suitable KPIs for monitoring the impact and mitigation of climate change upon network disruption and the means of measuring the benefits of adaptation interventions. The KPIs must be developed with regard to Scottish environmental legislation.*	*Route Business Scotland*	*Conduct legislation review*		*Yes*	*27/08/2018*	*27/08/2018*	
							Establish working group of relevant parties		*Yes*	*27/08/2018*	*27/08/2018*	
							Conduct data gathering exercise		*Yes*	*03/09/2018*	*03/09/2018*	
							Produce draft set of KPIs		*Yes*	*10/09/2018*	*10/09/2018*	
							Establish a reporting mechanism		*Yes*	*30/09/2018*	*30/09/2018*	
							Ensure CP6 WRaCCA aligns to KPIs		*Yes*	*26/10/2018*	*26/10/2018*	
							Consult with TS and finalise		*Yes*	*26/10/2018*	*26/10/2018*	
							Spare		*Yes*	*Input here…*	*Input here…*	
Network capability and capacity [23]	***13***	*No*	*Ben Edwards*	*N/A*	*Develop and implement a gauging strategy which seeks to deliver the Scottish Gauge Requirement. The strategy must be: - developed in cooperation with the rail industry; - consulted with Transport Scotland and stakeholders; - provided to ORR by **30 November 2018** for review; - in place by **31 March 2019** ; and - updated and amended as appropriate through CP6. We are reviewing if this timetable can be accelerated. The outputs from delivery of the Scottish Gauge Requirement should be used to inform and maintain accurate and up to date Network Capability statements.*	*Route Business Scotland*	*Remit, Plan, Programme*		*Yes*	*14/03/2018*	*17/04/2018*	
							Briefing to Transport Scotland of proposed plan		*Yes*	*22/03/2018*	*25/05/2018*	
							STE to develop list of vehicles for analysis per route, with industry consultation		*Yes*	*23/03/2018*	*01/06/2018*	
							Consult & agree list of vehicles and exclusions for each route with Transport Scotland		*Yes*	*28/05/2018*	*18/06/2018*	
							Milestone staged (Glasgow – Oban and Mallaig)		*Yes*	*02/07/2018*	*15/10/2018*	
							Milestone staged (Central)		*Yes*	*13/08/2018*	*15/10/2018*	
							Milestone staged (North of Perth/Dundee)		*Yes*	*10/09/2018*	*15/10/2018*	
							Milestone staged (East Coast)		*Yes*	*17/09/2018*	*15/10/2018*	
							Milestone staged (West Coast)		*Yes*	*01/10/2018*	*15/10/2018*	
							Outputs collated with proposed recommendations		*Yes*	*15/10/2018*	*19/10/2018*	
							Arrange an internal Network Rail workshop to inform the stakeholder consultation and final gauging strategy		*Yes*	*31/10/2018*	*31/10/2018*	

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							Stakeholder consultation on outputs and options for physical works (if required) to implement gauge requirements with Route, Train Operators and Transport Scotland		*Yes*			
							Agreed gauging strategy shared with the ORR		*Yes*			
							Development of the Scottish Gauge Requirement		*Yes*			
							Prioritised implementation plan to be developed and in place in response to consultation		*Yes*			
Network capability and capacity [24]	***14***	*No*	*Ben Edwards*	*N/A*	*In accordance with appropriate governance arrangements, as envisaged by the HLOS, Network Rail must establish a rolling programme to deliver the Scottish Gauge Requirement, commencing no later than **1 April 2019** and be completed by the end of CP6.*	*Route Business Scotland*	*Outputs of the Scottish Gauging Strategy to be prioritised for implementation*		*Yes*			
							Opportunities to deliver through core OM&R plan to be identified					
							Funding for any additional enhancement work to deliver Gauging Strategy to be agreed with Transport Scotland		*Yes*			
							Programme to be developed for implementation		*Yes*			
							Spare		*Yes*			
							Spare		*Yes*			
							Spare		*Yes*			
Development of an efficient electrification	***15***	*No*	*Ben Edwards*	*N/A*	*Network Rail must develop an electrification technical specification by **31 March 2019**, and keep this up to date through CP6. The specification must: - support the Scotland investment strategy - be compliant with UK law and current rail technical specifications for interoperability; and -- be updated and amended as appropriate through CP6.*	*Route Business Scotland*	*Draft technical specification issued for consultation [Phil Doughty]*		*Yes*			
							Electrification lessons learnt review - issue key efficiency items [Jeff Jardine]			*31/08/2018*	*31/08/2018*	
							Overhead line structures: provide specification with hierarchy of options to assist future projects [Richard Stainton]		*Yes*			
							Delivery model to be finalised: this will include proposed access and contracting strategy and critical deliverables required at each GRIP stage [Kevin McClelland]		*Yes*			
							National cost review of electrification projects - add key learnings to specification [Phil Doughty]		*Yes*			
							Technical specification consultation and presentation to key stakeholders [Phil Doughty]		*Yes*			
							Issue Final version of technical specification [Phil Doughty]		*Yes*			
							Spare		*Yes*			
Depots and stabling [27]	***16***	*No*	*Jonathan Pugh*	*N/A*	*Network Rail must develop and implement a depot and stabling capability plan for the 15 years from 2019 to 2034. The plan must be: - developed in conjunction with Transport Scotland and industry partners; - be sufficient to support predicted passenger service growth and rolling stock strategies set out in Franchise Agreements - include a date for completion of the plan needs to be agreed between ORR, Transport Scotland and Network Rail; and - be updated and amended as appropriate through CP6.*	*System Operator*	*Paper to SSPG outlining proposed high level plan*		*Yes*			
							CP6 Depots and Stabling Working Group 1 (Agreement of Terms of Reference and review of baseline data)					
							Paper to SSPG describing detailed proposal for plan and agreement of baseline position for all operators					
							CP6 Depots and Stabling Working Group 2 (Identifying current and future rolling stock strategies as set out in Franchise Agreements and identifying and agreeing current operational best practice)		*Yes*	*30/11/2018*	*30/11/2018*	
							CP6 Depots and Stabling Working Group 3 (identifying future renewals at depots and stabling locations, how future electrification strategy could impact depot and stabling requirements and how to integrate with investment pipeline and identify dependencies)		*Yes*			
							CP6 Depots and Stabling Working Group 4 (Undertake gap analysis (maintenance, stabling and servicing), develop choices for funders / decision points and review high level draft plan)		*Yes*			

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							CP6 Depots and Stabling Working Group 5 (Review of updated draft plan for submission to SSPG)		Yes	31/05/2019	31/05/2019	
							SSPG - agree draft plan for submission to ORR		Yes	31/07/2019	31/07/2019	
Support for the rural economy and tourism [29]	17	No	Andy Saunders	N/A	Network Rail must maintain and deliver track access to support the reasonable requirements of charter, tourist and other special train operators, ensuring that all required approvals and pathways are confirmed to operators in sufficient time so as to enable normal business planning and marketing activity to be undertaken with certainty.	FNPO	Validate and agree the 'core routes' with industry working group		No	31/03/2019	31/03/2019	
							Validate and develop the criteria for including charter train slots in a timetable with industry working group		No	31/03/2019	31/03/2019	
							Work with Operators to develop bespoke TACs where appropriate to support existing regular, repeating Charter itineraries		No	09/08/2019	09/08/2019	
							Industry proposal to recommend changes to Charter contracts or industry Track Access rights which would protect a limited amount of capacity for charter train operations		No	31/12/2019	31/12/2019	
							Develop methodology for inclusion and protection of capacity for charter train operations through the Sale of Access Rights process		No	Input here…	Input here…	
							Spare		No	Input here…	Input here…	
							Spare		No	Input here…	Input here…	
Support for the rural economy and tourism [31]	18	No	Alastair Macfarlane	N/A	Vegetation clearance on rural and scenic routes should be controlled and maintained so as to facilitate views from the train, and to prevent damage to trains.	Route Business Scotland	Identify potential locations for scenic vegetation clearance through liaison with "friends of…" groups.		No	01/10/2018	01/10/2018	
							Issue Remit and work scope for year 1 scenic clearance sites		No	28/02/2019	28/02/2019	
							Complete year 1 scenic clearance sites		No	31/03/2020	31/03/2020	
							Issue Remit and work scope for year 2 scenic clearance sites		No	28/02/2020	28/02/2020	
							Complete year 2 scenic clearance sites		No	31/03/2021	31/03/2021	
							Issue Remit and work scope for year 3 scenic clearance sites		No	28/02/2021	28/02/2021	
							Complete year 3 scenic clearance sites		No	31/03/2022	31/03/2022	
							Issue Remit and work scope for year 4 scenic clearance sites		No	28/02/2022	28/02/2022	
							Complete year 4 scenic clearance sites		No	31/03/2023	31/03/2023	
							Issue Remit and work scope for year 5 scenic clearance sites		No	28/02/2023	28/02/2023	
							Complete year 5 scenic clearance sites		No	31/03/2024	31/03/2024	
Railway assets [32]	19	No	Robert Little	N/A	Network Rail must seek to optimise the availability of redundant or underused assets, including land, for the benefit of the local community, while protecting the network for future use.	Route Business Scotland	Network Rail Property Directorate have identified funding to support this element		No	01/07/2018	01/07/2018	
							Network Rail Property Directorate will always follow the established processes in place to protect against disposals that might harm future network growth such as Clearance and Licence Condition 7		No	23/07/2018	23/07/2018	
							Network Rail Property Directorate would wish to work with internal and external stakeholders to agree a set of criteria to be met by any applicant that allows for a request to be progressed		No	31/10/2018	31/10/2018	
							Spare		No	Input here…	Input here…	
							Project SWIFT (Superfast Wi-Fi In-carriage for Future Travel – on the E&G) NRT to provide support to ScotRail to assist procurement options for future roll out		No	10/08/2018	10/08/2018	

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Legend	Risk
Not yet commenced	
Ongoing, no significant risk to meeting milestone	

Legend	Risk
Complete or nearing so with no risk to milestone	
Significant risk of not meeting milestone	

Requirement	No	Within Route Scorecard?	Senior responsible owner, or industry group lead	Industry agreement?	Element overview	Accountable	Key milestones	Owner (not in published vesion)	Contains pre CP6 action dates?	Baseline date	Current forecasted date	Risk
Railway assets [33]	20	No	Brian Hatfield	N/A	Network Rail must cooperate with Transport Scotland and the Scottish Government to examine areas where Network Rail's digital assets can support passenger services where digital connectivity is limited or currently missing, or where the assets can support digital coverage for remote and rural communities.	Route Business Scotland	Project SWIFT (Superfast Wi-Fi In-carriage for Future Travel – on the E&G) Completion of the trial site.		No	30/09/2018	15/11/2018	
							Project SWIFT (Superfast Wi-Fi In-carriage for Future Travel – on the E&G) Confirmation on future phases and rollout to be developed.		No	30/10/2018	15/11/2018	
							Rural Broadband - Continue to support ASR / TS discussing the initiative in providing rural broadband access across the railway network.		No	30/03/2019	30/03/2019	
							Spare		No	Input here...	Input here...	
							Spare		No	Input here...	Input here...	
Journey time improvements [2]	21	Yes	N/A	N/A	Network Rail to deliver its obligations from the plan during CP6.	System Operator	Monitored via Route & System Operator Scorecard		No	N/A	N/A	
							Spare		No	N/A	N/A	
							Spare		No	N/A	N/A	
Train Performance [3]	22	Yes	N/A	N/A	ScotRail Franchise PPM of 92.5% for every year of CP6.	Route Business Scotland	Monitored via Route Scorecard		No	N/A	N/A	
							Spare		No	N/A	N/A	
							Spare		No	N/A	N/A	
Train Performance [4]	23	Yes	N/A	N/A	Caledonian Sleeper Franchise Right Time targets of 80% for every year of CP6.	FNPO	Monitored via Route & FNPO Scorecard		No	N/A	N/A	
							Spare		No	N/A	N/A	
							Spare		No	N/A	N/A	
Passenger satisfaction [9]	24	Yes	N/A	N/A	Do everything reasonably practicable to contribute to a ScotRail NRPS targets for: - 'Overall satisfaction'; and - 'How well the Franchisee dealt with disruption'.	Route Business Scotland	Monitored via Route Scorecard		No	N/A	N/A	
							Spare		No	N/A	N/A	
							Spare		No	N/A	N/A	
Freight performance [12]	25	Yes	N/A	N/A	Network Rail must achieve FDM-R for Scotland of 93% at the start of CP6 and improve this so that the CP6 exit position is no worse than 94.5%. This requirement also constitutes our CP6 baseline trajectory for FDM-R . The FDM-R will also contribute to national (GB) FDM trajectory of 94%. If performance drops below our regulatory minimum floor for Scotland (92.5%) we are highly likely to take regulatory action.	FNPO	Monitored via Route & FNPO Scorecard		Yes	N/A	N/A	
							Spare		Yes	N/A	N/A	
							Spare		Yes	N/A	N/A	
							Spare		Yes	N/A	N/A	
Freight journey time [15]	26	Yes	N/A	N/A	Network Rail to deliver its obligations from the plan during CP6.	System Operator	Monitored via Route, FNPO & System Operator Scorecards		No	N/A	N/A	
							Spare		No	N/A	N/A	
							Spare		No	N/A	N/A	
Freight growth [17]	27	Yes	N/A	N/A	Network Rail to deliver its obligations from the plan during CP6.	FNPO / Route Business	Monitored via Route & FNPO Scorecard		No	N/A	N/A	
							Spare		No	N/A	N/A	

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Legend	Risk
Not yet commenced	
Ongoing, no significant risk to meeting milestone	

Legend	Risk
Complete or nearing so with no risk to milestone	
Significant risk of not meeting milestone	

Requirement	No	Within Route Scorecard?	Senior responsible owner, or industry group lead	Industry agreement?	Element overview	Accountable	Key milestones	Owner (not in published vesion)	Contains pre CP6 action dates?	Baseline date	Current forecasted date	Risk
						Scotland	*Spare*		*No*	*N/A*	*N/A*	
Cross-border routes [7]	***28***	*No*	*N/A*	*N/A*	*We require Network Rail to use reasonable endeavours to plan to keep at least one cross-border route available at all times and ensure that journey times on the available cross-border route are kept as short as possible.*	*System Operator*	*Covered under existing industry processes, no plan or Tracker milestones necessary. SO will report status annually*		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
Cross-border routes [8]	***29***	*No*	*N/A*	*N/A*	*Where circumstances require short-duration, minor variations to the available route, Network Rail must alert passengers, train and freight operators, funders and ourselves, as far in advance as is practicable.*	*System Operator*	*Covered under existing industry processes, no plan or Tracker milestones necessary. SO will report status annually*		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
Network capability and capacity [22]	***30***	*No*	*N/A*	*N/A*	*We expect Network Rail to protect and maintain the baseline capability of the network and for all changes to go through the recognised industry processes throughout CP6. We continue to engage with Network Rail to develop and implement the Independent Reporter recommendations for monitoring and assessing network capability in CP6.*	*Route Business Scotland*	*Covered under existing industry processes, no plan or Tracker milestones necessary*		*Yes*	*N/A*	*N/A*	
							Spare		*Yes*	*N/A*	*N/A*	
							Spare		*Yes*	*N/A*	*N/A*	
Asset management, maintenance and renewal plans [25]	***31***	*No*	*N/A*	*N/A*	*Network Rail's asset management, maintenance and renewal plans must maintain a balance between the specific requirements of the network in Scotland and its broader network stewardship requirements.*	*Route Business Scotland*	*Covered under existing industry processes, no plan or Tracker milestones necessary*		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
Support for the rural economy and tourism [28]	***32***	*No*	*N/A*	*N/A*	*Network Rail must have appropriate processes and procedures in place to support requirements of charter, tourist and other special trains.*	*FNPO*	*Covered under existing industry processes, no plan or Tracker milestones necessary*		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
Support for the rural economy and tourism [30]	***33***	*No*	*N/A*	*N/A*	*Timetabling with respect to rural services should be informed by specialist local knowledge so as to ensure integration with bus and ferry services.*	*System Operator*	*Covered under existing industry processes, no plan or Tracker milestones necessary. SO will report status annually*		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
Client sponsor capability [34]	***34***	*No*	*N/A*	*N/A*	*Network Rail must maintain an expert whole-industry project client and sponsor capability to control all stages of investment project development and delivery in cooperation with the Scotland route. It must report on this through the regular qualitative System Operator reporting.*	*System Operator*	*Covered under existing industry processes, no plan or Tracker milestones necessary. SO will report status annually*		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
Our decisions on timetabling resource [35]	***35***	*No*	*N/A*	*N/A*	*Network Rail must maintain sufficient dedicated resources available to deliver timetabling activity on the Scottish network, which must be familiar with its geographical, market and operating characteristics, using processes and priorities fully aligned with the Scottish strategic priorities.*	*System Operator*	*Covered under existing industry processes, no plan or Tracker milestones necessary. SO will report status annually*		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	
							Spare		*No*	*N/A*	*N/A*	