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Control period 7 passenger train performance reset – final targets

This letter updates on the control period 7 (CP7) passenger train performance reset as we complete our [commitment from the 2023 periodic review \(PR23\) final determination](#) to reset targets for Years 3 to 5 of CP7.

The performance of Great Britain's railways is a priority for passengers and freight users, who want reliable and punctual services. A railway that works well also supports the economy by, for example, keeping people connected to jobs and freight moving.

The industry must continue to work together to deliver train performance improvements. The railway operates as a system and no single party can deliver punctuality and reliability in isolation. The Government's plans to reform the railway – as set out in the November 2025 [Railways Bill](#) – are, in significant part, aimed at improving these outcomes.

Scope of the CP7 performance reset

In PR23 we set measures and targets for the first two years of CP7 – from 1 April 2024 to 31 March 2026 – for passenger train services in England & Wales. We set indicative targets for the final three years of CP7 and included a process to reset train performance measures and targets mid-control period.

The CP7 performance reset does not apply to the Scotland train performance measure or targets specified in the Scottish Ministers' High Level Output Specification (HLOS). Targets for freight train performance and other outcome measures in our PR23 final determination are also unaffected.

We committed to the reset because of the challenges with forecasting whole-industry performance when Network Rail and passenger operators are funded and plan on different time horizons. The reset helps to keep train performance targets for the remainder of CP7 ambitious, realistic and integrated across track and train.

We have published [here](#) the final performance targets for years 3 to 5 of CP7, effective between 1 April 2026 and 31 March 2029.

Current activity & next steps

The updated targets form the basis from which Network Rail's performance benchmarks for the Schedule 8 financial incentive regime are recalibrated. This recalibration, which has been developed in tandem throughout 2025, will be completed ahead of Year 3 of CP7, so as to become effective from 1 April 2026.

We will be holding a webinar on 18 December 2025 to explain our decisions on final targets and answer any questions you may have. You can also email prm@orr.gov.uk with 'CP7 performance reset' in the subject line, if you have questions.

I would like to conclude by thanking everyone who has participated in this process and helped support our work on the reset. We look forward to continuing to work with you as we look to capitalise on the opportunities presented by rail reform.

Yours faithfully

Will Godfrey