

Periodic review 2013: Consultation on incentives

Consultation response from Lord Bradshaw

2nd February 2012-02-02

(Please note the numbers relate to the paragraphs in the Executive Summary)

PARA 9

On rail competition where operators face different access charges would be abstractive of franchise revenue.

PARA 10

Both operators and Network Rail should have shared objectives in respect of access charges including schedules 4 and 8.

PARA 17

A scarcity based charge is theoretically a good idea but as road traffic road pricing has been rejected. It would be perverse to introduce (other than present peak fares) an additional charge on railways.

PARA 18

Unsupported debt or equity finance would not be a wise move at present. We have to remember the Railtrack fiasco.

ARA 20

It is wrong to describe ERTMS as a significant innovation currently being delivered. It has prospects but has only delivered cost and delay so far