
From:
Sent: 02 March 2012 17:08
To: Rail 2014
Subject: Rail 2014 - Consultation response - R000848

Failed to attach document so have pasted here, Sincerely David Henderson

FAO Michael Taylor

Rail 2014 consultation

Quest 4 I am not sure if profit share, or any significant form of profit taking would be appropriate, rather that a very closely scrutinized fee should be payed for operating the franchise at break even or better, comparable to a minimal , marginal profit in todays market, with further incentives being offered to meeting social, connectivity and wider governmental aims such as as modal shift, connectivity, tourism and climate change.

Quest 9 We might do both , making poor performance be economically unsustainable for the franchise, but incentivizing good performance, both economically and for social, connectivity and wider governmental aims such as modal shift, connectivity, tourism and climate change.

Question 17 Government should specify aspects such as journey time and frequency, in an outcome focused way (allowing some flexibility in reaching outcomes, having a clear set of practical socially motivated aims and contributing to wider governmental aims such as modal shift, connectivity, tourism and climate change.

Question 18 A targeted approach, but one where a large number of aspects were specified, in an outcome focused way (allowing some flexibility in reaching outcomes, having a clear set of practical socially motivated aims and contributing to wider governmental aims such as modal shift, connectivity, tourism and climate change.

Question 20 The rational should be to keep operating costs manageable ,within agreed levels of subsidy from the government for this economic and social infrastructure service, but that wider governmental aims such as social service, connectivity and modal shift, connectivity, tourism and climate change should play a bigger role in setting fares, and the wider cost benefits from these wider aims should be factored into calculations when calculating fares, in the spirit of truly joined up , and partnership governmental (and private and 3rd sector) working.

We should avoid focusing on profit, as this could disincentivize franchises from greater passenger growth and wider aims stated above.

Question 23 We might try and make a larger difference, to subsidize greater modal shift, but allowing special ways for business to reduce these by committing. We might also consider reduced 'luxuries' and non essential specifications for certain of peak services, or "classes' , reducing costs and allowind lower fares and thus greater passenger

Sincerely David Henderson

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