

Getting more from rail for less money

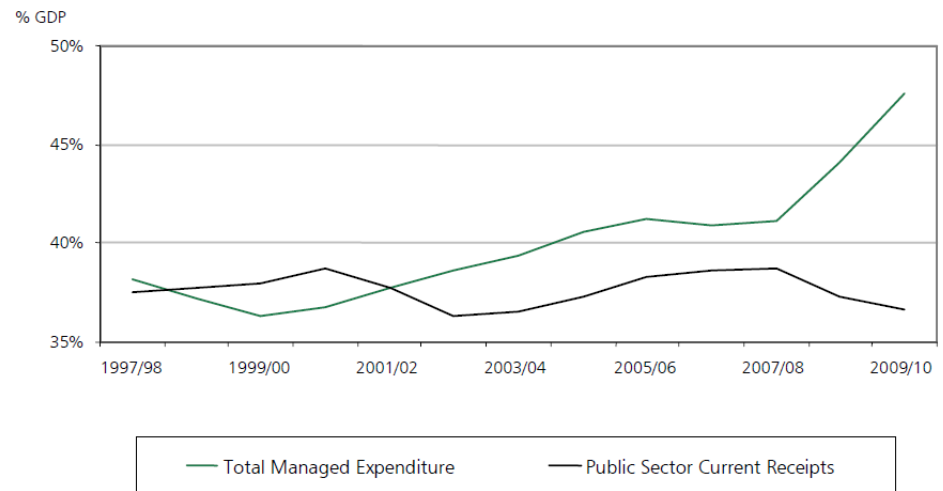
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DfT

Money's tight...and getting tighter!

- reducing the budget deficit is the most urgent issue facing Britain
- the bulk of the deficit reduction will be achieved through reductions in spending rather than increased taxes

Chart 1.A: Total Expenditure and Current Receipts as a percentage of GDP



Source: HM Treasury⁴

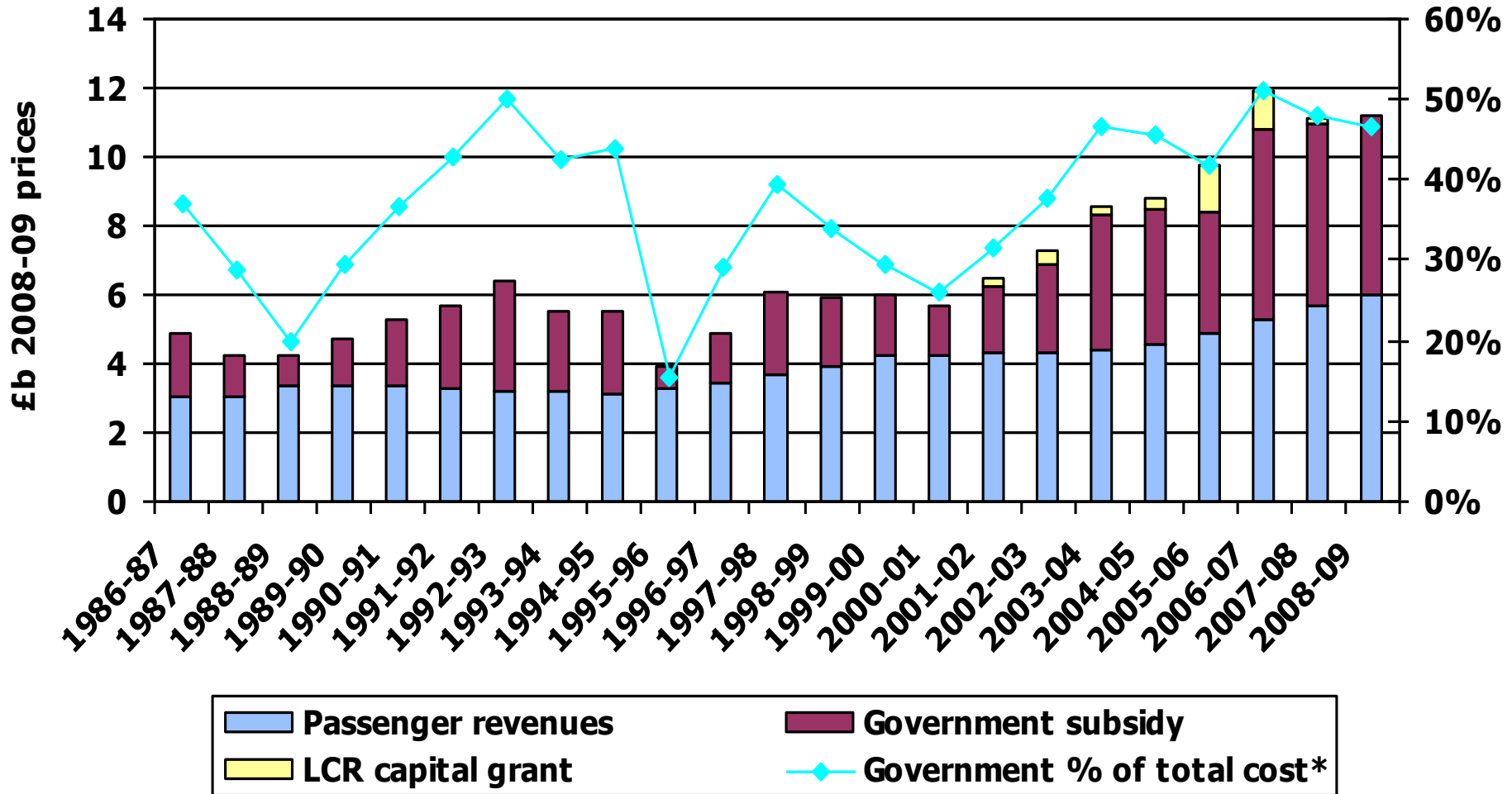
Spending review 2010 criteria

Departments will have to prioritise their programmes against tough vfm criteria including:

- Is the activity essential to meet Government priorities?
- Does the Government need to fund this activity?
- Does the activity provide substantial economic value?
- How can the activity be provided more effectively and at lower cost?
- Can the activity be provided by a non-state provider, local bodies or by citizens?

Rail requires £5bn of public subsidy per year so will undoubtedly come under the Treasury spotlight!

GB railway – key drivers



GB rail engineering challenges

Reduce the cost of the railway to taxpayers – whilst maintaining safety, capacity, customer satisfaction, reliability, by:

- Improving asset management
- Improving enhancement/renewal programme management
- Improving safety management
- Improving the competence of rail engineers

The rail SE challenge

How can SE help reduce the cost of
the GB railway?