What delivery model do you believe is best for third party investment in the rail sector?

I don’t think it is necessary to devise a single model. There are lots of models which would work. I think it is important to retain policy principles that bodies other than Network Rail can devise, specify, finance and implement investment in rail infrastructure.

Who needs to make the next step to further the case for third party investment?

The Department for Transport need to issue a policy and a process. One of the challenges for promoters is working out how and who to engage with at DfT.

Rail is a notoriously slow moving industry, do you believe investment profiles investing in projects could help alter the effectiveness of delivery?

It is possible for investment to be delivered quickly when the incentives are there. Chiltern for example took just 18 months from financial close to passengers using the Evergreen 3 Phase 1 project, which reduced line speeds and took 20 minutes off the London to Birmingham journey time for £130m. Chiltern was motivated to complete the enhancement quickly because only once it was complete and passengers were using it, would the income start to flow.

(Continued overleaf)
Mark Swindell  
*Founding Partner*  
Rock Rail

**What delivery model do you believe is best for third party investment in the rail sector?**

A special purpose infrastructure asset owner with exclusive rights to respond to an operator led requirement, procuring prime industry contractors and with availability based long term revenue stream.

**Who needs to make the next step to further the case for third party investment?**

The Government needs to procure some SPV infrastructure owners without Network Rail.

**Rail is a notoriously slow moving industry, do you believe investment profiles investing in projects could help alter the effectiveness of delivery?**

Third party infrastructure investors would positively change the culture of the industry and deliver significantly better value for money.

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**Hear from Graham Cross and Mark Swindell...**

...as well as KPMG, East West Rail Company, Windsor Link Railway, CBRE and Transport for the North at Attracting Third Party Investment into the UK Rail Sector 2018, taking place in London at Dentons on Wednesday 31st January.

Tickets start from just £299 + VAT, (group booking discounts available) for full details of the programme and how to secure your place visit [http://bit.ly/343CON](http://bit.ly/343CON).