

TRANSPORT

Briefing

[Front page](#)[News & analysis](#)[Intelligence & resources](#)[Agenda & monitors](#)[Power 200](#)[Subscribe](#)[About](#)[News](#)[Analysis](#)

Regulator publishes business plan for 2013-14

Posted 15/04/13

The Office of Rail Regulation has published its 2013-14 business plan setting out its focus for the year ahead in which it will determine how much money Network Rail is allowed to spend in Control Period 5 between 2014 and 2019.

Inside, the document is organised around five strategic objectives - safety, supporting a better service for customers, securing value for money, promoting an increasingly dynamic and commercially sustainable sector, and being a high performing regulator.

For the year the ORR has set itself a budget of just under £30m which is said to represent a 2.5% annual cost reduction in cash terms, or 4% in real terms, compared with 2012-13. This will be partly achieved by reducing the amount spent on external consultants.

A consultation on the 2013-14 business plan resulted in 20 written responses some of which called for the ORR to stay focused on its core regulatory functions, particularly during the PR13/CP5 review process, and for greater representation of the supply chain.

Among the responses to the consultation, Network Rail called for the ORR to beef up its in-house technical capability to reduce the need to rely on expensive independent reporters which are billed to the infraco, HS1 Ltd queried the absence of any reference to itself in the draft document, and the Association of Train Operating Companies called for discussions between the ORR and train operator owning groups to address perceptions of regulatory 'mission creep'.

Last month the ORR was given responsibility for approving train operators' passenger complaints handling procedures and disabled people's protection policies (TB 9174). However, proposals to give the regulator powers to enforce train service performance requirements or arbitrate on changes to train operator franchise agreements have been rejected, at least for the time being.

HS1: ORR role extends to high speed route as well as covering classic rail network

[News index](#)[Front page](#)[Front page](#)[News & analysis](#)[Intelligence & resources](#)[Agenda & monitors](#)[Power 200](#)[Subscribe](#)[About](#)

Transport Briefing is published by [Acumen Intelligence Ltd](#). Unless otherwise specified all content © Acumen Intelligence 2013.

We've been writing about transport infrastructure since 2002 - we also produce the [Crossrailnews](#) and [HS2 News](#) websites.

Contact Transport Briefing: email editor@transportbriefing.co.uk Follow us on Twitter [@transportb](#).