

Meeting: Rail North Committee

Subject: Consultation on Legislation to Implement Rail Reform

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1. Purpose of the Report:

1.1 This report presents the Transport for the North response to the recent government consultation on legislation to implement rail reform that closed on 4 August 2022.

2. Recommendations:

2.1 It is recommended that the Committee notes the information in the report.

3. Main Issues:

- 3.1 The Williams-Shapps Plan for Rail published in May 2021 sets out the government's proposals for reforming rail. Central to this is the establishment of a new body, Great British Railways (GBR), which will manage the rail network and procure services, thus integrating track and train provision in a single organisation.
- 3.2 A consultation was held between June 2022 and August 2022 on changes to legislation that are required to implement rail reform, including the establishment of GBR. TfN submitted a detailed response to this consultation, which was informed by discussion at a rail reform Member Working Group held in July 2022. Transport for the North's response is attached as Appendix 1.
- 3.3 Transport for the North's response focusses on the existing legislative context within which Transport for the North operates, i.e., as a statutory sub-national transport body, and the need for this to be recognised in the legislation. The response discusses how GBR needs to interface with Transport for the North, including having an appropriate regional structure with a director who is accountable to the North. GBR needs to support existing and future Transport for the North strategies, including decarbonisation and freight and the upcoming refresh of the Strategic Transport Plan.
- 3.4 The proposed legislation does not remove existing devolved arrangements including the Rail North Partnership management of Northern and Transpennine Express, or the Liverpool City Region specification and management of Merseyrail.
- 3.5 Transport for the North is working with the GBR Transition Team on a programme of work over the next year, leading to a strategic partnership being in place with GBR. Responding to the legislation consultation is part of this work and it is important that the final legislation supports our future relationship with GBR. Transport for the North intends to work with DfT to achieve this going forwards.

4. Corporate Considerations

Financial Implications

4.1 This paper is for information only so there are no financial implications.

Resource Implications

4.2 This paper is for information only so there are no resource implications.

Legal Implications

4.3 Transport for the North's Legal Team have been involved in preparing Transport for the North's response to this consultation.

Risk Management and Key Issues

4.4 This paper is for information only so there are no risk implications.

Environmental Implications

4.5 The Transport for the North response stresses the important role that rail and GBR have to play in achieving the aims of the Transport for the North Decarbonisation Strategy. This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the EIA Directive and therefore does stimulate the need for SEA or EIA.

Equality and Diversity

4.6 This paper is for information only so there are no equality and diversity implications.

Consultations

4.7 The Transport for the North response has been informed by discussion at the Rail Reform Member Working Group (including political and LEP representatives from the Transport for the North Board). It was also circulated for comment around Transport for the North Member Authorities.

5. Background Papers

5.1 There are no background papers.

6. Appendices

6.1 Appendix 1 – Transport for the North consultation response

Glossary of terms, abbreviations and acronyms used (*if applicable*)

Please include any technical abbreviations and acronyms used in the report in this section. (Please see examples below.) This will provide an easy reference point for the reader for any abbreviations and acronyms that are used in the report.

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| a) GBR | Great British Railways |
| b) DfT | Department for Transport |
| c) LEP | Local Enterprise Partnership |