

LIVERPOOL CITY REGION COMBINED AUTHORITY

To: The Chair and Members of the Transport Committee

Meeting: 10 January 2019

Authority/Authorities Affected: All

EXEMPT/CONFIDENTIAL ITEM: No

REPORT OF MERSEYTRAVEL

WILLIAMS RAIL REVIEW

1. PURPOSE OF REPORT

This report describes the 'Williams Rail Review' and advises that proposed responses to it are being collated. It also requests that delegated authority be given to approve the final response to the 'Call for Evidence' on behalf of the Combined Authority.

2. RECOMMENDATIONS

It is recommended that the Transport Committee:

- (a) note the content of the report; and
- (b) delegate authority to submit the final City Region consultation response to the Director of Integrated Transport and the Director of Policy and Strategic Commissioning, in consultation with the Chair and Vice-Chair of the Transport Committee.

3. BACKGROUND

- 3.1 The Government's vision is to have a world-class railway, working as part of the wider transport network and delivering new opportunities across the nation. The Rail Review was established by the Secretary of State for Transport to recommend the most appropriate organisational and commercial frameworks to support the delivery of the Government's vision.
- 3.2 The review is led by independent Chair Keith Williams, the former Chairman and Chief Executive of British Airways. The review's findings and recommendations will be published in a Government White Paper in autumn 2019, with reform of the sector to begin in 2020.
- 3.3 The 'Call for Evidence' was launched on 6th December 2018, with a submission deadline of 18th January 2019.

3.4 The scope of the review includes:

- (a) commercial models for the provision of rail services prioritising the interests of passengers and taxpayers;
- (b) rail industry structures that promote clear accountability and effective joint working for both passengers and the freight sector;
- (c) a system that is financially sustainable and able to address long-term cost pressures;
- (d) a railway that is able to offer good value fares for passengers, while keeping costs down for taxpayers;
- (e) improved industrial relations, to reduce disruption and improve reliability for passengers; and
- (f) a rail sector with the agility to respond to future challenges and opportunities.

3.5 The following topics are not being considered by the review and the call for evidence:

- (a) public investment decisions made through existing franchise agreements;
- (b) railway funding 2019-2024 commitments (Control Period 6);
- (c) High Speed 2 and other major projects; and
- (d) spending decisions made through the Spending Review 2019.

3.6 The evidence supplied to the Review will be used to inform the review's recommendations, the White Paper and the approach to implementation.

3.7 Combined Authority officers have commenced informal engagement with the Review panel, but the main pillar of the Combined Authority's input to the Review will be the written evidence.

3.8 Officers have commenced compiling the written evidence to inform the review, and will share initial thoughts with the Director of Integrated Transport when a first draft is ready. Officers will also be discussing the review with the Chair of the Transport Committee as part of the evidence gathering process.

4. RESOURCE IMPLICATIONS

This paper does not have any direct resource implications at this time.

4.1. Financial

None

4.2. Human Resources

None

4.3. Physical Assets

None

4.4. Information Technology

None

4.5 Programme Management Office (PMO)

None

5. RISKS AND MITIGATION

The course of action suggested in this paper provides mitigation against the risk that a full, evidenced response cannot be submitted to the review by the Combined Authority within the timescales outlined above.

6. EQUALITY AND DIVERSITY IMPLICATIONS

There are no direct negative equality and diversity implications arising from the recommendations set out in this paper.

7. PRIVACY IMPLICATIONS

This report has no privacy implications.

8. COMMUNICATION ISSUES

This report and its recommendations have no direct significant impact on stakeholders.

9. CONCLUSION

It is imperative that the Williams Rail Review understands the aims and objectives of the Liverpool City Region Combined Authority. The Review is intended to provide transformational outcomes for the rail industry, which the Combined Authority has the opportunity to shape and inform through an evidence based and thorough submission, responding to the core scope of the review.

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Appendices:

Appendix One – Key Points to inform Williams Rail Review submission (to follow)

Background Documents:

None