

Structure of the Great British Rail Industry

During the autumn of 2013, the Department conducted a comprehensive review on the most effective and efficient way of organising government rail functions.

On 1 April 2014, Rail Executive was launched with a number of new teams to co-ordinate portfolio management and the delivery of the Rail Investment Strategy and a new Network Rail sponsorship function.

Rail Executive embeds the Department for Transport's (DFT) vision into everything it does, particularly seeking to be outward facing and ambitious across its agenda, championing open policy making and collaboration with industry and actively promoting innovation.

The creation within Rail Executive of Passenger Services on 3 November 2014 completes the changes under the rail review.

Rail Executive – Passenger Services brings together rail franchising and contract management, rolling stock and operational fares matters into integrated teams focused on the end-to-end management of specific passenger markets.

The new structure will allow us to be ambitious on behalf of passengers, delivering improvements through confident relationships with industry partners.

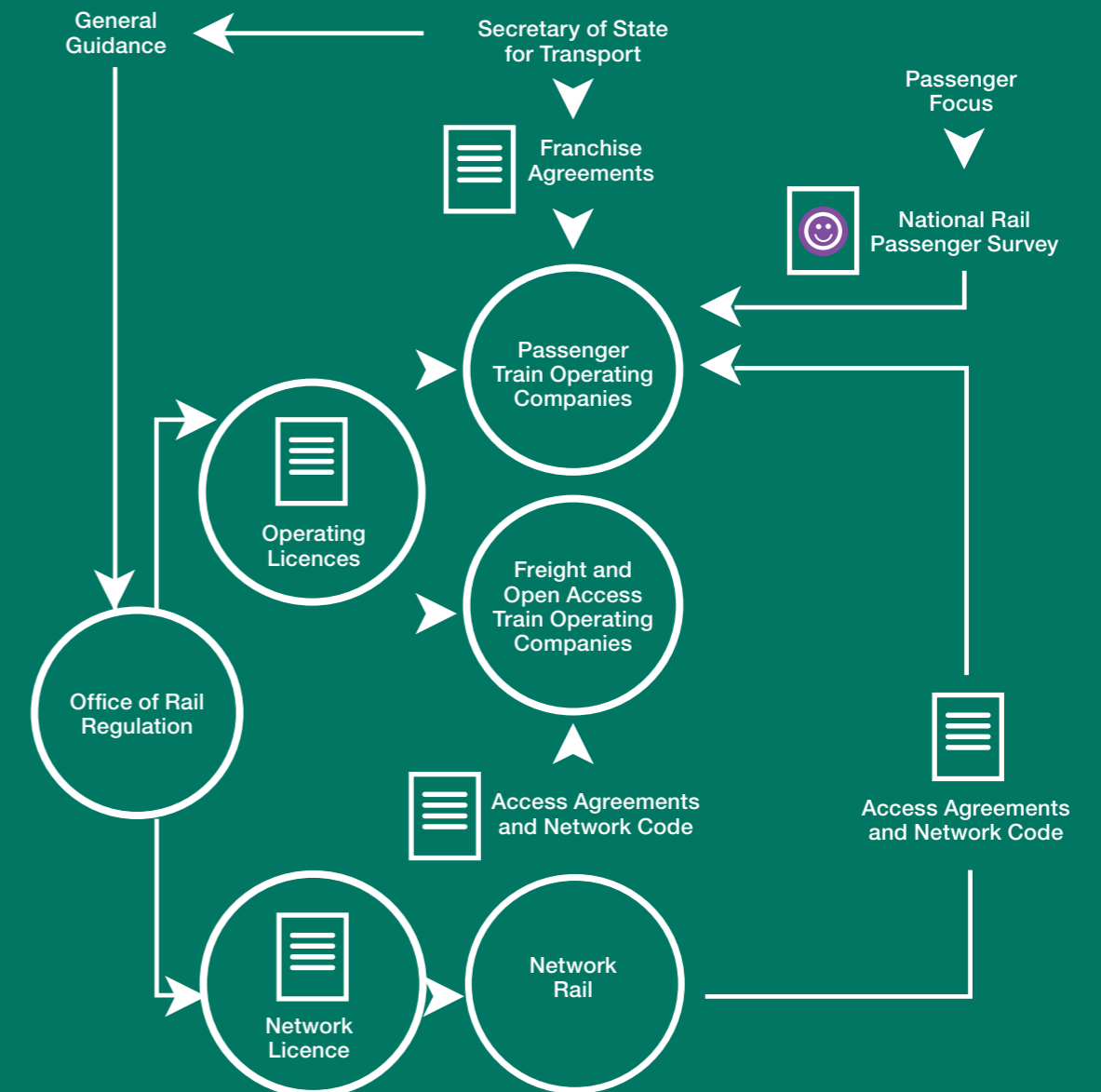
The visual (Figure 3) illustrates the basic structure of the rail industry in Great Britain. It shows the relationship between:

- Rail Executive – Passenger Services
- Rail Executive
- Office of Rail Regulation (ORR);
- Network Rail
- Train Operating Companies (TOCs); and,
- Passenger Focus.

“All we care about at the end of the day is can you get from A to B and what is it going to cost us?”

Cambridge passenger commenting on the franchise process

Figure 3: Structure of GB Rail Industry



Note: Other organisations are also responsible for letting franchises or concessions to operate train services in Great Britain.