

# **Memorandum of Understanding**

Between the Welsh Government  
and Transport for the North

February 2019



## **1. The Parties**

1.1 This Memorandum of Understanding is between:

- Transport for the North of 2<sup>nd</sup> Floor, 4 Piccadilly Place, Manchester, M1 3BN  
and
- The Welsh Ministers (hereafter referred to as “the Welsh Government”) of Crown Buildings, Cathays Park, Cardiff, CF10 3NQ

Hereafter referred to as “the Parties”.

1.2 An overview of the Parties’ organisations is at Annex 1.

## **2. Context and Purpose**

### **2.1 Background**

#### **Welsh Government**

2.1.1 The Welsh Government are responsible for areas such as health, education, language and culture and public services. The Welsh Government are separate from the British Government, which retains responsibility for UK-wide areas such as tax, defence, foreign policy and benefits. Wales’ voice in the UK Government is represented by the Secretary of State for Wales in the Wales Office.

2.1.2 The role of the Welsh Government is to:

- Make decisions on matters regarding these areas, for Wales as a whole;
- Develop policies and implement them; and
- Propose Welsh laws (Assembly Bills).

2.1.3 The Welsh Government are developing a world-class transport system to provide safe, affordable and sustainable transport for all. The Welsh Government are implementing transport policies and delivering transport investment programmes including managing, maintaining and improving of the trunk road and motorway network in Wales; client management of the Wales and Borders Rail Franchise and implementing a range of initiatives and grant schemes designed to improve transport services within Wales for all including walkers, cyclist and those that use public transport.

## **Transport for the North**

2.1.4 Under the Local Transport Act 2008, amended by the Cities and Local Government Devolution Act 2016, Transport for the North has been created as England's first Sub-National Transport Body, formed to transform the transport system across the North of England by providing the infrastructure needed to drive sustainable economic growth. As a public-private collaboration, Transport for the North brings together the North's nineteen local transport authorities and Local Enterprise Partnership leaders together with Network Rail, Highways England, High Speed Two (HS2) Ltd, and Central Government. This collaboration enables the North to speak with one voice on the strategic transport infrastructure investment needed to drive transformational economic growth. Transport for the North will not replace or replicate the work of existing local transport bodies. Transport for the North's role is to add strategic value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements. Transport for the North has been granted a range of statutory functions, which can be found under the Sub-National Transport Body (Transport for the North) Regulations 2018. Transport for the North is a political neutral body.

## **2.2 Purpose**

2.2.1 The Parties both have their own objectives and strategies. However, the Parties recognise that there are important flows of labour and goods, and functional economic geographies, that stretch across the English-Wales border. This means that investment on one side of a border can affect economic outcomes on the other, and that the return on investment is likely to be maximised if cognisance is taken of views, aspirations and plans of all parties on whom the impact of that investment may be felt.

2.2.2 This Memorandum of Understanding sets out the Parties' commitment to engagement and collaborate to ensure that the views and objectives of the Welsh Government and Transport for the North are recognised and taken account of in the development and delivery of Transport for the North's Strategic Transport Plan and Long Term Investment Programme, and the Welsh Government's Transport Strategy, as part of the multi-modal transport approach.

## **3. Objectives**

3.1 The Parties both have their own objectives and strategies. However, they share a common vision for a vibrant, sustainable, growing economy. The following highlights some key policies from each organisation, showing how they are aligned.

## **3.2 Transport for the North**

3.2.1 Transport for the North has a vision for a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life.

3.2.2 Four pan-Northern transport objectives have been developed, which in turn inform the role of the Strategic Transport Plan and Transport for the North's work programmes. These are:

- Increase efficiency, reliability and resilience in the transport system;
- Transforming economic performance;
- Improve access to opportunities across the North; and
- Promote and support the built and natural environment.

## **3.3 Welsh Government**

3.3.1 In March 2017, Welsh Government launched "Moving North Wales Forward – Our Vision for North Wales and North East Wales Metro" document. This vision was to create a sustainable, reliable, efficient and quality integrated transport network across the region to connect people, communities and businesses to jobs, facilities and services and maximise the economic opportunities of connectivity across Wales and the borders.

3.3.2 Improvements will target areas to deliver a transport system that will be more:

- Sustainable
- Connected
- Equitable and Adaptable
- Resilient
- Integrated

3.3.3 The goals and principles contained in the Well-being of Future Generations (Wales) Act 2015 will be applied to all investment decisions.

## **3.4 Alignment and Common Goals**

3.4.1 The Parties recognise the close relationships between parts of the economy in Wales and the North of England, and that improved economic performance in one is likely to have a positive impact on the other. Furthermore, the Parties recognise that strong cross-border transport links are the key to ensuring that the benefits of improved connectivity, increased agglomeration, wider supply chains, and greater productivity are felt jointly in Wales and the North of England.

3.4.2 There are key areas where there is likely to be greatest synergy and opportunity between the two parties, including but not limited to:

- Promoting investment in the strategic road and rail connections between (and through) the North of England and Wales, both passenger and freight, including A55, A494, the Wales and Border Franchise, the West Coast Partnership, the Wrexham-Bidston line, and the North Wales Coast Line;
- Quality of public transport services operating on a cross-border basis, including links between the important economic centres of the North of England and Wales;
- Collaborating on rail services that operate cross-border, including the Wales and Border Franchise managed by Transport for Wales, and the future West Coast Partnership;
- Sharing experience on the development of Integrated and Smart Ticketing;
- Collaboration (where appropriate) on transport planning, modelling and appraisal;
- Joint approaches to the promotion of a sustainable strategic transport system, including through support for low carbon vehicles and future technologies such as connected and autonomous vehicles;
- Sharing views on the implementation of legislation and policies relevant to transport and the organisations' common economic goals; and
- Best practice between the Parties when monitoring and reporting on the delivery of the strategies.

3.4.3 Through the Memorandum of Understanding, the Parties will ensure the following joint objectives are undertaken:

- Demonstrable, improved outcomes for passengers, freight and all transport users between the North of England and North Wales;
- Furthering of transport interventions which will boost transformational economic growth and opportunity in the North of England and North Wales;
- Supporting decisions to be taken at the right level and geography; and
- Collaborate on initiatives that are of mutual interest such as the decarbonisation agenda, improving air quality, and wider sustainable returns on investment.

## **4. Ways of Working**

4.1 The Parties agree that they will work in a collaborative spirit.

- 4.2 The Parties agree they will set up joint working arrangements, at a political and officer level, to discuss how transport strategies and interventions are taken forward.
- 4.3 The aim of such arrangement should be to:
- Share multi-modal information and analysis to support and complement strategic transport movements between the North of England and Wales, for both passengers and goods.
  - Secure buy-in to decisions taken and demonstrate a joined-up approach
  - Agree priorities and investment needs that can deliver benefits to North Wales and the North of England
  - Promote on a united front the investment needs for the cross border economic area
- 4.4 A West and Wales Transport Forum, of political and business leaders, will be established with accompanying Terms of Reference.
- 4.5 The Welsh Government will continue to be a key member of Transport for the North's West and Wales Strategic Development Corridor Project Board.
- 4.6 The Welsh Government will ensure Transport for the North is invited on to the North Wales and North East Wales Metro Steering Group.
- 4.7 Both Parties will ensure they are treated as key stakeholders on initiatives that impact on their respective geographical areas and work programmes.
- 4.8 The Welsh Government and Transport for the North agree to share details of any proposals, plans and strategies which may support and complement each other's work, subject to any confidential requirements. As and when new work programmes are being developed, it is hoped that the Parties' will engage with each other, including developing the potential scope, thus to ensure the outputs have mutual benefits and successful outcomes. This includes any plans and programmes that can have wider impacts across borders.

## **5. Status**

- 5.1 This Memorandum does not, and is not intended to, create any legal relationship between the Parties or to be binding on either party. All matters described in this Memorandum are subject to appropriate corporate and regulatory authorisation and, where appropriate, formal agreement and governance.

- 5.2 Nothing in this Memorandum shall affect the statutory or regulatory duties or responsibilities of any Party and its existence does not preclude the taking of independent actions by the Parties where any Party considers it is appropriate to do so.

## **6. Confidentiality provisions**

- 6.1 The Parties acknowledge that confidential information, including information of a commercially sensitive nature and any other information designated as being confidential (whether or not it is marked as Not for Publication - Confidential) may be exchanged for the purpose of this Memorandum. Subject to any statutory and regulatory requirements the Parties will keep such information confidential and prevent any third parties or representatives from making any disclosure of that confidential information.
- 6.2 If any Party (as public authorities under the Freedom of Information Act 2000) receives a request for information relating to activities undertaken under this Memorandum, it shall inform the other party of the request as soon as possible and discuss the potential application of any exemption. For the purposes of Section 43(2) of the Act, the Parties acknowledge and agree that the disclosure of any commercially sensitive information relating to the activities undertaken under this Memorandum is likely to prejudice the commercial interests of the Parties.

## **7. Joint review**

- 7.1 The Parties commit to review this Memorandum and the working arrangements defined within it. A light touch review of this document will be carried out annually by the Parties, with a more comprehensive review to be carried out every three years by both Transport for the North and the Welsh Government. However, the Parties may propose amendments to this document at any time, subject to negotiation.

## **Annex 1**

### **Overview of the Parties' organisations**

#### **Transport for the North**

Transport for the North is England's first Sub-National Transport Body, formed to transform the transport system across the North of England, by providing the infrastructure needed to drive sustainable economic growth. As a partnership, Transport for the North brings together the North's nineteen local transport authorities and Local Enterprise Partnership leaders together with Network Rail, Highways England, High Speed Two (HS2) Ltd, and Central Government. This partnership enables the North to speak with one voice on the strategic transport infrastructure investment needed to drive transformational economic growth. Transport for the North will not replace or replicate the work of existing local transport bodies. Transport for the North's role is to add strategic value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements.

Under the Local Transport Act 2008, amended by the Cities and Local Government Devolution Act 2016, Transport for the North has been established as the first Sub-National Transport Body; the regulations establishing Transport for the North became effective on 1 April 2018.

Transport for the North's Board, the decision-making body of the organisation, is chaired by John Cridland, CBE. Transport for the North is made up of 20 Members, representing Transport for the North's Constituent Authorities, alongside co-opted Members from the 6 additional Constituent Authorities of Rail North, Local Enterprise Partnerships and the national delivery agencies.

#### **Constituent Authority Members**

- Blackburn with Darwen Borough Council
- Blackpool Borough Council
- Cheshire East Council
- Chester West and Chester Council
- The Council of the City of York
- Cumbria County Council
- The East Riding of Yorkshire Council
- Greater Manchester Combined Authority
- Kingston Upon Hull City Council
- Lancashire County Council
- Liverpool City Region Combined Authority
- North East Combined Authority



- North East Lincolnshire Council
- North Lincolnshire Borough Council
- North of Tyne Combined Authority
- North Yorkshire County Council
- Sheffield City Region Combined Authority
- Tees Valley Combined Authority
- Warrington Borough Council
- West Yorkshire Combined Authority

#### **Rail North Authority Members**

- Derbyshire County Council
- Lincolnshire County Council
- Nottinghamshire County Council
- Staffordshire County Council
- Stoke-on-Trent City Council
- Nottingham City Council

#### **Local Enterprise Partnership Members**

- Cheshire and Warrington
- Cumbria and Lancashire
- Greater Manchester
- Hull and Humber
- Leeds City Region
- Liverpool City Region
- North East
- North Yorkshire
- Sheffield City Region
- Tees Valley

#### **Delivery Partner Members**

- Highways England
- High Speed Two (HS2) Limited
- Network Rail

Transport for the North also has a Partnership Board, which is the statutory advisory body for Transport for the North. The membership mirrors that of the TfN Board with the addition of the Department for Transport.