

Memorandum of Understanding

Between

The Scottish Ministers, acting through their executive agency

Transport Scotland

and

Transport for the North



1 The Parties

1.1. The Memorandum of Understanding is between:

- The Scottish Ministers acting through their executive agency, Transport Scotland
and
- Transport for the North

Hereafter referred to as "the Parties".

2 Context and Purpose

Background

- 2.1. Transport Scotland is the national transport agency for Scotland. It seeks to deliver a safe, efficient, cost-effective and sustainable transport system for the benefit of the people of Scotland, playing a key role in helping to achieve the Scottish Government's Purpose of increasing sustainable economic growth with opportunities for all of Scotland to flourish.
- 2.2. The Scottish Ministers have responsibility (as roads authority) for the trunk road network and have a role in relation to: rail passenger and freight services, the specification of improvements to the rail network, life-line ferry and air services in Scotland, and transport planning, policy and sustainability covering all modes of transport in Scotland.
- 2.3. Transport for the North is a unique partnership that brings together the North of England's local transport authorities and their Local Enterprise Partnerships (LEPs), working together with the UK government, and with Highways England, Network Rail and HS2 Ltd.
- 2.4. The Partnership's aim is to transform Northern growth, rebalance the United Kingdom's economy and establish the North of England as a global powerhouse. In doing this the Partnership aims to facilitate the co-ordinated development of a multi-modal transport strategy for the North of England (the

Northern Transport Strategy) and subsequent prioritisation of investment programmes, in support of building the Northern Powerhouse. The government has committed that, by 2017, Transport for the North will be a statutory body with statutory powers.

Purpose

- 2.5. The purpose of this Memorandum of Understanding is to express the joint commitment of the Parties to mutual achievement of shared objectives, and thereby improve transport connectivity within and between Scotland and the North of England.
- 2.6. Both parties recognise that there are important flows of labour and goods between Scotland and the North of England, that investment on one side of a border can affect economic outcomes on the other, and that the return of 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.
- 2.7. The Memorandum of Understanding sets out the Parties' commitment to engagement and consultation to better enable the relevant views and objectives of stakeholders in Scotland and the North of England to be taken into account, as appropriate, in relation to developments in transport which impact on both areas.
- 2.8. Mechanisms will be developed to ensure genuine engagement between the Parties; reflecting a joint commitment to radically enhance transport connectivity within and between the North of England and Scotland and, through that, promote productivity and economic growth.

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.

Transport for the North

- 3.2 Transport for the North ("TfN") has been created as a unique partnership between northern local transport authorities and Local Enterprise Partnerships; working with Highways England, Network Rail, Department for Transport and HS2 Ltd. It brings together stakeholders across the North of England ("the North"), to speak with one voice and make decisions about priorities for transformational investment across the North.
- 3.3 TfN began as a partnership between the North's City Regions, coming together to establish a compelling vision for better transport connections, helping to drive the growth of the North. In support of this vision, TfN and government worked together to establish a clear strategy, and in March 2015 jointly published "*One Agenda, One Economy, One North*". Significant progress has now been made. The membership of TfN now includes all parts of the North, through an expanded membership of the TfN Partnership Board and its supporting official structures. A framework for new statutory powers is now in place, allowing TfN to bring forward proposals to establish the legal powers and governance arrangements necessary to deliver the strategy for the North's transport system.
- 3.4 TfN's vision is for the North to have a vibrant and growing economy that builds on the existing strengths of Northern city regions, maximises opportunities for investment, and attracts and retains the brightest and best talent. A strong knowledge economy, centred on thriving urban areas, will be at the heart of this vision for the North's economy.

3.5 Central to TfN's agenda is the need to identify the right strategic, transformational inter-urban transport interventions to connect major centres of population, trade and commerce.

3.6 To deliver this, the TfN Partnership Board has agreed the following overarching objectives:

- a) *Rebalance the economy: economic growth in the North to be at least as high as the rest of the country, to complement and act as a balance to the economic weight of London. To increase productivity to meet the levels currently only seen in London and the South East.*
- b) *Create a single economy in the North of England: world class transport system must better link up the individual cities and towns in the North, to allow them to function as a single economy and be stronger than the sum of their parts.*

3.7 These overarching objectives will be delivered by the following transport objectives:

- c) *Better connections between economic centres allowing clusters to develop even where companies are located apart; supporting more trade, more interactions between businesses and the generation of more products and ideas; and allowing businesses to specialise in their core business and become more efficient;*
- d) *Better commuting opportunities to the centres of economic activity, allowing businesses to access ever more of the skills that they need to have a competitive advantage, and empowering people to derive most benefit from their individual talents throughout their career;*
- e) *Better capacity and reliability for freight and logistics infrastructure that supports the region's businesses; and*
- f) *Better travel information and ticketing systems that can expand travel horizons for businesses and individuals, multiplying the benefits offered by infrastructure investment alone.*

National Transport Strategy, Scottish Government

The NTS sets out three key strategic outcomes, which are:

- *Improved journey times and connections between our cities and towns and our global markets to tackle congestion and lack of integration and connections in transport.*
- *Reduced emissions to tackle climate change, air quality, health improvement.*
- *Improved quality, accessibility and affordability of transport, to give choice of public transport, better quality services and value for money, or alternative to car.*

These outcomes feed directly into the Scottish Government's five Strategic Objectives, providing a basis on which to develop policies, decide how to invest resources to maximum effect, and measure the effect of our work:

1. *Wealthier and Fairer - Enable businesses and people to increase their wealth and more people to share fairly in that wealth.*
2. *Smarter - Expand opportunities for Scots to succeed from nurture through to lifelong learning ensuring higher and more widely shared achievements.*
3. *Healthier - Help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care.*
4. *Safer and Stronger - Help local communities to flourish, becoming stronger, safer place to live, offering improved opportunities and a better quality of life.*
5. *Greener - Improve Scotland's natural and built environment and the sustainable use and enjoyment of it.*

Economic Strategy, Scottish Government

Scotland's Economic Strategy focuses on the two mutually supportive goals of increasing competitiveness and tackling inequality with four priorities in which the Government's actions can make a substantial difference:

- *Investing in our people and our infrastructure in a sustainable way;*
- *Fostering a culture of innovation and research and development;*
- *Promoting inclusive growth and creating opportunity through a fair and inclusive jobs market and regional cohesion; and,*
- *Promoting Scotland on the international stage to boost our trade and investment, influence and networks.*

Alignment – Common Goals

- 3.8 **Transport Scotland** (as part of the wider Scottish Government) and **Transport for the North** share common economic goals. Although their respective policies and strategies focus on Scotland and the North as specific territories, both understand the importance of connections between businesses and communities, in promoting economic growth. Therefore there are considerable synergies in the two organisations working together in achieving their individual and common goals.
- 3.9 The Parties recognise the close relationships between parts of the economy in Scotland and in the North 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, and greater productivity are felt jointly in Scotland and in the North.
- 3.10 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 road and rail connections between (and through) the North and Scotland;
 - Quality of public transport services operating on a cross-border basis, including links between the major cities of the North and Scotland;
 - Sharing experience on the development of Smart Ticketing and information provisions;
 - Collaboration (where appropriate) on transport planning, modelling and appraisal;
 - Joint approaches to the promotion of sustainable transport, including through support for low carbon vehicles;
 - Sharing views on the implementation of UK or EU legislation and policies relevant to transport and the organisations' common economic goals;
 - Best practice between the Parties when monitoring and reporting on the delivery of the strategies.

- 3.11 The Scottish Ministers and TfN will endeavour to work together where there is a mutual interest. Where there is competition or conflict between objectives of the Parties, as may be the case from time to time, these will be recognised in a spirit of mutual understanding.

4 Ways of Working

- 4.1 The Parties agree that they will work in a collaborative spirit to achieve a shared vision. Recognising its particular relationship with Scotland, and the high degree of cross border working already established, the North East Combined Authority will act as the main point of contact on behalf of TfN.
- 4.2 The Parties will invite each other to relevant stakeholder events and aim to share any material presented and minutes, as may be appropriate.
- 4.3 Officials from both parties will attend quarterly progress meetings, to be hosted alternately in Glasgow and Newcastle, unless an alternative venue is agreed. The role of these meetings will be to:
- Ensure both parties are up-to-date with significant developments which affect matters of common interest;
 - Ensure both parties are apprised of progress on their respective strategies, with opportunities to comment on that progress;
 - Identify, and attempt to resolve, any issues of conflict or potential conflict.
- 4.4 Each party agrees to share any proposal or plans which may impact on the objectives of the other party. The respective views of Transport Scotland and TfN will be clearly transmitted within each party, to ensure good understanding of issues as they arise.

5 Status

- 5.1 This Memorandum does not, and is not intended to, create any legal rights, duties or membership as between the Parties and is not, and is not intended to be, legally binding on either party. All matters described in this Memorandum are subject to relevant corporate and regulatory requirements applying to either party and adherence to relevant protocols. All such matters are also subject to the ability (or otherwise) of either party (or its constituent parts) to obtain formal authority for actions relating to this Memorandum.
- 5.2 Nothing in this Memorandum shall affect the statutory or regulatory duties or responsibilities of either Party (or its constituent parts) and its existence does not preclude the taking of any action by either Party (or its constituent parts) where that Party considers it is appropriate to do so.

6 Confidentiality provisions

- 6.1 The Parties acknowledge that it may be desirable from time to time to exchange confidential information (including, but not limited to, information of a commercially sensitive nature and information expressly marked as being confidential) for the purposes of this Memorandum. Such exchanges will only take place where that is capable of being done in compliance with statutory, regulatory and other legal duties. The handling arrangements and requirements for any particular information will be agreed on a case by case basis.
- 6.2 If any Party (as a public authority) under the Freedom of Information Act 2000, Freedom of Information (Scotland) Act 2002) or Environmental Information (Scotland) Regulations 2004 receives a request for information relating to this Memorandum or activities undertaken by reference to its terms, it shall inform the other party of the request as soon as possible and keep that Party apprised as to the handling of the request.

7 Joint Review

- 7.1 The Parties commit to review this Memorandum, and the working arrangements defined within it, to reflect the evolving roles of the Parties. The first review will be no later than two years following the date of its signing.

8 Contacts


- 8.1 The key contacts for this Memorandum are:

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9 Signed

For The Scottish Ministers

 Signature

17/2/16 Date

Keith Brown MSP

Cabinet Secretary for Infrastructure, Investment and the Cities

For Transport for the North

 Signature

17th Feb 2016 Date

Councillor Nick Forbes

Transport Portfolio Member, North East Combined Authority

Member, Transport for the North Partnership Board

