

MULTI-AREA AGREEMENT: SUMMARY OF PROGRESS AND NEXT STEPS

RECOMMENDATION

- 1 That the Partnership notes the progress and next steps and gives its views.

BENEFITS OF NEGOTIATING AN MAA

- 2 Multi-Area Agreements are similar to Local Area Agreements, but involve more than one local authority. They are primarily a tool for negotiating priority outcomes and actions at a sub-regional level, where these require additional support from government and/or its agencies. The benefits of negotiating the MAA are as follows:

- focus the sub-region, its strategic partners, regional / national agencies and government departments on the delivery of the West of England's key priorities
- secure commitment well in advance to planned and programmed investment in infrastructure, to match growth in jobs and homes
- find better ways of doing business with strategic partners, regional / national agencies and government departments which increases their commitment to the partnership's priorities, increases progress and reduces complexity and bureaucracy
- conclude specific agreements which join-up the work of the public sector and government, reduce uncertainty about public investment and speed-up delivery
- ensure more flexibility, powers and resources are devolved to the sub-region, through the Sub-National Review, in return for jointly delivering agreed and measurable outcomes

- 3 The key parties to the negotiations, depending on the outcomes under discussion are:

Regional Development Agency
Homes and Communities Agency
(English Partnerships and Housing Corporation)
Learning and Skills Council
Jobcentre Plus
Highways Agency
Environment Agency

Network Rail
Communities & Local Government

The Treasury
Department of Transport
Department of Work & Pensions
DEFRA

PROGRESS

Adoption of National Indicators

- 4 In conjunction with the officers responsible for local authority Local Area Agreements officers propose the following core National Indicators to underpin the MAA.
 - Delivering the new homes targets, more affordable homes, mixed & sustainable communities
NI 159 Supply of ready to develop housing sites CLG DSO
NI 154 Net additional homes provided PSA 20
 - Delivering transport infrastructure to reduce congestion and increase use of public transport
NI 167 Congestion – average journey time per mile during the morning peak PSA 5
NI 177 Local bus passenger journeys originating in the authority area DfT DSO
 - Sustaining high levels of economic growth and Increasing competitiveness
No National Indicators.
 - Reducing worklessness and NEET young people; increase level 2 qualified adults
NI 152 Working age people on out of work benefits PSA 8
NI 163 Working age population qualified to at least Level 2 or higher PSA 2
NI 117 16 to 18 year olds not in education, training or employment (NEET) PSA 14
 - Delivering a shared solution for the disposal of municipal waste
NI 193 Municipal waste land filled Defra DSO
 - Climate change
Discussions are continuing
- 5 This proposal may be subject to adjustments in the light of continuing negotiations. it also relies upon GOSW confirming that local authorities who are continuing to include in their LAA some of these measures as reward targets would be able to retain the national reward payments for meeting the agreed targets.

Continuing discussions and negotiations

- 6 In preparing for the MAA negotiations the specialist officer groups for each of the MAA outcomes listed at para 5 above are focussing on the:
 - 'offer' from the sub-region
 - the specific 'asks' of sub-regional partners, agencies and government
 - the measurable outcomes that will result from the conclusion of agreements
- 7 Two examples of current drafts are attached as Appendices A and B.

Engaging with GOSW officials and sub-regional partners

- 8 Further more specific negotiations with GOSW officials and sub-regional partners are planned for later this month.

Capacity building

- 9 No response has yet been received from GOSW to the earlier submission, made at their suggestion, for capacity building support for the delivery of the MAA. A response is expected shortly.

NEXT STEPS

- 10 Further work is scheduled by the specialist officer groups to express the MAA actions and outcomes in more specific terms to support the negotiations with strategic partners, agencies and government departments.
- 11 Proposals will be made to the relevant Partnership Programme Board or specialist group to seek their views and endorsement for the approach to the negotiations.
- 12 GOSW have indicated that given the nature of many of the areas for negotiation, nationally the original deadline for the conclusion of the negotiations has been extended into the Autumn.

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11.3.08

Deliver the new homes targets for the sub-region to 2026, ensuring mixed and balanced communities with a stepped increase in affordable homes.

1 Original summary of actions required to deliver this outcome.

- Phased development and implementation of a plan which specifies:
 - the number, location and sequencing of development and the role and accountability of public and private development partners to deliver the required housing numbers.
 - the investment in transport, social and environmental infrastructure required
 - and aligns the various sources of funding: use of public land, developer contributions, revolving infrastructure funds and prudential borrowing, RDA and Homes& Communities Agency investment, including New Growth Point resources.
- Simplified checks and controls and more flexibility in the use of resources based on agreed arrangements for business planning and the approval, programming and management of resources.
- Agreed delivery methods and vehicles which:
 - plan and specify outcomes clearly
 - join-up public and private development partners
 - ensure top rate project management
 - share/transfer risk effectively
- Agreed governance arrangements

2 Offer

- The phased development (and regular monitoring) of a sub-regional spatial plan committing to the number, location, sequencing and phasing of homes to be delivered up to 2026.
- A programme for agreeing consistent sub-regional strategies and policies to ensure the joint delivery with developers of mixed and sustainable communities which provide a good quality of life and the required response to reducing the impact of climate change.
- An initial assessment by, and a programme for the phased identification of resource requirements by for:
 - site assembly, studies and masterplanning
 - delivery capacity
 - infrastructure needs, phasing and costs
 - delivering the required number of affordable homes
- The phased production of business cases to jointly agreed standards and formats to evidence the need for any public investment or cash flow support for infrastructure, to supplement use of public assets, community infrastructure levy and other developer contributions.

- Effective governance and delivery arrangements to manage the public sector contribution to the delivery of housing targets (including affordable housing and mixed and sustainable communities). In particular:
 - Planning, Housing and Communities Board of Executive Members
 - Local authority controlled 'Delivery' Company commissioning consultants and contractors to deliver major public infrastructure investment programmes
 - Area based delivery vehicles

3 **Asks**

- Joined-up approach (across government and its agencies) to the business planning and monitoring which underpins bids for public investment or cash flow support for the revenue and capital costs. Duty for agencies / departments to cooperate.
- Joined-up approach across local public services to ensure timely investment in services essential to mixed and sustainable communities.
- Certainty of funding for low cost housing options over a defined longer-term time period (5 or 3+2 years).
- West of England appraisal of housing / growth projects worth less than £5 million.
- Ability to vire resources across different disciplines.
- Ability to re-profile the sequencing of individual projects.
- Programming investment in public infrastructure further into the future.
- Common appraisal system based on HMT Green Book.
- Streamlined approach to performance monitoring.

4 **Performance measures**

- Milestones for settling and negotiating the 'offer and asks'.
- Milestones for delivering the actions and outcomes over the period of the MAA.
- NI 159: Supply of ready to develop housing sites.
- NI 154: Net additional homes provided.
- Identifying any local outcome measures.

5 **The parties to the negotiations**

CLG: 'growth' team
 English Partnerships) Homes & Communities Agency
 Housing Corporation)
 Regional Housing Board
 SWRDA
 National Housebuilders Federation
 Developers
 RSLs
 Local Authorities and the West of England Partnership

Delivery of the “Our Future Transport” vision to 2026, by encouraging less reliance on the car, based on incentives to use quality public transport, in order to tackle congestion, improve quality of life, improve economic performance and support delivery of RSS in the sub-region.

1 Original summary of actions required to deliver this outcome.

- Phased development and implementation of agreed plans to 2026, to include agreed plans from 2007/8 to 2018/19 as part of the Revised Funding Allocation 2 process of:
 - building on GBSTS and JLTP, transport studies and schemes necessary to manage existing and projected future growth in congestion
 - medium and long term plans for the investment required to implement the transport schemes specifying the sources of funding: DfT, income from schemes, prudential borrowing, private developers
 - delivering value for money through economies of scale and joint contracting arrangements and minimising environmental impact
- Formal agreements with DfT, Highways Agency, Network Rail, Bus and Train Operating companies on the role and contribution of public and private bodies responsible for planning and operating transport investment and services and fares
 - Appropriate exercising of highway and transportation powers
 - To transfer specified Highway Agency powers to the new governance arrangements
 - To transfer new rail and bus powers (eg franchising) to the new governance arrangements
- To speed up delivery, simplified checks and controls and more flexibility in the use of resources based on agreed arrangements for business planning and the approval, programming and management of resources.
- Agree priority schemes to meet agreed sub-regional objectives, targets and indicators and top slice budgets accordingly.
- Agreed delivery methods and vehicles with mechanisms in place to ensure successful delivery of the vision.
- Agreed governance arrangements to specify what is to be delivered to achieve the transport vision.
- Agreed funding mechanism for the development costs.

2 Offer

- Lengthen period over which agreed transport investment is planned and prioritised against future capital allocations.
- Production of business cases and delivery plans to jointly agreed standards and formats.
- Clear, phased strategies for:
 - the development, implementation and management of schemes in response to the Transport Innovation Fund.

- securing more control over the planning, provision and quality of public transport, i.e. buses and local rail.
- joint planning of strategies and investment with the Highways Agency, Network Rail and Rail Operators.
- Establish a Joint Transport Committee to provide collective sub-regional governance to recommend and steer investment and exercise powers within frameworks determined by the Council Cabinets.
- Establish a Joint Transport Advisory Board comprising cross-party members and strategic to complement the work of the Joint Committee.
- Establish a local authority controlled company to commission consultants and contractors to deliver major transport schemes.

3 **Asks**

- Longer-term planning and programming of greater transport investment: certainty of funding over a defined longer time period (5 or 3+2 years).
- Simplified checks and control, and less time and energy justifying and/or monitoring investment:
 - Speed up the approval process for major schemes
 - Common appraisal system based on HMT Green Book.
 - Appraisal of projects worth less than £5m within the West of England.
 - Ability to re-profile the sequencing of individual projects.
- Greater powers, especially to require government agencies and organisations to engage and respond to our strategies for improving public, transport and reducing congestion (duty for other agencies / departments to cooperate).
- Streamlined approach to performance monitoring.

4 **Performance measures**

- Milestones for settling and negotiating the 'offer and asks'.
- Milestones for delivering the actions and outcomes over the period of the MAA.
- NI 167: Congestion.
(B&NES suggest this is a local NI)
- NI 177: Local bus passenger journeys.
(B&NES suggest this is retained in LAA; for them it is a stretch target)
- Identify any local outcome measures.

5 **The parties to the negotiations**

DfT
 SWRDA
 Bus Operators
 Rail Operators
 Network Rail
 Highways Agency
 Business and other strategic partners
 Local Authorities and the West of England Partnership