

MULTI AREA AGREEMENT (MAA)

Recommendation

- 1 That the Partnership support the negotiation of a multi-area agreement with its strategic partners, government and its agencies to support the delivery of the priority sub-regional outcomes set out in the report.

The benefits of negotiating an MAA

- 2 These are as follows:
 - Greater focus on the delivery of the priority sub regional outcomes that rely on cross-boundary working
 - Better ways of doing business with regional/national agencies and government departments which reduce complexity and bureaucracy
 - Specific agreements which join-up the work of the public sector, reduce uncertainties and speed-up delivery
 - Planned and programmed investment in infrastructure to match growth in jobs and homes
 - More flexibility, powers and resources devolved to the sub region in return for jointly delivering agreed and measurable outcomes.
- 3 The key parties to the negotiations, depending on the outcomes under discussion would be:
 - Regional Development Agency
 - Homes & Communities Agency (English Partnerships and Housing Corporation)
 - Learning & Skills Council
 - Jobcentre Plus
 - Highways Agency
 - Network Rail
 - Communities & Local Government
 - The Treasury
 - Department of Transport
 - Department of Work and Pensions
 - DEFRA
- 4 One of the disciplines required of MAAs is the negotiation of measurable outcomes. Although there are likely to be a number of negotiated measures it is likely that some will be taken from the government's New Performance Framework. A sample of these national measures is appended to this report.

Proposed priority outcomes for inclusion in the West of England MAA

5 It is proposed that the following outcomes be the basis of the MAA.

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

In summary, the actions required to deliver this outcome are as follows:

- 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

7 **Delivery of the vision for transport infrastructure to 2026, encouraging less reliance on the car based on incentives to use quality public transport, in order to improve quality of life and economic performance.**

- Phased development and implementation of agreed plans to 2026 of:
 - 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.
- Formal agreements on the role and contribution of public and private bodies responsible for planning and operating transport investment and services.
- 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.
- Agreed governance arrangements.

8 Deliver reductions in worklessness, and young people not in employment, education and training (NEET). Increase the percentage of adults with a Level 2 qualification or above.

- Through the Employment & Skills Programme Board, join up the agenda of the public agencies committed to the delivery of these outcomes, agreeing joint and individual actions and outcomes
- Secure agreement to essential flexibility and additional powers from government, as necessary, to maximise the effectiveness of joint working
- Pool and reallocate budgets, and as necessary seek additional resources to support the agreed actions
- Ensure effective engagement with employers, adults not in employment and young people not in education, employment or training.

9 Deliver a shared solution for the disposal of the West of England's municipal waste.

- Develop a sub-regional waste minimisation strategy to reduce the amount of waste requiring processing.
- The Councils to individually and collectively develop services to meet the National Waste Strategy targets in order to obtain PFI credits to secure alternatives to landfill.
- Provide alternatives to landfill for processing residual municipal waste arising in the sub-region using alternative technologies.
- Establish the planning framework for the provision of sites suitable for processing municipal and commercial/industrial waste to meet the waste levels arising in the sub-region.

Other priority outcomes considered for inclusion in the MAA

10 During officer discussions of the priority outcomes to be included in the MAA two further possibilities were considered:

- sustaining high levels of economic growth and increasing competitiveness
- reducing deprivation, in particular ensuring everyone benefits from the prosperity of the sub-region.

11 The views of the Partnership Board on these alternative or additional outcomes, as well as the four set out at paragraphs 6 to 9 above, are requested.

Government's outline timetable for the negotiation of MAAs

12 Officers will need to comply with the following outline government timetable for the negotiation of the MAA, in planning their work and seeking approvals from the Partnership and Council Cabinets.

December 2007

7 December - West of England Partnership Board– agrees scope of MAA in principle.

13 December – meeting of Government Office (GO) and Agencies, resulting in a draft negotiating brief.

January 2008

Meeting of GO, Agencies and West of England Partners to scope MAA and prepare a project plan.

Produce a long-list of outcomes and indicators, against the scope of the MAA.

March 2008

Early March - agree fit between the outcomes and indicators in the MAA and Local Area Agreement.

Mid March - outline MAA submitted to CLG.

April - May 2008

Negotiate draft delivery plans for each Workstream.

Final draft MAA submitted to CLG.

June 2008

End of June - MAA signed off

Next steps

- 13 Subject to the decision of the Partnership, lead officers responsible for preparing and negotiating the MAA with sub-regional partners, the government and its agencies will plan the work required, initially in conjunction with colleagues in the Government Office. It will be essential to ensure strong links with the preparation of LAAs in each Council, to avoid overlap, especially in the case of employment and skills.

TW/smm
29 November 2007

NEW PERFORMANCE FRAMEWORK: NATIONAL OUTCOME & INDICATORS

Economic Well-being

NI 117 16 to 18 year olds not in education, training or employment (NEET) PSA 14

Local Economy

Employment

NI 151 Overall employment rate PSA 8

NI 152 Working age people on out of work benefits PSA 8

NI 153 Working age people claiming out of work benefits in the worst performing neighbourhoods DWP DSO

NI 173 People falling out of work and on to incapacity benefits DWP DSO

Qualifications & Skills

NI 163 Working age population qualified to at least Level 2 or higher PSA 2

NI 174 Skills gaps in the current workforce reported by employers DIUS DSO

Homes

NI 154 Net additional homes provided PSA 20

NI 155 Number of affordable homes delivered (gross) PSA 20

Planning and site availability

NI 157 Processing of planning applications as measured against targets for 'major', 'minor' and 'other' application types CLG DSO

NI 159 Supply of ready to develop housing sites CLG DSO

NI 170 Previously developed land that has been vacant or derelict for more than 5 years CLG DSO

Transport

NI 167 Congestion – average journey time per mile during the morning peak PSA 5

NI 175 Access to services and facilities by public transport, walking and cycling DfT DSO

NI 176 Working age people with access to employment by public transport (and other specified modes) DfT DSO

NI 177 Local bus passenger journeys originating in the authority area DfT DSO

NI 178 Bus services running on time DfT DSO

Environmental Sustainability

NI 186 Per capita CO₂ emissions in the LA area PSA 27

NI 188 Adapting to climate change PSA 27

NI 191 Residual household waste per head Defra DSO

NI 192 Household waste recycled and composted Defra DSO

NI 193 Municipal waste land filled Defra DSO

NI 197 Improved local biodiversity – active management of local sites PSA 28

NI 198 Children travelling to school – mode of travel usually used DfT DSO