

BOROUGH OF POOLE

COUNCIL

17 JUNE 2008

**BOURNEMOUTH, DORSET AND POOLE MULTI AREA AGREEMENT
(MAA): REPORT OF THE LEADER OF THE COUNCIL AND CHAIRMAN
OF CABINET**

1. PURPOSE

- 1.1 To consider the recommendations of Cabinet on the Multi Area Agreement and to seek Council's views to recommend it to Government.

2. DECISIONS REQUIRED

2.1 To seek Council's views on the draft MAA and recommend:

- (i) Its submission to Ministers;
- (ii) Approve of the governance arrangements for the MAA
- (iii) The appointment of the Leader of the Council to sit on the Board
- (iv) Authorising the Leader of the Council to sign the final MAA.

3. DISCUSSION/BACKGROUND

- 3.1 Cabinet, at its Meeting on 3 June 2008, considered the enclosed Report and unanimously approved the above recommendations.
- 3.2 The Chief Executive advised that, the Council was one of a small number of pilot Multi Area Agreements in the Country. The focus of the MAA was to facilitate the economic development of the Dorset sub-region with a real opportunity for the sub-region to demonstrate that if the proposed changes were permitted it would facilitate the realisation of the area's economic potential.
- 3.3 The MAA was a formal agreement between local partners and the Government to improve the economic performance of the local area with both sides promising to undertake specified actions to this end. Locally these actions were centred around the National Performance Indicators and targets relating to them and, in return the Government offered to grant the area freedoms and flexibilities ("enabling measures") to assist in the achievement of those actions.
- 3.4 The Chief Executive advised that, amongst the 13 pilots were large cities, such as Newcastle, Manchester and Bristol. In the Southwest

Region Bristol and the MAA of Bournemouth, Dorset and Poole were the only two.

- 3.5 The pilots had been further reduced from 13 and Bournemouth, Dorset and Poole MAA were still in contention.
- 3.6 I will advise Council of the latest position at the Meeting.
- 3.7 I urge Council to support this Multi Area Agreement.

Councillor Brian Leverett

Leader of the Council and Chairman of Cabinet

COUNCIL 17 JUNE 2008 FOR INFORMATION

BOROUGH OF POOLE

CABINET

3 JUNE 2008

Bournemouth, Dorset and Poole Multi Area Agreement (MAA)

Part of the published Forward Plan – No

Status – Strategic Policy

1 Purpose and Policy Context of Report

The report sets out progress on the development of the Bournemouth, Dorset and Poole Multi Area Agreement (MAA). It sets out the proposed governance arrangements for the MAA, and appends a draft MAA for submission to Government departments as a basis for negotiation during May and June 2008. The MAA is scheduled for final agreement at the end of June.

2 Decisions Required

Members are asked to give views on the draft MAA and recommend to Council:

- (i) Its submission to Ministers
- (ii) The governance arrangements for the MAA
- (iii) The appointment of the Leader of the Council to sit on the Board
- (iv) That the Leader of the Council be authorised to sign the final MAA

3 Background

- 3.1 At its meeting on 4 September 2007, the Cabinet was advised about the progress of the development of the Bournemouth, Dorset and Poole Multi Area Agreement (MAA) and Local Economy Overview Group (LEOG) has considered the development of the MAA at its meetings on 28 February 2008 and 1 May 2008. The MAA is one of a small number of pilot MAAs in the country. Work has progressed and a draft MAA is being drawn up at the time of writing this report. The draft MAA was submitted to CLG by 25 May to enable further negotiations to take place between local partners and Government departments. It is hoped that a final MAA will be signed off by the end of June 2008.
- 3.2 The focus of the MAA is to facilitate the economic development of the Dorset Sub-Region. "Raising the Game" was the title of the economic strategy produced by the Bournemouth, Dorset and Poole Economic Partnership in 2005. Some of the actions identified in "Raising the

Game” have been progressed, but the MAA is seen as a vehicle for giving fresh impetus to their delivery.

4. The Draft MAA

- 4.1 The MAA is a formal agreement between local partners and the Government to improve the economic performance of the local area. Both sides promise to undertake specified actions to this end. Locally, these actions are centred around the National Performance Indicators and targets relating to them. In return, the Government offers to grant the area freedoms and flexibilities (“enabling measures”) to assist in the achievement of those actions.
- 4.2 A substantial amount of work has been undertaken by a variety of partners to identify possible areas for inclusion within an economic agreement. The MAA itself, attached as Appendix 1 is shorter, and focuses only on those actions where the Government agrees to offer enabling measures. It is likely to focus on skills, transport and connectivity, and housing. However, actions not included in this formal MAA but included in the broader partnership work are equally important, and it is intended that partners will continue to work together to deliver them.
- 4.3 A critical part of the delivery of the MAA will be through the enabling measures set out in Tables 1 - 4 of Appendix 1. These measures require alterations to current Government policies and procedures. Ministers have indicated that they are actively looking to MAAs to highlight such changes. This is a real opportunity for the sub-region to demonstrate that if the proposed changes are permitted, they will facilitate the realisation of the area’s economic potential. Discussions with Government departments are identifying which of the suggested enabling measures the Government is likely to be willing to include, and the conclusion of these discussions will shape the content of the final MAA.

5 Governance

- 5.1 Appendix 2 sets out the proposed governance arrangements for the MAA.
- 5.2 The MAA Partnership includes the three principal authorities in Dorset, namely Bournemouth Borough Council, Dorset County Council, and the Borough of Poole. The Partnership also includes representatives from the Regional Development Agency (RDA), District Councils, the commercial and business sectors, and the learning and skills community serving the Partnership area. The terms of reference of the partnership charge it with providing leadership and co-ordination of sub-regional economic development and activity, and driving forward a delivery plan – principally the MAA. While the MAA will be prepared by

the Partnership, it will be signed off by the local authorities and Government Office for the South West (GOSW).

- 5.3 The Board will comprise 13 Members representing the following sectors and the three Local Strategic Partnerships:
- The Leaders or lead Portfolio Holder from each of the three principal Authorities
 - A representative of the District Councils
 - Two representatives of the learning and skills sector
 - Six representatives of the private/commercial sector, with at least one of these from each of the Local Strategic Partnerships in the three principal authority areas.
 - The Regional Director of South West Regional Development Agency (SWRDA).
- 5.4 Current membership of the Board is set out in Appendix 2. A representative of the financial service sector is being sought to take up the sixth private/commercial sector seat. The Council is asked to confirm the Leader of the Council's place on the Board.
- 5.6 An officer Programme Group and theme groups have been set up to support the Board in the development of the MAA. It is expected that a Programme Manager, hosted by Dorset Business, will be appointed in the next few months.
- 5.7 For each specific project promoted by the Partnership funding and delivery arrangements will be signed off by the appropriate accountable body. The latter will be determined by reference to the statutory powers and responsibilities of the partners, and will normally be one or other of the principal local authorities or other relevant statutory bodies.

6 Budget Implications

- 6.1 The MAA is likely to be a means of prioritising action rather than place new demands on the Council
- 6.2 Activities identified in the agreement can only be implemented once funding and delivery plans are in place. The South East Dorset Traffic Model arrangements are a good illustration of the type of agreements that will be necessary.
- 6.3 To help drive forward delivery, a Programme Manager will be employed using resources from SWRDA and Lift SW. The Programme Manager will be based at Dorset Business.
- 6.4 To 'kick-start' some of the activities it may be necessary to establish some pump priming funding but this will be confirmed at a later date.

7 Conclusion

Work on the MAA is now well advanced. The Cabinet is asked for its views on the draft MAA, prior to its consideration by council and before its submission to Ministers. There will then be a period of negotiation around specific targets and the enabling measures, before a final MAA is produced for agreement at the end of June.

Jim Bright
Strategic Director

Contact Officer: David Ralph, Head of Strategic Planning
01202 633327
d.ralph@poole.gov.uk

RAISING THE GAME

THE BOURNEMOUTH, DORSET AND POOLE MULTI AREA AGREEMENT

1. Where are we now?

- 1.1 The Bournemouth, Dorset and Poole sub-region has a population of about 700,000 and includes the South East Dorset conurbation, at nearly 450,000 the second largest urban area in the South West.
- 1.2 There is an outstanding natural environment, including: a World Heritage Coastline; very large areas of national and international heathland designations; Areas of Outstanding Natural Beauty; and significant historic and cultural assets that contribute to the character and distinctiveness of the area. These are great assets but also impose physical constraints.
- 1.3 The economy has grown significantly in recent years and for the most part unemployment is low and economic activity rates are high. However, this masks a number of challenges. The sub-region is:
 - Not as productive as it should be, with Bournemouth-Poole having a GVA per head lower than that of England, with Dorset significantly lower than that;
 - Characterised by a relatively low wage economy which with very high house prices and the relatively large stock of second homes makes the area one of the least affordable in the country;
 - Experiencing skills gaps at all levels, exacerbated by demographic change with a loss of young people and a higher proportion of retired people than in the South West region and England;
 - Being challenged to tackle the causes of multiple deprivation in deprived neighbourhoods, particularly in Bournemouth where there are 17 Super Output Areas in the 20% most deprived nationally; and
 - Coming under pressure from business and local communities to enhance the sub-region's infrastructure, particularly the need to address increasing congestion in the urban area and inadequate wider connectivity.
- 1.4 Stakeholders in the sub-region recognise that there is a compelling case for 'raising the game' and have formed a partnership to tackle those issues that need to be addressed. The Partnership is managed through a Board that comprises senior local business figures, local authority leaders, the RDA and the higher education and skills sectors. It is chaired by a private sector representative. In addition, there are theme

groups that address the key issues affecting the area. The MAA is drawn from the work undertaken by these groups.

2. Vision

2.1 **Our vision is to develop a strongly performing economy, characterised by a greater concentration of higher skilled, higher paid, jobs than now and to do this while respecting and protecting our unique environmental assets.**

Success will be measured by increased GVA per head (and GVA per worker) and increased average weekly earnings.

2.2 Building on the comparative advantages of the sub-region, set out in section 3, below, and bearing in mind the weaknesses highlighted in section 1, above, the outcomes that would characterise a successful transition to a more strongly performing economy within environmental means should include:

- A high- value **advanced engineering** sector including aerospace and a significant marine sector;
- An nationally and internationally significant concentration of **financial and business services**;
- A world class **higher education** presence with new approaches in creative media, business, speciality medical services and innovation in tourism;
- An economic, social and physical environment attractive to **young people** and where an ageing population have a good quality of life properly provided for;
- More **efficient use of land** in the urban areas, with the housing stock matched to people's needs in a higher quality urban environment;
- A cluster of newly emerging **environmental technologies** with low barriers of entry for R&D and the commercial exploitation of new ideas;
- Sustainable, reliable and efficient **transport systems** and widespread high-speed **broad-band connectivity**;
- An **airport** that is business driven and capable of sustaining a green technology business park, with **sea ports** at Poole, Weymouth and Portland that are competitive in key markets;

- An **Olympic legacy** that creates new opportunities to regenerate Weymouth and Portland as centres of international marine and leisure excellence; and
- Greater **inter-regional cooperation**, developing complementary economic links with South Hampshire, and **international links** with Europe and emerging global economies.

3. Closing the Gap – Realising Potential

- 3.1 The sub-region has great potential: its importance is recognised as one of the South West RDA's Key Areas; Poole is a designated Growth Point; and the MAA is one of the 13 national pilots. We are not starting at the bottom. We are seeking to realise potential.
- 3.2 The sub-region contains the second largest urban area in the South West. It is diverse and enjoys a superb natural environment. It is also relatively close to London and the South East. There is a growing regional airport, three sea ports and an expanding, better quality, higher and further education sector.
- 3.3 The area is already home to very successful businesses, including Barclays, JP Morgan, Cobham, Sunseeker, Siemens, and growing concentrations of businesses in marine, high technology manufacturing, financial and business services, food and drink, leisure services and the creative and cultural sector. Weymouth is hosting the Olympic sailing events at the 2012 Games.
- 3.4 The area has many of the key ingredients to build a successful, knowledge-based and higher-value, economy:
 - Despite skills deficits in the working age population, pupil attainment in local schools and the HE/FE sector is excellent;
 - Emerging high value sectors that have the potential to add to the diversity of the economy include creative industries 'spinning out' of the sub-region's Higher and Further Education facilities.
 - A major opportunity to build on public sector research and development specialisms (e.g. Winfrith Technology Centre, CEFAS at Weymouth).
 - Concentrations of high technology manufacturing in Poole and East Dorset that are regionally significant including aerospace and marine.
 - Proposals to bring forward further development land at Bournemouth Airport needed to grow the cluster of aerospace-related businesses in the sub-region and catalyse skills.

- Opportunities for further growth of the marine sector in Poole and Weymouth and Portland around the success of Sunseeker International Ltd and others.
- The provision of employment land and the Weymouth and Portland National Sailing Academy at Osprey Quay, Portland, the Full Sail Ahead regeneration scheme in Poole, and employment sites and deep-water harbour facilities at Portland Port.
- Tourism remains a vital sector across the sub-region - the first Hotel School in the country at Bournemouth has the potential to raise standards across the sub-region and help attract further investment into the sector.
- The potential for the development of higher value tourism building on conference facilities centred on Bournemouth; the designation of the Dorset and East Devon Coast World Heritage site which provides further potential for tourism growth.
- A strong financial and business services sector which in a recent report by Cambridge Econometrics is capable of adding more value to sub regional growth if properly supported.
- A strong public sector which is an important generator of economic activity across the sub-region, with concentrations of activity occurring both in the South East Dorset conurbation and in the Dorchester and Weymouth travel-to-work area.

3.5 On the basis of the analysis of key issues and potential, set out above, five strategic priorities for action have been agreed. They are:

- **Business Growth and employment land;** To achieve a long-term sustainable growth in productivity, increase levels of enterprise and innovation and reduce sub-regional disparities in business formation and growth and ensure a supply of marketable employment land and high quality business space.
- **Skills;** To provide a flexible and adaptable workforce able to meet employers' skills needs now and in the foreseeable future in supporting the transition to a high value knowledge driven economy.
- **Transport and Connectivity;** To create an efficient and reliable transport and communications system that improves inter-and intra regional and sub-regional connectivity in getting people to jobs, raw materials to production, and finished goods and services to market.

- **Housing;** To ensure that the provision of new homes supports the sub region's economic aspirations and respects the need to conserve the high quality local environment.
- **Environment;** To accommodate high level GVA growth within sustainable environmental means.

- 3.6 The explanatory document that accompanies this MAA submission sets out delivery plans for each theme, with short, medium and long term aspirations as appropriate. Much of this delivery activity does not need to be included in the formal MAA; it will not require freedoms and flexibilities from Government. However, the wider delivery plan is galvanising the partnership and demonstrates that objectives can be achieved through stakeholders working together. Nevertheless, some activities in the wider delivery plan but not featuring in the MAA are likely to require enabling measures and when further development work has been undertaken the MAA will be supplemented.
- 3.7 The MAA now submitted for sign-off in June 2008 therefore focuses on a request for 14 freedoms and flexibilities under four of the five key themes; skills, transport, housing and environment.

4. The Multi Area Agreement

- 4.1 MAA aims, targets, activities and partners for each theme are set out in Tables 1-4, below. Each table is cross-referenced to the complete list of enabling measures (freedoms and flexibilities) set out in Table 5.
- 4.2 **Skills:** The MAA builds on the Regional Economic Strategy by securing better performance in terms of higher skills attainment (Level 4+) and graduate retention and employment as part of the development of a comprehensive skills strategy for BDP. This will be enabled through the introduction of greater flexibility in terms of HEFCE funding models that incentivise training by small and micro businesses. The MAA also tackles the issue of NEETs by addressing the participation of 16-18 year olds in formal learning whilst at work and the introduction of other measures. Achievement will be enabled by the introduction of wage subsidies on a pilot basis.
- 4.3 **Transport:** Addressing accessibility issues is a long-term process. The MAA has identified key issues for the sub region, relating to congestion, access to employment and connectivity. This submission therefore recognises that during the 3-year MAA period the Partnership will need to achieve certain milestones, putting us in a stronger position to establish a sound programme of improvements to underpin future transport plans and the bidding processes associated with them. This explains the vital importance of the South East Dorset Multi Modal Study and resulting model, in particular.
- 4.4 **Housing:** The MAA focuses on affordable housing and does not have an overall target for the provision of new housing. It is recognised that the

local planning authorities will prepare LDFs that are consistent with the adopted SW Regional Spatial Strategy. In addition, Poole is negotiating an NI 154 trajectory aligned to its Growth Point status. There are, however, actions set out in the supporting document to ensure that planning frameworks are in place to accommodate required residential development levels.

It is anticipated that implementation of affordable housing policies will generate more than £25m pa public sector funding, leveraging in more than an equivalent sum of private capital, principally through developer contributions. In addition, around £17m pa of financial developer contributions will underpin a drive to enable intermediate renters to buy property.

It would assist in sensibly planning for affordable housing if the NI 155 target related to units **secured** rather than **completed**. The need for national consistency is recognised and no request has been made for an enabling measure. However, we request that consideration be given to the use of securing units as a better measure of performance in this area.

4.5 Environment

The MAA seeks to develop an environment programme that meets the objective of promoting growth within environmental means and which contributes to increasing sub regional productivity. The MAA focuses on maintaining the attractiveness of the environment as a key driver of growth; promoting growth within environmental means and recognising that the environment is a key contributor to economic performance. The programme has been developed in conjunction with Dorset Business, the Federation of Small Businesses and Marks and Spencer, and seeks to deliver a range of strategic initiatives, eg eco business parks and improvements to SME environmental practices, eg waste recycling.

Table 1 - Skills

Aim	Target	Activities	Partners	Enabling Measure
To secure a higher proportion of the population aged 19-64 qualified to at least Level 4 or higher	NI165 – improve performance from Q4 2006 baseline of 29.6% to Q4 2011 target of 35.1%	A pilot programme to incentivise the engagement of small and micro-businesses in co-funding training at higher levels (Level 4+). A new co-ordinated, employer-led higher skills programme as part of a comprehensive skills strategy for Bournemouth Dorset & Poole.	HEFCE, Local authorities, HEIs, other training providers, SW Lifelong Learning Network, Sector Skills Councils, LSC, South West RDA, Business Link, Dorset Business, local employers	S1
To improve graduate retention and employment within the local economy	As above	Pilot 'STRIDE' graduate and post-graduate placement programme offering a 4-8 week 'trial' placement opportunity Mentoring of students, student enterprise projects (live projects with companies) and other enterprise projects	As above	S1
To raise the career aspirations of young people, improve preparedness for work and increase the participation of 16-18 year olds in learning with a view to reducing the level of NEETs	NI117 – reduce NEETs level from Q4 2006 baseline of 6.2% to Q4 2011 target of 5.2%	A package of measures including: Engagement of employers in a pilot programme to incentivise training of 16-18 year olds (made possible by an enabling measure that provides a wage subsidy to employers) Pilot mentoring scheme, Skills Festival, DVD promoting employment opportunities Research into NEETs and best practice in terms of education/business links in preparation for the transfer of responsibilities for 14-19 provision from LSC to local authorities given that MAA areas could be the first to do so Conference bringing together MAA Board members, head teachers and other stakeholders	Connexions, local authorities, training providers, local employers, Dorset Business, schools, LSC, South West RDA, The Army, Aim Higher, Young Enterprise, Dorset & New Forest Tourism Partnership, Dorset Retail Skillshop	S2

Table 2 – Transport

Aim	Target	Activities/ Milestones	Partners	Enabling Measure
Reduce growth in congestion	NI 167	Activity 1: South East Dorset Multi-Modal Study (SEDMMTS). Model by summer 2009. Access for new key employment sites identified by summer 2010.	Local Transport Authorities Highways Agency, SWRDA, SWRA, GOSW	T1
		Activity 2: Poole Bridge Regeneration Initiative. Issue tenders by Summer 2009. Completion by Summer 2011.	BoP, PHC, DfT	T2 T3 T4
		Activity 3: Bus Showcase Corridors. All buses GPS fitted by end 2010. Poole-Boscombe journey reliability improved by Summer 2011. Major scheme business case submitted by end 2010.	Bournemouth BC B of Poole Bus operators	T1 T3 T4
		Activity 4: Intelligent Transport Systems. Olympic Package ready by end 2011. South East Dorset ITS Control Room open by summer 2012.	Highways Agency Local Transport Authorities	T2
Provide new key employment sites with good access		Activity 1: See above.	See above	See above
		Activity 2: See above.	See above	See above
		Activity 5: Highways Agency development control – new joint working arrangements by end 2008. Delivery strategy for A31/A35 improvements by mid 2010.	Highways Agency Local Transport Authorities GOSW	T5
Improve access to employment by public transport	NI 176	Activity 1: See above.	See above	See above
		Activity 2: See above.	See above	See above
		Activity 3: See above	See above	See above
		Activity 4: See above	See above	See above
Improve connectivity to South Hampshire and London		Activity 1: See above.	See above	See above
		Activity 5: See above	See above	See above
Improve connectivity to Bristol and the North		Activity 1: See above	See above	See above

Table 3 - Housing

Aim	Target	Activities	Partners	Enabling Measure
To increase the amount of affordable housing available	NI 155 Without enabling measures MAA area will provide 2721 units in the period 2008-2011 (907pa). With them we aim to provide 2526 (943 pa) . The greater benefits are after 2011, provision rising to 1010pa .	Establish a common planning policy across the MAA area, reducing the site threshold for affordable housing to 1 unit, including where appropriate financial developer contributions on smaller sites. The Borough of Poole will promote new policy in its LDF Core Strategy to be submitted in May 2008, the policy to be applied by all MAA authorities using a common Housing Market Area/ Housing Needs Assessment evidence base. This would include sub-regional nominations, facilitating mobility of labour.	Local Planning Authorities.	H1 H4
		Allocate land specifically for affordable housing and restrict the number of second homes, which limit the amount of housing available to meet local needs/requirements, within local authority areas. This is particularly significant for rural areas.	Local Authorities	H2
		Establish protocol with the Housing Corporation establishing quality and value for money criteria for the investment of the national affordable housing programme in Dorset; involves balancing high and low cost schemes across the two Housing market areas covered, allowing an agreed tolerance on efficiency targets in relation to value for money to bring schemes forward.	Local Authorities Housing Corp.	H3
To increase the amount of Intermediate Housing to provide accommodation for those seeking to live and work within the area, freeing- up 'affordable' units for those in need of that accommodation. This could require a package of linked measures, all of which could benefit from the financial support made available through enabling measure H1.	Assuming that 50% of financial affordable housing contributions are used for this purpose it is estimated that a revolving fund of about £250m could be generated over a 15-year period.	Locate land through the establishment of a Local Housing Company and endeavour to make this available at a discounted rate.	Local Authorities Stat. Undertakers Landowners	H1 H4
		Set up a fund to 'subsidize', by way of preferential loans, those wishing to 'step up' from affordable to intermediate housing. The 'Company' would require economies of scale (hence the need for cross boundary co-operation) and the injection of capital upfront. Capital from Central and Local Government could be supplemented by private industry, in return for example, for nomination rights and the commercial banking sector. Also by encouraging those obtaining 'surplus' housing allowance into the scheme to buy 'credits' to invest in future housing provision.	Local Authorities Private sector	H1
		Adopt innovative approaches to the provision of intermediate housing, including housing provided by RSL's and Local Authorities who retain their housing function, together with self build projects, community land trusts and agencies such as Asset Trusts, with flexible tenure to allow stair-casing up and down as personal circumstances require.	Local authorities RSLs Potential occupiers	H1
		Procurement competition to select an RSL to provide affordable housing across a number of sites in separate districts to give certainty and good value of money due to economies of scale.	Local Authorities Housing Corp.	H1

Table 4 – Environment

Aim	Target	Activities	Partners	Enabling Measure
Promote the environment as a key contributor to the economic performance of the area.	To meet the aspirations of NI targets 192 & 193 To achieve Waste Strategy 2007 recycling & composting targets of >40% by 2010 and >45% by 2015 and to achieve >53% municipal waste recovery by 2010 and >67% recovery by 2015.	Encourage and support SMEs to improve their waste management practices by providing advice and guidance on recycling schemes available in the BDP catchment area, including provision of information seminars and leaflets. Investigate the feasibility of allowing SMEs to deposit waste for recycling at local authority disposal sites.	Waste Disposal Authorities	E1 E2
Reduce air quality problems caused by road transport emissions.	Ensure that there are no more than 2 Air Quality Management Areas by end 2011. There are 2 currently but an immediate risk that this will rise to 5.	Introduce a pilot incentive scheme, offering grant aid for Euro 5 buses.	Local Transport Authorities Bus operators.	E3

Table 5 - MAA Core Freedoms & Flexibilities		
Ref:	MAA 'Ask'	Background (Evidence)
T1	Rules Governing Inter Agency co-operation & Funding - Poole, as the project lead, asks that GOSW be allowed to guarantee the remaining £700,000 over the period 2008/09 to 2010/11. It does not concern the local authorities how much is funded by each Government agency. There is a serious risk of delay, and greatly increased study costs, if this is not resolved. Delivery of the Regional Spatial Strategy in SE Dorset is critically dependent on the model results.	Recent experience with the SE Dorset Multi Modal Transport Study shows that some government agencies cannot commit to programmes of funding over more than one year, whereas local authorities can. Also, the financial rules governing the Highways Agency conflict with the project guarantees required to obtain RDA grant. It does not concern the local authorities how much is funded by each Government agency. There is a serious risk of delay, and greatly increased study costs, if this is not resolved.
T2	2008 Transport Bill / Traffic Manager Role - The authorities require the flexibility to appoint a joint Traffic manager for the SE Dorset conurbation	The Councils are considering how the powers in the current Bill would assist their promotion of bus services and their joint management of the highway network, particularly in SE Dorset. The current Bus Quality Partnership arrangements have delivered significant growth in urban bus passengers, so we are likely to seek Integrated Transport Authority status for traffic management rather than public transport. Obviously the detail is dependent on the final version of the legislation. The actions will mainly be funded from the capital (LTP) budgets of the three authorities
T3	Assessment Process for Regeneration Schemes - New strategic assessments to be applied to the Poole Bridge Regeneration Initiative and SE Dorset Bus Showcase Corridors. Both these Major Schemes will promote growth in sustainable locations, and have major development funding, and can be delivered in phases over an 8 to 10 year period – DfT standard assessments undervalue their benefits	The Councils consider that major transport schemes which help to deliver growth or have substantial developer funding require shorter more strategic assessment procedures with joint assessment by DCLG / DfT. Poole Bridge Regeneration initiative and the SE Dorset Bus showcase corridors should both benefit from this new process
T4	Scheme Assessment – weighting of key deliverables. An urgent proportionate re-appraisal by DfT and DCLG of the PBRI Core Scheme, in advance of the NATA refresh outputs	The Councils consider that the current economic benefits assessments give too much weight to benefit/cost ratios, and insufficient weight to delivering economic, environmental and growth targets agreed with Government. Whilst the NATA refresh process may bring some changes, an urgent re-appraisal of the Poole Bridge Regeneration Initiative Core Scheme is necessary

T5	Highways Agency Development Control -It is proposed that the HA should not apply their usual development control approach, but instead will work jointly with the three local Highway Authorities to an agreed joint procedure for dealing large developments, and to agree a delivery strategy (including Community Infrastructure Levy for transport) for major trunk road improvements. Ideally, this should apply throughout the MAA area, but the most crucial length is the A31 in SE Dorset, where key employment sites are being delayed by HA. It is not intended that the HA should suspend any of their powers and duties, but that they should give greater weight to the economic needs of the area. Without this joint approach, key employment sites for over 2000 jobs would be delayed, and there is a risk that some would be lost altogether.	The current actions of the HA on development control matters are making the provision of new key employment sites with good access very difficult to achieve
S1	Funding for Level 4+ Training - Freedom to reduce the level of support required from businesses employing up to 49 people that wish to engage in co-funding their workers for higher level (Level 4+) training. Formula to change from 50/50 to fully funded in Year 1 to be bid for through the South West Lifelong Learning Network, scaling back to 75/25 in Years 2 and 3 in terms of the ratio of HEFCE funding to employer contribution. With the intention of working towards a full co-funded model. To be linked to improved performance in Level 4+ attainment	The sub-region does not perform as well as the South West in terms of the attainment of higher skills at Level 4+ (29.6% of the 19-64 population in BDP compared to 32.5% in SW (APS, 2006)). The local authorities, HEIs and FE colleges working within the South West Lifelong Learning Network, local employers and other partners are committed to working together on a number of innovative projects to address this issue. However, the area is dominated by small and micro businesses (97% of all businesses in BDP employ up to 49 people and 86% employ only 1-10 (ABI, 2006)). Those businesses experience difficulties in raising finance to co-fund higher skills development. Flexibility in HEFCE funding models is required to incentivise small and micro businesses to engage with HE providers in the first instance to spread understanding, experience and value of higher level skills to strengthen co-funded provision in the future. This is particularly important in view of the projection of more difficult trading conditions nationally in the short term.
S2	Funding for training for 16-18 year olds - Freedom to offer a subsidy to at least the level of the minimum wage or actual hourly wage depending on employer choice to employers that sign up to the Skills Pledge and enable 16-18 year olds to participate in formal accredited training. A fund of at least £100,000 p.a. to be identified from established sources and ringfenced for employers in Bournemouth Dorset & Poole for this 3 year pilot programme to be linked to higher performance in terms of the reduction of NEETs	The provision of attractive employment opportunities that offer training and ultimately career progression is part of a range of measures planned to reduce the number of young people that leave school and do not pursue employment, education or training. Experience has shown that there is a heightened risk of those in employment without training to become NEET and given that the proportion of 16-18 year olds in employment but no formal learning is higher in BDP than the regional average, it is important to address this issue. Currently, Train To Gain does not support employers that choose to offer training to 16-18 year olds. The freedom and flexibility is designed to introduce a wage subsidy as an incentive to do so as part of a pilot programme.

H1	Affordable housing policy - The MAA seeks approval for the policy to negotiate for the provision of affordable housing on ALL residential sites, as proposed in the emerging Poole LDF Core Strategy, to be applied across the sub region. Ideally, this might involve a legislative change to ensure that a proposed policy, that has been the subject of examination into its soundness, in one local authority area could be applied in another where the problems are identical. At the very least, an open acknowledgement that the Poole policy is an important material consideration throughout the MAA area is required.	Strategic Housing Market Assessments and Housing Need and Demand Surveys have been undertaken on a sub regional basis. Up to date affordable housing (planning) policies are required to ensure that new residential development contributes appropriately to the provision of affordable housing. The Poole LDF Core Strategy has now been submitted and has responded to the new evidence base by proposing that a site threshold of one unit be applied to negotiations for affordable housing .
H2	Use Classes Order - Greater control over tenure through a revision of circular 03/05: Changes of Use Of Buildings and Land – The Town and Country Planning (Use Clases) Order 1987 to include two new categories for a) affordable housing and b) second homes and holiday	Affordable housing and second homes use classes: The sub region is an area in which growth is stimulated almost entirely by net inward migration. Despite the construction of over 90,000 new dwellings over the last 25 years the affordability situation has worsened. The increase in the number of second homes has exacerbated the situation, particularly in rural areas.
H3	Housing Corporation Protocol - to establish quality and value for money criteria for the investment of the national affordable housing programme in Dorset. This would involve balancing high and low cost schemes across the two Housing market areas covered and allowing an agreed tolerance on efficiency targets in relation to value for money to bring schemes forward.	At present, the Housing Corporation will balance high and low cost schemes across the region and it would support the MAA if the HC were to adopt the same approach within the MAA area. Housing Authorities will show viability to justify costs and as such would be able to argue that funding should be made available where social housing grant costs are say 15% above target e.g. £ 46,000 average for social housing grant on rented schemes as opposed to £ 40,000. This would enable RSLs to bring forward schemes on that basis and subsidise other schemes to bring in at £ 40,000 because that would be rewarded with additional funding. In this way, RSLs can bring forward more schemes, the Housing Corp. get more delivery as do the Housing Authorities.
H4	Planning Policy Statement 25 (Development and Flood Risk) - Modification and clarification of interpretation such that a strategic approach to sequential testing can be undertaken where LDF Core Strategies and their accompanying Strategic Flood Risk Assessments allow.	Within the South East Dorset conurbation it is expected that a very significant proportion of new residential development will come forward on brown field sites. Many of these are too small to qualify as allocations in the Local Development Framework. Nevertheless, they are necessary to the development of required levels of residential provision and the sequential approach cannot be sensibly applied to every windfall proposal. Provided that strategies are backed up by SFRA's a strategic approach is justified.
E1	Section 45 (1) (b) of the Environmental Protection Act - The Government/DEFRA agree to expand the definition of household waste to include commercial waste collected under the EPA for the purpose of including recycled commercial waste in National Indicator Performance Figures.	This would enable local authorities to increase their recycling performance and overall diversion of waste from landfill without themselves being penalised through having failed to achieve targets and would assist local authorities in achieving National Indicator targets NI 192 and 193. The benefits would also include a reduction in waste disposal costs for SMEs as a result of avoided landfill tax.

E2	WasteDataFlo reporting procedures - That the Government/DEFRA agree that all non-recyclable waste materials deposited by commercial operators and businesses in designated council-owned waste disposal sites within the Multi Area Agreement region should be excluded from statutory WasteDataFlo reporting procedures for the purposes of determining future Landfill Allowance Trading Scheme (LATS) liabilities accruing to constituent waste disposal authorities.	This would enable local waste disposal authorities to contribute to meeting EU Landfill Directive Article 5 objectives without incurring financial penalties for exceeding Landfill Allowance Trading Scheme annual capping limits and would assist them in meeting National Indicator NI 193 aspirations by reducing the amount of non-recyclable waste disposed of in landfill.
E3	Grant Aid for reducing bus emissions - A pilot incentive scheme in Dorset to promote Euro 5 vehicles. To be effective the incentive would need to be at least half the £4,500 additional cost of Euro 5 fitments for a bus. Without this scheme, there is a significant risk that the number of AQMA will rise from 2 to 5.	There is insufficient financial assistance to bus operators to support their acquisition of Euro 5 vehicles, and older buses are considered a significant factor in some urban locations, including one with formal Air Quality Management Area status. Replacing an annual licence with a discounted 3-year licence for low emission vehicles could be part of an incentives package to operators. It is estimated a 5 year Dorset initiative would cost Government £200,000.

THE AGREEMENT

BOURNEMOUTH, DORSET AND POOLE MULTI-AREA AGREEMENT

Interpretation

1. “MAA” means those outcomes, indicators, targets, enhanced targets, enabling measures and funding streams, as are identified in the main document entitled “Raising The Game – Making It Happen,” together with the statement of involvement of the Partnership Board in the design of the those outcomes and targets and the delivery of those outcomes;

“Council” means **Poole Borough Council (as the accountable body for the MAA Partnership Board);**

“Partnership” means **Bournemouth, Dorset & Poole MAA Partnership Board;**

“Government Office” means **Government Office for the South West;**

“Funding streams” means grant funding streams which HM Government has agreed to pool (“pooled funding”) and funding which the Partnership has decided to include as part of the MAA (aligned funding”).

Purpose

2. The Council, the Partnership and HM Government have made this MAA with the intention of further improving the services to local people in the administrative areas of **Bournemouth Borough Council, Dorset County Council and Poole Borough Council** (the sub-region).

Agreement

3. The MAA sets out the funding streams and agreed enabling measures for the Partnership in order for it to deliver the outcomes set out in the MAA. The MAA may also set out outstanding enabling measure requests, that is those which have not been agreed, or refused. If business cases are produced, HM Government will consider these, in line with the agreed enabling measures process.
4. The Council shall be the accountable body for any pooled funding paid by HM Government in connection with the MAA. Funding stream amounts set out in the MAA may be indicative and subject to confirmation.
5. The Partnership will endeavour to deliver the outcomes set out in the MAA.

6. The Government Office will work with the Council and Partnership to monitor progress in achieving the targets and agree with them measures for addressing underperformance through six monthly performance reviews, as set out in existing guidance for Multi-Area Agreements published by the Department for Communities and Local Government.

Duration

7. This Agreement covers the period 1 April 2008 to 31 March 2011 for a major refresh and review before proceeding to the next stage of the Agreement covering the period to 31 March 2026. There will be an interim review at the end of the period 31 March 2015. The outcomes and targets set out in the MAA for each financial year may be amended, by agreement between the Partnership and HM Government, before the start of the financial year to which the amendments relate.

Not legally binding

8. The Agreement is entered into in good faith, but it is expressly recognised that it is not legally binding on the Council, the Partnership or HM Government. However, the Council and the MAA Partnership Board, which includes Dorset County Council and Bournemouth Borough Council, will be expected to comply with the requirements of Section 106 of the Local Government and Public Involvement in Health Act 2007.

Signed on this the June 2008:

Relevant Partner Signatories

For Her Majesty's Government

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Bournemouth, Dorset & Poole MAA Partnership

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GOVERNANCE ARRANGEMENTS

This section sets out the Governance arrangements and expectations of the partners involved in Bournemouth, Dorset and Poole sub regional economic development, and in particular the development and implementation of the Bournemouth, Dorset and Poole Multi-Area Agreement (the Partnership).

Parties

The Partnership includes the three principal authorities in Dorset, namely Bournemouth Borough Council, Dorset County Council, and the Borough of Poole. The Partnership also includes representatives from the RDA, District Councils, the commercial and business sectors, and the learning and skills community serving the Partnership area.

For each specific project promoted by the Partnership funding and delivery arrangements will be signed-off by the appropriate accountable body. The appropriate accountable body will be determined by reference to the powers and responsibilities of the partners as set out in statute, and will normally be one or other of the principal local authorities or other relevant statutory body.

Overall Partnership Aims

The Bournemouth, Dorset and Poole MAA Partnership is a group of diverse public and private sector organisations which has been established to undertake the functions of a local strategic economic partnership. The focus for this work is predominantly, but not exclusively, South East Dorset. The Dorset Strategic Partnership will therefore retain an Economic Forum for work outside the scope of the MAA Partnership.

The objectives of the Partnership reflect the priorities in 'Raising the Game', the sub-Regional Economic Strategy developed by the Bournemouth, Dorset and Poole Economic Partnership, the Partnership's predecessor sub regional body. They relate in particular to the areas of skills, housing, transport, business growth and strategic employment sites and environment and associated business issues. The Partnership will also maintain an up to date economic assessment of the area.

The aim of the Partnership is to bring together the parties set out above with the clear objective of working together to progress important cross-boundary issues, listed in this document, in a way that will facilitate constructive joint working and the development of solutions more efficiently than if the partners were working in isolation.

Terms of Reference

The Partnership has agreed to have the following Terms of Reference and objectives:

- To provide leadership and co-ordination of sub-regional economic development and activity.
- To act as the principal voice on economic development issues, lobbying on behalf of the sub-region and maintaining appropriate links with the RDA and other regional agencies.
- To ensure that the sub-region is well informed about the economy.
- To ensure that economic development activity takes place in support of an up-to-date sub-regional strategy, prepared in conformity with regional and sub-regional statutory plans.
- To develop and deliver focused and carefully prepared action in a small number of areas significant to the sub-regional economy, including the terms of a Multi-Area Agreement for sign off by the Local Authorities and GOSW.
- Scrutinise and drive forward the agreed Delivery Plan, including the MAA.
- Hold responsible partners to account for MAA delivery.
- Review of the MAA in the light of change in circumstances and delivery performance.
- In partnership with the local authorities, scrutinise the work of the RDA and other regional agencies in so far as they affect the sub-region

Legal Framework

The Partnership is established pursuant to the Local Government Act 2000 and relevant Government guidance.

The Partnership is a non-executive body and is not a public authority. It does not have a separate corporate identity. Should it wish to discharge any functions that would require such status, it may choose to act through one of its constituent parties so far as those actions are compatible with the legal powers and duties of that party.

The Partnership will be accountable to its constituent parties and those sectors whose interests it is seeking to serve. Accountability to the wider community will be through its participating organisations.

Structure

The Partnership will be managed by a Board. The Partnership will develop and implement its action plans through Theme Groups whose work will be focused on the key topic areas identified in a Delivery Plan and MAA.

The Partnership Board

The Board will comprise 13 Members representing the following sectors and the three Local Strategic Partnerships:

- The Leaders or lead Portfolio Holder (as desired) from each of the three principal Authorities
- A representative of the District Councils
- Two representatives of the learning and skills sector
- Six representatives of the private/commercial sector, with at least one of these from each of the Local Strategic Partnerships in the three principal authority areas
- The Regional Director of SWRDA

It is expected that the Chief Executives of the three principal authorities, a representative of GOSW, and any other appropriate Officers may be in attendance to advise in a non-voting capacity. A Chair shall be elected at the first meeting of the Board from among the non-Local Authority members of the Board.

Partnership Theme Groups

Development and implementation of action plans associated with each of the key topic areas identified in the Delivery Plan and MAA will be the responsibility of a Theme Group, comprising relevant officers of local authority and other partners. The Group chairperson will be responsible to the Board for the work of the Group where that work relates to the Delivery Plan of the Partnership.

When Groups bring forward projects requiring funding they will be the subject of separate agreements with each of the funding partners, the Board being given responsibility for performance management.

Dorset Business will be contracted to provide a project management and secretariat function, utilising funds drawn down by the local authority partners from the South West Regional Development Agency. The Project Manager will be responsible to the Board and will work with a Programme Group of Theme Group chairs and senior local authority officers. The Programme Group will be responsible for MAA review, the provision of economic intelligence and the drafting of sub regional economic strategy.

Meetings of the Partnership Board

Meetings of the Partnership Board shall take place at least once every quarter in each calendar year, and additional meetings may be arranged at the request of the Chair as required. No business may be transacted at any meeting of the Board unless a quorum of members is present being at least

six members of the Board including representatives of the three Principal Authorities.

At least five working days notice must be given in writing to the members of the Board of each meeting.

If a quorum is not present within 30 minutes of the scheduled start time, the meeting shall be adjourned to such a date, time and place as may be determined. Notice of the date, time and place of the resumed meeting should be sent to Members as soon as is reasonably practical.

Meetings will be held in private but minutes will be published on the Partnership web site.

Review and changes to the structure of the Bournemouth, Dorset and Poole Partnership

Any member(s) proposing a change in structure and/or membership levels of the Partnership Board must do so in writing so that the proposed change may be incorporated into the agenda and notice of meeting as required above. After discussion, any proposed changes to the structure and/or membership levels can only be approved by a two thirds voting majority of the Board.

Review and changes to the structure of the Bournemouth, Dorset and Poole Partnership

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Role and attributes of partnership members

Members of the Partnership Board will be able to demonstrate the following attributes in discharging their role:

- Able to take a genuine strategic sub-regional view
- To have or to develop a good knowledge of the sub-region in all its aspects in order to effectively represent their sector
- To have an inclusive concern for all who live, work and study within the sub-region
- Able to speak with authority in support of their key sector or organisation
- Able to champion, communicate and further the work of the partnership throughout their sector and its partnerships, organisations and sphere of influence
- Able to work in collaborative partnership with people from difference sectors and backgrounds
- Ability to attend partnership meetings and training events

Nominations and appointments to the Partnership Board will normally be for a period of three years running from the date of the first full meeting of the Board and then subsequently from each third anniversary of the first Board Meeting

Any member of the Partnership Board may resign by giving not less than one months notice in writing. Any subsequent appointment to replace the retiring member will be effective for the period from the date of appointment until the expiry of the original three-year period mentioned above.

Members of the Partnership Board are expected to observe the ten principles of probity in public life (Appendix 1). Should it appear that any member may have acted in contravention of any of these principles, or in any other way has acted to the detriment of the partnership, or to bring the partnership into disrepute, their conduct may be referred to a membership panel comprising three members of the Board, and representing at least three of the sectors present on the Board. The membership Panel will consider the member concerned and will make recommendations to the Board as to whether the member should be removed from membership, or whether any other appropriate action should be taken. For the avoidance of doubt, the membership Panel may also have referred to it cases where members consistently fail to attend meetings of the Board.

The benefits of open, honest and challenging debate are recognised. However, it is expected that members of the Partnership Board will exercise collective responsibility once decisions have been made by the Partnership Board, and members should undertake not to criticise publicly the functioning of the Board, the Theme Groups, or any other aspects of the Partnership without first discussing their concerns with the Chair of the Partnership and any appropriate Support Officers.

Confidentiality

Partnership Board members undertake to respect the confidentiality of any correspondence, reports, documents, minutes, or verbal updates clearly intended to be confidential. As such, they will not forward the contents of any such documents or verbal updates in writing, electronically or verbally to any third party without the permission of the Partnership Board.

Decision Making

Decisions of the Partnership Board should be reached by consensus. Where consensus cannot be reached and where it is necessary to conclude discussion of a matter with a decision, then a vote may be requested, either by the Chair or by any other voting member. Should a vote be requested, the matter must be put to the meeting subject to the Chair being satisfied that an adequate debate on the matter has been undertaken. The Chair may defer a vote until he or she is of the opinion that a full debate has been concluded, but may not defer the item to another occasion if a vote is requested, unless the item is withdrawn from the meeting for decision.

Changes to the Constitution

This Constitution may be changed by a resolution passed by a two-thirds majority of members present and voting at a meeting of the Partnership Board and then ratified by the local authority partners. This power can only be utilised to facilitate the better working of the Partnership. Any proposed amendments must appear as a separate item on the agenda, setting out the terms of the changes proposed and must be formally sent out for consultation amongst the members of the Board with the agenda at least five working days before the meeting at which a decision is to be taken.

Reporting Mechanisms to Local Authorities and Local Strategic Partnerships

Each local authority will take responsibility for reporting back in accordance with the requirements of the individual authority. Similarly, Board members on Local Strategic Partnerships will take responsibility for reporting back to the LSP.

PARTNERS TO THE MAA

Name	Organisation
Gordon Page	Cobham plc (Chairman)
Angus Campbell	Leader, Dorset County Council
Brian Leverett	Leader, Borough of Poole
Stephen MacLoughlin	Leader, Bournemouth Borough Council
Alan Griffiths	Leader, Christchurch Borough Council
John Butterworth	FJB Hotels
David Woodhouse	Hall & Woodhouse
Peter Henness	Sunseeker
Ray Bulpit	Southwell Business Park
Richard Dimpleby	Learning and Skills Council
Nick Petford	Pro Vice-Chancellor, University of Bournemouth
Tony Bray	South West Regional Development Agency
TBC	Dorset Business
TBC	Environment Representative