

**REPORT OF THE CHIEF EXECUTIVE**

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**Liverpool City Region Multi Area Agreement (MAA)**

**1. EXECUTIVE SUMMARY**

- 1.1 The purpose of this report is to advise members on the current position in regards to the Liverpool City Region Multi Area Agreement. The platforms for Economic Development, Transport and Housing have undergone intensive development in recent weeks to meet challenging timescales for submission. Members are asked to approve the platform papers and authorise Wirral to formally sign off the MAA Platform papers for submission to Government on the 9<sup>th</sup> June 2009.

**2. Background**

- 2.1 Cabinet have received regular updates on the development of the Liverpool City Region Governance arrangements with the latest update on 9<sup>th</sup> April setting out the principles for working towards an Economic Prosperity Board. This will form a key part of the proposed work plan for the City Region, alongside the development of an operating agreement for the Shadow Cabinet, the establishment of a scrutiny panel as well as the development of the policy boards. Further work undertaken on the developments will be brought back before Wirral's Cabinet, including the composition and membership of the policy boards.

**3. Multi Area Agreements (MAA)**

- 3.1 One of the key components of the Liverpool City Region operating arrangements will be the Multi Area Agreement (MAA). MAA's include agreed priorities between sub regional partners and central government and are required to be consistent with regional strategies and Local Area Agreements (LAA's).
- 3.2 Progress on the development of the MAA was reported to Cabinet on the 9<sup>th</sup> April. The first phase of the Liverpool City Region MAA proposals was submitted in November 2008 and it focussed on collaboration on employment and skills to improve the sub-region's economic prosperity. The MAA Skills and Employment platform, reported to Members in October 2008, was officially signed by the Prime Minister and Liverpool City Region Council representatives at Downing Street on the 12<sup>th</sup> January 2009.

3.3 The following platforms have undergone extensive development over the last two months:

- Economic Development (led by Liverpool City Council in conjunction with TMP)
- Transport (led by Halton BC in conjunction with Merseytravel)
- Housing (led by St Helens MBC)

3.4 The themes for economic development, housing and transport were originally expected submitted in April 2009. However, it is now expected that the Liverpool City Region MAA will be with Government on the 9<sup>th</sup> June.

3.5 The Liverpool City Region Story of place has been refreshed in light of the platform developments and also the current economic circumstances. Members are asked to note that this document, a with the platform papers, are subject to last minute changes following high level discussions between representatives from government and relevant people from the Liverpool City Region which will take place on the 18<sup>th</sup> May.

3.6 Any extensive changes will be brought to member's attention at Cabinet.

3.7 All of the platform documents are lengthy and therefore the relevant papers have been made available via the following link:

<http://www.mis.mottmac.com/MAAPapers/tabid/300/Default.aspx>

These asks contained within these documents are summarised in Appendix 1. The proposed monitoring framework is attached at Appendix 2. These are the most up to date that are available at the time of writing this report. The platforms and the asks have been circulated widely amongst Wirral Officers and for the Housing and Transport platform papers, the Director of Regeneration and the Director of Technical Services are content about the current platforms as their views have been inputted in the development process.

3.8 The Economy platform has been subject to more rigorous development and whilst it focuses on the longer transformational actions that will see the Liverpool City Region a thriving international destination by 2030, it also includes short term asks that provide a response to the recession. The following section provides an overview of the platforms.

### **Economy Platform**

3.9 The Story of Place outlines the vision for economic growth over the next twenty years. This economy platform details how this will be achieved by

entering into a long term, strategic relationship with Government to progress four transformational actions:

1. Culture and Visitor Economy
2. Liverpool SuperPort
3. Low Carbon Economy
4. Knowledge Economy

## **Transport**

3.10 In order to achieve a fully integrated, sustainable and safe transport network which supports economic and social regeneration ensures good access to all. To achieve this, the Transport platform has the following proposals:

1. Improving accessibility to employment and opportunities
2. Improve capacity and connectivity of the Liverpool City Region
3. Low Carbon Transport Demonstration City: Reducing emissions and addressing climate change

## **Housing**

3.11 This platform focuses on the quality and choice of housing with particular attention on the completion of existing regeneration programmes such as NewHeartlands HMR programme in order to support and contribute towards future economic growth and to support social and economic inclusiveness. This platform has the following three asks of government:

1. Supporting Growth and Renewal
2. Affordable Warmth
3. An effective Private Sector

## **4. Financial implications**

4.1 No implications as a direct result of this report, although collaboration as a Liverpool City Region in delivering MAA's may result in some additional resources being made available to LCR partners as appropriate. Although it is important to note here, that there are no new or additional resources made available for signing up to or the delivery of the MAA.

## **5. Staffing implications**

5.1 No implications arising directly from this report.

## **6. Equal Opportunities implications**

6.1 None as a direct result of this report.

**7. Community Safety implications**

7.1 There are no direct Community Safety implications arising from this report.

**8. Local Agenda 21 implications**

8.1 None as a direct result of this report.

**9. Planning implications**

9.1 None as a direct result of this report.

**10. Anti-poverty implications**

10.1 None as a direct result of this report.

**11. Human Rights implications**

11.1 There are no implications arising directly from this report.

**12. Social Inclusion implications**

12.1 None as a direct result of this report.

**13. Local Member Support implications**

13.1 There are no implications arising directly from this report.

**14. Background Papers**

14.1 The MAA Story of Place and the latest platforms for Transport, Housing and the Economy can be found by following the link below:

<http://www.mis.mottmac.com/MAAPapers/tabid/300/Default.aspx>

14.2 This link requires a username and password and these can be obtained by contact Wirral Council Committee Services on 0151 691 8501. All other information can be obtained by contacting Alan Evans in the Economic Policy Team on 0151 691 8426.

## **RECOMMENDATION**

That:

- (1) Members support the content of the MAA platforms and the refreshed Story of Place document and;
- (2) Authorise Wirral to formally sign off the MAA Platform papers for submission to Government on the 9<sup>th</sup> June 2009.

**S. Maddox**  
Chief Executive

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## **APPENDIX 1**

### **SUMMARY OF THE LCR ASKS**

#### **1. ECONOMY**

##### **SUMMARY OF ASKS**

###### **ASK 1: Implementing a Liverpool City Region Visitor Economy Strategy**

A Liverpool City Region Strategy for the Visitor Economy will be published by September 2009. Government departments and their agencies will establish, with LCR, a time limited task-and-finish group between July and December 2009 to develop and agree an action plan to implement the Strategy which will include, where appropriate, supportive additional policy flexibilities to be implemented by Government to maintain. The aim of the action plan would be to maintain our status as the second cultural capital of England.

###### **ASK 2: Establish effective dialogue mechanisms with Government**

Government and LCR will convene a time limited task-and-finish group to develop Liverpool SuperPort. This group will review the evidence base and prepare an action plan by the end of 2009. The Action Plan will be presented to Leaders and Ministers, and will cover policy support, access and connectivity, land assembly, sustainability, marketing and global positioning.

###### **ASK 3: Developing a Low Carbon Economy**

LCR together with Government and its agencies will jointly review the emerging Low Carbon evidence base. Subsequently, by March 2010 we will develop and agree a strategy and initial action plan to implement a low carbon economy in the City-Region which secures significant job creation and environmental benefits.

###### **ASK 4: Potential major projects**

Government and LCR will explore by March 2010 the viability of a Mersey Tidal Energy project, a Northern BRE centre and a LCR trial site for next-generation distribution networks [such as the Smart Grid concept].

###### **ASK 5: Partnership on the Knowledge Economy Group**

Government departments and their agencies agree to work with LCR to develop and agree a Knowledge Economy Plan by July 2010 which will include, where appropriate, supportive additional policy flexibilities to be implemented by Government in the areas of funding, upgrading digital networks, marketing, graduate and internship support, business support and realising the potential of key sites.

## **2. HOUSING**

### **Ask 1 – Supporting Growth and Renewal**

- Government departments and their agencies will establish a Joint Investment Board with Liverpool City Region partners, based on the HCA ‘single conversation’, to develop by the end of 2009 a single joint investment plan to more effectively co-ordinate and align all key infrastructure funding streams and associated policy, particularly covering housing, regeneration and transport.
- Government and the Liverpool City Region partnership will establish a time limited task-and-finish group (to include and RSL and developer) to review evidence about the Liverpool City Region housing market and the totality of products and policy levers available to partners to develop the market and subsequently prepare recommendations for Leaders and Ministers by the end of 2009 on any further actions, products or policy flexibilities that might add value.

### **Ask 2 – Affordable Warmth.**

- We welcome that Government has adopted the regulation allowing European Structural Funds to be used for housing energy efficiency projects and we wish to work with Government and the NWDA to align these funds with the City Region’s allocation for affordable warmth programmes in order to support the development of training programmes for the unemployed to implement the programme.

### **Ask 3 – An effective private rented sector**

- We welcome Government’s intention to consult on aspects of the Rugg Review including a national register of private landlords and additional criteria for selective licensing regimes. We would welcome the opportunity to pilot extended selective licensing in order to drive up the quality of housing in the private sector.

## **TRANSPORT**

### **3.1 Proposal One - Improving access to employment and opportunities**

**Synopsis** - Access to employment and education opportunities are essential for the City Region. All evidence supports the view that this is not simply a transport issue and that land use/location choice are critical, as are the policies and funding of key agencies such as DWP through Job Centre Plus.

**Summary** - Government Departments and its agencies agree to work with the LCR Transport Partnership to facilitate a package of measures to secure a long term planning and funding framework that provides clear equality of opportunity to those without access to private transport.

**ASK 1** Government to re-affirm their commitment to accessibility planning and ensure priorities are set out in clear lines of responsibilities for all stakeholders.

**ASK 2** Government Departments and its agencies agree to work with the LCR Transport Partnership to facilitate a package of measures to secure a long term planning and funding framework that provides clear equality of opportunity to those without access to private transport.

**ASK 3** To underpin this approach, Government and local partners to map funding streams and timelines and to agree how synergy between different funding streams can be achieved to enable a single accessibility strategy to be offered and delivered

**ASK 4** In order to establish long term funding for this approach, the LCR and Government to examine the cross sector benefits of transport interventions to create a clear understanding of costs and benefits across the different delivery and funding agents.

**ASK 5** Examine clearer guidelines on locational choice at both home and destination.

### **3.2 Proposal Two - Improving the capacity and connectivity of the LCR network.**

**Synopsis** – The geographic location of the LCR means that connectivity to the regional and national networks is critical. Its importance as a major port and centre of an extensive logistics sector reinforces this importance. The LCR have agreed to build on this strength in developing ‘Superport’ as one of its transformational programmes. This is seen as a potential key area in the future economic recovery of the LCR post recession. DaSTS has confirmed this by its recent upgrading of port access to national/international status. Linking between

Proposal 1 and Proposal 3 is critical and there are concerns about capacity constraints on the local rail network.

**Summary** - Government Departments and its agencies agree to work with the LCR Transport Partnership to examine and develop improved national, regional and local connectivity, addressing network capacity issues.

**ASK 6**        **Extend local rail franchising to cover the Liverpool City Region area.**

**ASK 7**        **Implement Full Local Decision Making in Control Period 5 (2014-2019)**

The City Region recognises that Network Rail would have to agree to Full Local Decision Making (FLDM), but our specific ask of Government is for the DfT to take a more active stance in pressing Network Rail to work with the City Region to develop workable proposals to allow FLDM to be introduced in Control Period 5.

**ASK 8**        **Full policy and financial commitment to, and delivery of, the Liverpool City Centre Stations (Central and James Street) Solutions in Control Period 5 (2014-2019).**

**ASK 9**        **Optimising the management of the strategic national and local highway network through a package of measures including, enhanced infrastructure and integration of national and LCR highway network Variable Message Signing.**

**ASK 10**       **Support the newly designated national port access route by financially supporting the development and delivery of a study to consider strategic, all mode, access to the Port of Liverpool, as a crucial component in achieving improved gateway access to the internationally designated Port of Liverpool, whilst minimising the environmental impact on the local community.**

**(This forms part of the transformational Superport project).**

### **3.3 Proposal Three - Low Carbon Transport Demonstration City - Reducing emissions and addressing climate change**

**Synopsis** – Supporting national economic competitiveness and growth whilst reducing transport's carbon dioxide emissions and tackling climate change is identified in DaSTS as the single greatest challenge facing transport. The LCR Transport Partnership is committed to meeting these twin goals and the requirements of the Climate Change Act, and supporting the LCR

transformational programme around a low carbon economy. The preferred outcome, as detailed in DaSTS, the Climate Change Act and the LCR low carbon economy vision is clear, but developing the options and most cost-effective solutions is the next stage.

**Summary** - DfT and its agencies agree to work with and fund the LCR Transport Partnership to examine and develop the options that will deliver the DaSTS challenges of supporting economic growth and tackling climate change.

**ASK 11      Developing the role of Smarter Choices**

**ASK 12      Support the City Region develop new technologies, products and services to support a low carbon transport city**

**ASK 13      To work with the LCR to examine how transport's air quality and green house gas emissions can be better addressed and managed.**

**ASK 14      Work with the LCR Freight Quality Partnership to promote further the opportunities for best practice in balancing the needs of freight and communities and examine priority areas for consideration. We will also look to how to incentivise behaviour change and carbon reduction in the freight sector. This is clearly linked as well to Ask 9 and Access to the Port study.**

## APPENDIX 2

The first five Performance Indicators below have already been agreed with Government as part of the Employment and Skills Platform.

No.	Key Performance Indicator	2012 Outcome	National Indicator	PSA
1.	The average % of 18-24 year olds leaving JSA and entering work	35 % (Baseline of 29.4% between Sept 07 and Sept 08)	No	PSA8: Employment opportunity for all
2.	The average % of all JSA claimants leaving JSA and entering work	40% (Baseline of 36% between Sept 07 and Sept 08)	No	PSA8: Employment opportunity for all
3.	Total no. of Incapacity Benefit and Employment and Support Allowance claimants	96,028 (2008-09 baseline of 105,070)	No	PSA8: Employment opportunity for all
4.	LCR residents qualified to Level 2 and above	72.37% (2006 baseline of 62.97%)	NI 163	PSA2: Skills
5.	LCR residents qualified to Level 3 and above	48.6% (2006 baseline of 42.0%)	NI 164	PSA2: Skills
6.	LCR residents qualified to Level 4 and above	Exceed the average annual north west growth rate. If current trends continue, this would equal 2.2% pa (based on average annual growth rates between 2004 and 2007).		PSA2: Skills
7.	GVA growth (per annum)	Exceed the average annual north west growth rate. If current trends continue, this would equal	No	PSA1: Productivity  PSA7: Economic Performance

		2.2% pa (based on average annual growth rates between 2004 and 2007).		
8.	VAT business density per 1000 people	Exceed the average annual north west growth rate. If current trends continue, this would equal 2.2% pa (based on average annual growth rates between 2004 and 2007).	NI 171 NI 172	PSA6: Business Success
9.	The number of new and affordable houses being built or brought back to the market	Targets to be agreed.		
10.	Number of houses being improved in order to meet decency standards	Targets to be agreed.		
11.	Properties included in Landlord Accreditation / Registration schemes	Targets to be agreed.	(Some impact on NI138)	(Some impact on PSA17)
12.	Homes given energy efficiency improvements through LCR authorities' work	Targets to be agreed.	(Some impact on NI138)	(Some impact on PSA17) PSA27
13.	% of workless Merseyside residents who are within 30 minutes of a major employment location by public transport	81% (2010/11 outcome)	NI 176 LTP 1	PSA 5 DfT DSO 4
14.	Congestion (person delay – keeping increase in person delay per mile below 5.1%)	105.1 (2010/11 outcome)	NI 167 LTP 7	PSA 5 DfT DSO 1
15.	Transport related emissions of carbon dioxide and other green house gasses	To be determined in line with the DfT Green House Gas budget allocation	No	PSA 27 DfT DSO 2 DEFRA DSO 3 DCLG DSO 5