



Engaging the third sector in the Tyne and Wear City Region Multi Area Agreement

April 2009

TYNE & WEAR
CITY REGION



north east
improvement
and **efficiency**
partnership



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Executive Summary

In early 2009, the Tyne and Wear City Region Interim Executive Board and the North East Improvement and Efficiency Partnership (NEIEP) commissioned Pentagon Partnership to undertake a programme of activity to support the active engagement of third sector organisations across the City Region in the delivery of the Multi Area Agreement.

The purpose of the events was to introduce the Multi-Area Agreement and City Region structures to third sector organisations from across Northumberland, Tyne and Wear and County Durham. Facilitator-led workshops were used to provoke discussion and debate amongst the delegates about the role of the sector in engaging with the MAA, barriers and risks to involvement and recommendations for overcoming those barriers.

The third sector has a critical **role** to play in delivering on employment and skills provision, and a growing role in delivering and advocating for better transport; this report identifies a range of different activity undertaken by third sector organisations across the City Region.

A number of **barriers** which are restricting third sector organisations from fulfilling their potential in these areas have also been identified.

The subsequent **recommendations** are aimed at overcoming these barriers, enhancing the sectors role as an advocate, a shaper of policy and a service deliverer.

These recommendations can be summarised as:

1. The third sector representative to be given full status on employment and skills board
2. The Transport Governance Review should give the sector a maximum role at the most appropriate level.
3. Pentagon Partnership should establish focus groups to provide third sector representatives with their mandates.
4. Potential further resources are required to:
 - Work with the Employment Consortium to improve the City Region's Directory of Employment.
 - Develop third sector partnerships to increase the ability of the sector to compete for City Region contracts.

Recommendations 1-3 can be resourced from the remainder of the NEIEP commission; recommendation 4 will require further discussion between Pentagon Partnership and the City Region team.

Introduction

In early 2009, the Tyne and Wear City Region Interim Executive Board¹ and the North East Improvement and Efficiency Partnership commissioned Pentagon Partnership² to undertake a programme of activity to support the active engagement of third sector organisations across the City Region in the delivery of the Multi Area Agreement.

Aiming to inform and build understanding and capacity amongst the third sector on its role in delivering MAA actions, we held two high profile launch events in March 2009.

It was agreed with the City Region that the events should not be seen as ‘one-off talking shops’ and that awareness-raising before the events and continued engagement afterwards will maximise third sector engagement.

This report summarises the events and makes a number of recommendations for the next steps needed to ensure maximum engagement and awareness.

The Tyne and Wear City Region is a partnership of all five Tyne and Wear local authorities, Newcastle, Gateshead, Sunderland, North Tyneside and South Tyneside, together with Northumberland and Durham. The partnership also includes the third sector, the business community and regional partners.

The Tyne and Wear City Region vision is based on two elements:

- **Achieving a more competitive City Region** – building competitive industries and world class talent resulting in improved GVA (economic output).
- **Achieving a more economically inclusive City Region** – ensuring economic opportunity and access for all.

The Multi-Area Agreement is the delivery mechanism towards achieving this vision.

Multi-Area Agreement

The Multi-Area Agreement (MAA) is a framework in which adjoining local authorities work in partnership. It is a voluntary contract between the City Region partners and central government that commits both parties to work collaboratively to deliver agreed priorities for the economic development of the City Region. Through MAAs local authorities can go beyond their administrative boundaries to better reflect the economic geography of their area and work in a more strategic way.

Two priority areas have been identified where the MAA can add significant value and strengthen the regional economy: **Employment and Skills**, and **Transport**.

¹ For more information on the City Region and MAA visit www.tyneandwearcityregion.co.uk

² For more information on Pentagon Partnership, visit www.pentagonpartnership.org.uk

The City Region MAA indicators are:

Employment and Skills

- Increase in the employment rate in the City Region.
- Reduction in the number of people on out of work benefits.
- Reduction in the number of 16 to 18 year olds not in education, employment or training.
- Increase in the proportion of people of working age with level 2, level 3 and level 4 skills.
- Reduction in skills gaps reported by employers across the City Region.
- Increase in the number of people participating in higher education.

Transport

- Increase in access to services by public transport.
- Increase in the number of people of working age able to access employment by public transport.
- Reduction in CO₂ emissions per capita in the City Region

Engaging with the third sector

Government commitment to third sector representation on decision-making bodies has been highlighted in a number of recent publications:

- **Sub-National Review (2007):**
 - *Local authorities should work in partnership with other public, private and third sector organisations through Local Strategic Partnerships and within the framework of Local or Multi-Area Agreements.*
- **Third Sector Strategy for Communities and Local Government (2007)**
 - *The sector should be a key and respected partner to local government.*
- **Communities in Control - Real People, Real Power (Empowerment White Paper 2008):**
 - *The third sector ... has a unique ability to articulate the views of citizens and drive change... Councils have the responsibility to ... work in partnership with the local ... third sector.*

At a regional level, the **Regional Economic Strategy Action Plan (2006-2011)** contains a commitment to “*ensuring economic opportunity for all and promoting diversity as an asset. We will develop a coherent joined up approach to economic inclusion that brings together partners from the private, public, voluntary and community sectors*”.

And the original **City Region Business Case (2006)** made it clear that “*effective city regional governance must: have clear political leadership, legitimacy and*

accountability as well as confidence from wider stakeholders, including business and the voluntary sector”

At the time of writing, the third sector currently has full representation on the City Region Interim Executive Board, observer status on the Employment and Skills Board, and Pentagon Partnership has a watching brief on the unfolding review of transport governance structures.

The events

The work to engage the third sector in the Multi-Area Agreement was launched at two high-profile events in March 2009, each one focussing on one of the MAA’s two priority areas.

- Tuesday 10th March 2009 – Employment and Skills
- Tuesday 24th March 2009 – Transport

The events were attended by a range of third sector organisations from across the City Region with an interest in delivering activities that meet the MAA targets on Employment and Skills and Transport. Local authorities and City Region officers were also represented.

See appendices B (p16) and E (p21) for lists of delegates.

Employment and Skills event

Tuesday 10th March 2009, Blue Flames Sporting Club, Newcastle upon Tyne

The purpose of the event was to introduce the Multi-Area Agreement and City Region structures to third sector organisations from across Northumberland, Tyne and Wear and County Durham. Focusing on the Employment and Skills MAA objectives, facilitator-led workshops were used to provoke discussion and debate amongst the delegates about the role of the sector in engaging with the MAA, barriers and risks to involvement and recommendations for overcoming those barriers.

See Appendix A (p15) for a full agenda and links to speaker presentations.

Summary of Findings

The third sector plays a significant role in the delivery of employment and skills training in the City Region³. Community organisations provide basic skills training such as entry level 1, as well as providing level 2, 3 and 4 skills opportunities in a variety of areas.

The sector is uniquely positioned to engage with those people furthest from the labour market, Delegates suggested that economically inactive people are more likely to engage with informal learning, based within their own community, than with formal institutions like school, college or Connexions. By offering a personalised approach, that is accessible to all, third sector provision helps build confidence and acts as a bridge to more formal training institutions.

Volunteering provision provides individuals with a route to employment through building basic skills, providing practical work experience as well as boosting individuals' aspirations, people skills and self-confidence.

The sector is a significant employer in its own right, with Pentagon Partnership estimating, based on the National Survey of Third Sector Organisations, that the sector comprises around 13000 posts (FTE) in the City Region⁴.

Appendix C (p17) is a more in-depth summary of delegate comments from workshops, Q&A and event evaluation forms.

³ Assessing the number of organisations delivering employment and skills provision in the City Region is an inexact science, for a number of reasons including a lack of existing data for the City Region geographical area and issues around the definition of employment and skills provision. GuideStar UK research in 2006 identified 3652 organisations in the whole of the North East involved in 'economic well-being' and / or 'education and life-long learning' provision, which only provides us with an indication of the sector's involvement.

⁴ See Appendix H, p26

Overcoming the barriers to involvement

Table 1 summarises the barriers and risks to involvement with the MAA as identified by the delegates. Suggested solutions were proposed and they have also been captured here.

| Barrier / Risk | Suggested ways ahead |
|--|---|
| <ul style="list-style-type: none"> • Limited public sector recognition of the sector's role • Limited third sector engagement with City Region / MAA | <p>The City Region Employment Consortium should improve communication channels between the Employment and Skills Board and the sector, with the aim of improving sector involvement in the delivery of MAA targets.</p> <p>City Region directory of employment should include all relevant third sector organisations.</p> <p>Mandate for third sector representative on the Employment and Skills Board.</p> |
| <ul style="list-style-type: none"> • The downturn • Risks around dependence and independence • Misdirection of funding | <p>The City Region should harness the third sector's knowledge and enhance its role as a shaper of policy.</p> |
| <ul style="list-style-type: none"> • Fewer / larger contract culture • Third sector culture • Relationships with prime contractors • Cash flow problems for smaller organisation | <p>Practical steps to support the development of partnerships for the sector in delivering MAA targets.</p> |

Table 1: Overcoming the barriers to involvement (Employment and Skills).

Recommendations – Employment and Skills

The third sector currently has observer status on the City Region Employment and Skills Board. In order to fully engage with the third sector and recognise the role played in Employment and Skills provision, the third sector representative should be afforded full status.

To improve communication between the third sector representative on the Employment and Skills Board and the sector, as well as provide the representative with their mandate, a focus group should form. The focus group would draw together representative third sector organisations from across the City Region, strategically positioned to provide a mandate and explore ways of maximising involvement with the MAA and City Region. Pentagon Partnership is uniquely placed to facilitate this focus group, sharing the geography and economic focus of the City Region, and having an existing database of 500 third sector organisations.

The City Region Directory of Employment should include all third sector organisations that provide employment and skills provision. Again, Pentagon Partnership's knowledge and reach into the City Regional third sector will be key in maximising the sector's representation in the Directory.

Third sector partnership working is critical to the successful contribution to MAA objectives. Exploratory work on securing funding with the specific aim of developing third sector partnerships should be undertaken by Pentagon Partnership. Pentagon Partnership is strategically placed as a link between third sector partnership development and the City Region agenda; its remit includes increasing the business and partnership skills of the sector; this is undertaken by regular networking events and development opportunities.

Summary of Recommendations

1. The third sector should be afforded full status on the City Region Employment and Skills Board.
2. The City Region Employment Consortium should liaise with Pentagon Partnership to improve the City Region's Directory of Employment.
3. A focus group should be set up to explore ways of further maximising third sector involvement, and to provide the third sector representative on the Employment and Skills Board with their mandate. Pentagon Partnership should lead on this, in liaison with the City Region Employment Consortium.
4. The City Region and Pentagon Partnership should undertake some exploratory work on the possibility of securing funding with the specific aim of developing third sector partnerships to deliver MAA targets.

Transport event

Tuesday 24th March 2009, Stannington Village Hall, Northumberland

Mirroring the employment and skills event, the purpose of this event was to facilitate discussion and debate amongst the delegates about the role of the sector in engaging with MAA transport objectives, barriers and risks to involvement and to make recommendations for overcoming those barriers.

See Appendix D (p20) for a full agenda and links to speaker presentations.

Summary of Findings

Two distinct roles were identified for the sector; as an advocate for better public transport and as a service deliverer.

Firstly in terms of advocacy – for people who use public transport including those disadvantaged by way of geography, disability or income. In the light of the financial climate and possible future job losses, people with a low skills level may have to travel further to find work. Third sector organisations who may be helping these people in other ways are well-placed to advocate on their behalf.

Regional and sub regional transport governance structures are already complex and the current review of transport governance makes it even less clear where decisions will be taken. A forum for providing a third sector representative with a mandate and clear sign-posting to the relevant decision making bodies is fundamental to the successful engagement of the sector.

Secondly, the sector is a potential service deliverer in its own right. Community transport schemes already play a role in linking people living in isolated or deprived areas in with mainstream public transport, and we see this as a growing role for the sector in the future.

Community transport operators exist across the City Region providing affordable, accessible and flexible transport that responds to the needs of its users. This provision plays a role in linking people living in isolated or deprived areas in with mainstream public transport.

Partnership working and contract tendering is seen as a significant barrier to the development of the sectors role as a service deliverer. Third sector organisations are at a disadvantage when competing for tenders against public or private sector organisations, both in terms of organisational size and contract experience. A skills gap in contract culture know-how exists.

A perceived lack of public sector knowledge and engagement exists with regards community transport. Time limited project funding and an emphasis on new initiatives at the expense of core cost funding demonstrates a lack of support for the sector.

Appendix F (p22) is a more in-depth summary of delegate comments from workshops, Q&A and event evaluation forms.

Overcoming the barriers to involvement

Table 2 summarises the barriers and risks to involvement with the MAA as identified by the delegates. Suggested solutions were also proposed by the delegates and these have also been captured.

| Barrier / Risk : Advocacy | Suggested ways ahead |
|---|---|
| <ul style="list-style-type: none"> • Mandate • Capacity to engage • Lack of knowledge of structures | <p>Third sector representative on City Region transport board should have a clear mandate from the sector</p> <p>A focus group will provide the opportunity for third sector organisations to feed directly into the representative and influence policy and decision making at City Region level</p> |
| Barrier / Risk : Service Delivery | Suggested ways ahead |
| <ul style="list-style-type: none"> • Lack of public sector engagement • Third sector culture • Tender competition • Partnership working | <p>A transport focus group will provide the opportunity for partnership working across the City Region and provide a forum for engagement between the third sector and City Region board.</p> <p>Work on developing the business skills and contract-readiness of the sector.</p> |

Table 2: Overcoming the barriers to involvement (Transport)

Recommendations – Transport

The City Region Review of Transport Governance is still underway and at present it is unclear what governance structures will exist, and exactly where there will be a role for a sector. Recognising that the sector does not have the capacity, resource or will to be represented at every level, we recommend that the City Region team works with Pentagon Partnership to choose the most appropriate level for a third sector representative.

To improve communication between the third sector representative on transport issues and the sector as a whole, as well as provide the representative with their mandate, a focus group should form. The focus group will draw together representative third sector organisations from across the City Region, strategically positioned to provide a mandate and explore ways of further maximising involvement with the MAA and City Region. Pentagon Partnership's geographical focus, remit and previous work on engaging the sector with the MAA places it in an excellent position to facilitate this focus group.

Business skills and partnership working are critical to successful third sector contribution to MAA objectives. Exploratory work on securing funding with the specific aim of developing third sector partnerships to deliver MAA objectives should be undertaken by Pentagon Partnership, drawing on its experience of encouraging collaboration and businesslike approaches.

Summary of Recommendations

1. Pentagon Partnership should work with the City Region team to identify the most appropriate level for a third sector representative on City Region transport issues.
2. A focus group should be established, with membership drawn from across the City Region to reflect the different organisations involved in transport. This will provide the third sector representative with their mandate.
3. The City Region and Pentagon Partnership should undertake some exploratory work on the possibility of securing funding with the specific aim of developing third sector partnerships to deliver MAA targets.

Conclusion

The third sector has a critical **role** to play in delivering on employment and skills provision, and a growing role in delivering and advocating for better transport; this report has identified a range of different activity undertaken by third sector organisations across the City Region.

A number of **barriers** which are restricting third sector organisations from fulfilling their potential in these areas have also been identified.

The subsequent **recommendations** are aimed at overcoming these barriers, enhancing the sectors role as an advocate, a shaper of policy and a service deliverer.

The recommendations are believed to be wholly realistic and achievable, and the majority of recommendations are resource neutral in the current financial year.

Pentagon Partnership is already resourced through the North East Improvement and Efficiency Partnership to facilitate focus groups and support third sector representatives (on the Interim Executive Board, the Employment and Skills Board and an appropriate transport partnership) until March 2010.

Work to involve the third sector in the Directory of Employment and to resource partnership working and other capacity building measures may require further resources from the City Region team. This may be considered a realistic price to pay to ensure full third sector engagement and involvement in the Multi Area Agreement process.

Pentagon Partnership looks forward to working with City Region partners to take these recommendations forward.

Pentagon Partnership
April 2009

Appendix A

Programme - Employment and Skills, 10th March

- 10.00** **Welcome and introductions**
John McGough, Pentagon Partnership
- 10.05** **Introduction to the MAA**
Peter O'Brien, Tyne and Wear City Region
- 10.25** **The City Region and Employment and Skills**
Shona Duncan, City Region Employment Consortium
www.pentagonpartnership.org.uk/Documents/MAA/TWCREC.ppt
- 10.45** **Employment – how can the third sector contribute?**
Andrew Watts and Paul Smissen, Groundwork South Tyneside and Newcastle
www.pentagonpartnership.org.uk/Documents/MAA/groundwork.ppt
- 11.05** **Refreshments**
- 11.20** **Workshops – the third sector's role in:**
- increasing the employment rate:
 - reducing the number of people on out of work benefits
 - reducing NEET levels amongst 16-18 year olds
- 12.30** **Lunch**
- 13.20** **Skills – how can the third sector contribute?**
John Main, Voluntary Organisations Network North East
www.pentagonpartnership.org.uk/Documents/MAA/VONNE.ppt
- 13.40** **Workshops - the third sector's role in:**
- reducing skills gaps
 - increasing the number of people participating in higher education
 - increasing the proportion of people of working age with level 2, level 3 and level 4 skills
- 14.35** **Question and Answer session:**
- John McGough (Chair)
 - Peter O'Brien
 - Shona Duncan
 - John Main
 - Andrew Watts
- 14.55** **Next steps**

Appendix B
Delegates – Employment and Skills, 10th March

| | | |
|---------|------------|---------------------------------------|
| Gillian | Atkinson | Tomorrow's People Trust Ltd |
| Martin | Bell | VODA |
| Trevor | Bell | WAT Bus |
| Anna | Beresford | D'ArtE CIC |
| Debbie | Bolam | The Wise Group |
| Julie | Dawson | Novas Scarman Group |
| Shona | Duncan | Tyne and Wear City Region |
| Julie | Fernyhough | JET |
| Kevin | Flynn | Newcastle and Gateshead TUC |
| Miriam | Goldsmith | Groundwork South Tyneside & Newcastle |
| Colette | Harrison | The Ouseburn Trust |
| Colin | Hutchinson | NECA |
| Iain | Kay | EBC Ltd |
| Julie | Kelly | Jigsaw Training |
| Anne | Lyall | Wansbeck Centre for Voluntary Service |
| John | Main | VONNE |
| Barbara | McClennan | EBC Ltd |
| Donna | McIntyre | Wansbeck Works! |
| Kay | Murray | The Bradbury Centre |
| Peter | O'Brien | Tyne and Wear City Region |
| Chris | Peel | Tyne and Wear Employment Consortium |
| Lauren | Prince | Discovery Museum |
| Carol | Reid | Novas Scarman Group |
| Yvonne | Ritchie | Workers' Educational Association |
| Helen | Rochester | Gateshead Council |
| Tracy | Rutherford | A4e 'Connect to Work' |
| Paul | Smissen | Groundwork South Tyneside & Newcastle |
| Julie | Turnbull | Gateshead Council |
| Susan | Waite | South Tyneside TEN |
| Andrew | Watts | Groundwork South Tyneside & Newcastle |
| Denise | Wilson | Remploy |
| Colin | Laidler | Northern Learning Trust |
| Rob | Lackenby | Wallsend People's Centre |
| James | Herbet | Mental Health North East |
| Jack | Ross | Age Concern South Tyneside |

Appendix C

Summary of delegate comments from the Employment and Skills event, 10th March

Where does the sector have a role to play?

Engaging with the 'hard to reach'

- The sector is well-placed to engage with those furthest from the labour market. The 'hard to reach' are more likely to engage with a community organisation than with formal institutions like school or Connexions
- The personalised approach offered by third sector organisations can help to build confidence.

Giving people pre-employability skills

- Third sector organisations across the City Region offer people help with job applications, CVs, IT, and interview skills.
- Community organisations offer basic skills training such as literacy, numeracy and IT. This can be seen as a 'stepping stone' to level 2.

Offering level 2, 3 and 4 skills provision

- Third sector organisations can deliver Train to Gain contracts.

Offering volunteering as a route to employment

- Volunteering enables people to learn the hard skills that will help them find work.
- Volunteering also has less measurable benefits that help people move towards employment: it can be a boost to individuals' aspirations, 'people skills' and self confidence.
- We should remember that volunteering is not *just* a route to employment and can be beneficial in its own right; it should also be valued as an *alternative* to employment in some cases.

As an employer

- The sector is a considerable employer in its own right. We can estimate that the sector in the City Region includes 13,000 full time equivalent jobs (see Appendix H, p26).

Developing our own staff

- The sector is excellent at developing its staff and giving them transferable leadership and management skills. We also develop foundation degrees, for example in community-based regeneration

What are the barriers / risks?

Poor public sector recognition of the sector's role

Despite high-level rhetoric about the third sector's role as a deliverer and shaper of services, it is felt that public sector officers do not yet fully appreciate the role of the sector in delivering in employability and skills.

Delegates expressed surprise at how few third sector organisations are included in the City Region Directory of Employment and requested work be undertaken to remedy this.

Poor engagement with City Region / MAA

It was felt that the sector was not fully up to speed on the City Region and MAA and that work should be undertaken to improve the information flow from the City Region to the sector. Delegates also wanted clarification on the third sector's representative role and clarity on the transparency, remit and power of third sector representation on the City Region Employment and Skills structures.

Other factors limiting third sector involvement involved a lack of capacity and / or appetite to engage with *another* decision-making structure, alongside engagement with local authorities, the LSC, the DWP, as well as undertaking service delivery.

The downturn

Delegates reported that the current economic conditions mean that demand for sector services is increasing. Concurrently, funding for the sector to deliver its services is expected to diminish as pressures on public spending increase.

A recurring view was that long-term unemployed people are a far less attractive proposition to employers than the newly-unemployed; mass layoffs of qualified and recently-experienced people increases competition overnight. This leads in turn to reduced aspiration (*what's the point in training if there are no jobs at the end of it?*)

Delegates felt that the MAA targets are undeliverable in the current economic climate and welcomed a revision of the MAA in 2009 to make it more achievable. The sector would also welcome a role in helping to shape this revision.

Risks around dependence / independence

There was a feeling that involvement in getting benefit claimants back to work could be seen as a loss of independence for the sector and may result in a declining usage of sector services if organisations are seen as another 'arm of the state'.

On a similar note, if third sector organisations become dependent on employability contracts there is a risk that, 'come the upturn', they will lose a significant portion of income, with the ultimate closure of organisations should the footfall reduce significantly.

Misdirection of funding

Delegates raised a number of issues which suggested that the public sector could benefit from the third sector's frontline knowledge, especially around priorities for funding. This suggests a clear advocacy and policy-shaping role for the sector.

Examples of misdirected funding included:

- *People who already have higher level skills but wish to change career direction cannot be funded to attain lower level skills in a relevant discipline.*
- *The 'lowest' MAA indicator is increasing the number of people with level 2 skills. But pre-level 2 support indirectly plays a part in this; MAA partners should also fund pre-level 2 provision.*

Fewer, larger contract culture

The value of individual contracts is often too high for a single third sector organisation to apply as main contractor; the 'fewer, larger' culture means a consortia or prime / sub-contractor approach is needed.

Third sector culture

It was felt that the sector had not adequately responded to contract culture and the need to form partnerships. Comments included:

- *Lack of third sector strategic know-how*
- *A lot of talk about consortia building but little actual development.*

Relationships with prime contractors

Where a private sector (or large third sector) organisation is awarded a large contract, it is felt that smaller third sector organisations do not benefit from sub contracting as well as they could do. Examples given included:

- *A case where a third sector organisation was written into a PQQ by the main contractor but then omitted from the work when contract awarded.*
- *Prime contractors 'cherry picking' clients – the easiest to train and employ – leaving third sector with those hardest to succeed with.*

Cash flow problems for smaller organisation

The following practices are all seen as barriers to small third sector organisations playing a full part:

- *Staggered payments*
- *Payment in arrears*
- *Performance related pay*

Appendix D

Programme – Transport, 24th March

- 09.30** **Registration and refreshments**
- 10.00** **Welcome and introductions**
John McGough, Pentagon Partnership
- 10.05** **Introduction to the MAA**
Peter O'Brien, Tyne and Wear City Region
- 10.25** **The Transport Governance Review**
Geoff Gardner, Atkins
www.pentagonpartnership.org.uk/Documents/MAA/Atkins.ppt
- 10.45** **The third sector's role in transport**
Liam Weatherill, East Durham Community Transport
www.pentagonpartnership.org.uk/Documents/MAA/EDCT.ppt
- 11.05** **Refreshments break**
- 11.20** **Workshops - the third sector's role:**
- As an advocate
 - As a service deliverer
- 12.15** **Questions and Answer session with:**
- John McGough (Chair)
 - Peter O'Brien
 - Liam Weatherill
 - Geoff Gardner
- 12.35** **Next Steps**

Appendix E
Delegates –Transport, 24th March

| | | |
|-----------|-------------|---|
| Mike | Beaty | Adapt (North East) |
| Lisa | Charlton | Gateshead CAB |
| Jan | Chisholm | Northumberland County Council |
| Andrew | Davidson | Transport in North Northumberland (TINN) |
| Cynthia | Games | Living Streets |
| Lisa | Gardiner | East Durham Trust |
| Geoff | Gardner | Atkins |
| Bryan | Harwood | Pentagon Partnership Steering Group |
| Dennis | Healy | Gateshead CAB |
| Neil | Hedley | Blyth Star Enterprises |
| Kath | Heron | Groundwork North East |
| Ruth | Hutton | Connexions Northumberland |
| Anne | Kidd | Wansbeck Centre For Voluntary Service |
| David | Marshall | North East Assembly |
| Mary | McCann | North East Enterprise Bond |
| Lyn | McIntosh | WAT Bus |
| Peter | O'Brien | Tyne and Wear City Region |
| Christine | Pickersgill | Gateshead Access Panel |
| Jackie | Telford | Removing Barriers to Work, Northumberland Council |
| Charles | Tremeer | Wansbeck Centre For Voluntary Service |
| Rachel | Turnbull | Northumberland CAB |
| Liam | Weatherill | East Durham Community Transport Ltd |

Appendix F

Summary of delegate comments from the Transport event, 24th March

The Third Sectors Role as an Advocate

What is our role? List Examples

Yes – three roles identified

- Advocacy by transport-specific organisations (for example NECTAR fed in to the Transport Governance Review)
- Advocacy by third sector infrastructure organisations (for example, Pentagon, community networks)
- Advocacy by organisations concerned with specific issues that touch on transport (for example disability groups, older peoples groups)

In an ideal world, the third sector would engage at a local, subregional and regional level, but capacity, resources and know-how isn't there.

The sector should choose the most appropriate level for our focus group / thematic partnership to feed into.

Whoever leads this representation needs a mandate.

What are the barriers/risks?

VCS organisations are already overstretched. Don't have resource to sit on another forum. Already feeding into multi-levels of possible influence and the MAA appears to be yet another level.

- Difficulties around engaging with Nexus at a local level
 - LSPs and LAAs are making things better
 - Third sector fragmentation / public sector fragmentation – who to influence?
 - Third sector to recognise that we can't always get what we want
 - Competition between third sector organisations
-
- Good level of regional engagement compared to the rest of the country but could do more.

The Third Sectors Role as a Service Deliverer

What is our role? List Examples

- Gateshead CAB has 3 cars to offer outreach work and bring in clients to the centre. This helps make the service more flexible and accessible.
- Watbus is a community transport, door to door service with 12x16seater minibuses. Also provider for driver training etc.
- Adapt Transport, Hexham provide Wheels to Work, Dial-a-ride, and the S22 public service route staffed with volunteer drivers. Also a schools contract.
- Transport in North Northumberland. 9 minibuses with paid and volunteer drivers. Various contracts and brokerage. Also a training provider. TiNN has a trading arm
- Living Streets promotes walking and public transport, stands up for pedestrians. Works with the LA.
- Launch Pad – interactive transport used 3-4 days a week.
- East Durham Trust – working with small groups to help build capacity.

What is our role? What does the third sector offer?

- Difference between community transport and public transport
- Utilise assets creatively
- Represent local communities
- Service for local people
- Cost effective

What are the barriers/risks?

- Difficulty in competing for tenders with large public and private sector organisations
- People who are assessing the tenders need some education about the third sector.
- Funding
- Difference between community transport and public transport.
- Issue with becoming self-sustainable
- Lack of support with core costs from local authorities (maintenance, cost of fuel, running costs)
- Third sector orgs are constantly having to re-invent themselves in order to get funding

Appendix G

The Tyne and Wear City Region Multi Area Agreement at a glance

What?

Overseen by the City Region Interim Executive Board, which brings together local authority leaders and the private and third sectors, the MAA is a new contract between the City Region and central government that commits both parties to work together in order to deliver agreed priorities for the economic development of the area.

Where?

The Tyne and Wear City Region is the collective term for the governance structures established to develop and deliver a multi-area agreement in an area based on the 'travel to work' area for the Tyne and Wear conurbation. The City Region consists of the following local and former local authority areas:

- Newcastle
- Gateshead
- North Tyneside
- South Tyneside
- Sunderland
- Castle Morpeth
- Blyth Valley
- Tynedale
- Wansbeck
- Chester-Le-Street
- Derwentside
- City of Durham
- Easington

Population – 1,650,000 (1,000,000 working age)

The vision:

Achieving a more competitive City Region – building competitive industries and world class talent resulting in improved GVA (economic output)

Achieving a more economically inclusive City Region – ensuring economic opportunity and access for all

The aims:

- To expand the numbers of people in **employment**.
- More of our current and future workforce to be equipped with **higher level skills** to drive innovation, business creation and competitiveness.
- Improving **transport infrastructure** to support sustainable economic growth, and contribute towards stronger integration between places in the City Region and enhanced connection with external markets.

...

Objectives and Asks

The MAA makes a number of 'asks' of government (things the government have agreed to look into doing, in order to help the City Region deliver the MAA – see page 6 of the MAA) and in turn lists a number of objectives / outcomes that the success of the MAA will be measured against (see page 7 and 50-52).

The story so far...

The MAA was drawn up by City Region partners in early 2008 and signed off by the Department for Communities and Local Government in summer 2008. Since then, the City Region team have met with various government departments to negotiate the 'asks' of central government.

In addition to the Interim Executive Board, two partnership boards (the Employment and Skills Board and the Transport Review Group) have been set up to work towards achieving the MAA outcomes that the MAA will be measured against.

Further information

Download the MAA from our website at

www.pentagonpartnership.org.uk/Documents/CityRegion/MAA.pdf

Read more about the City Region / MAA at www.tynewearcityregion.co.uk

Appendix H

Third Sector organisations and employees – how many in the City Region?

The National Survey of Third Sector Organisations (2008) was a survey of: registered charities, Community Interest Companies, Companies Limited by Guarantee and Industrial and Provident Societies

Despite the fact that this definition will exclude some third sector organisations (and the fact the Durham and Northumberland were considered as unitary authorities – see note below), the figures give a reasonable impression of the size of the sector in the City Region.

We can estimate that there are around **13,000 Full Time Equivalent (FTE) jobs** in the sector.

| Local authority area | Registered third sector organisations | Employees working for third sector organisations (FTE) |
|---|---------------------------------------|--|
| Gateshead | 472 | 1,078 |
| Newcastle | 870 | 4,797 |
| North Tyneside | 442 | 1,472 |
| South Tyneside | 231 | 364 |
| Sunderland | 512 | 1,799 |
| Durham | 1,447 | 3,418 |
| Northumberland | 1,235 | 1,873 |
| | | |
| Tyne and Wear (5 districts) | 2,527 | 9,510 |
| Durham City Region districts (estimate ⁵) | 941 | 2,222 |
| Northumberland City Region districts (estimate*) | 1,000 | 1,517 |
| | | |
| Tyne and Wear City Region total (estimate*) | 4,468 | 13,249 |

⁵ *Data was only available for the complete unitary authority areas of Durham and Northumberland; estimates for organisations / employees within the City Region districts of Durham and Northumberland were produced based on the proportion of the county's population resident within those districts: 65% in Durham and 81% in Northumberland (ONS 2007).

