

MULTI-AREA AGREEMENT

West of England

Name of Partnership:

West of England

Participating local authorities:

Bristol City Council, North Somerset, Bath and Northeast Somerset, South Gloucestershire

Other non-Central Government partners:

West of England Partnership, Employment and Skills Board, Jobcentre Plus, Learning and Skills Council, South West Regional Development Agency, South West Homes and Communities Agency

Introduction

The full West of England Multi-Area Agreement dated ^{xx} July 2009 (appended) sets out the supporting evidence and detail for the outcomes the West of England Partnership (WEP) plans to deliver. It also sets out activities that WEP are already taking forward with other partners, which do not require any additional action from Government or its agencies, and puts forward a number of longer-term aspirations. The next stage of WEP development will include delivery plans for: mitigating the impact of the recession and supporting the upturn; growth in homes and jobs and provision of infrastructure; increasing economic growth and competitiveness; improving skills and reducing worklessness. All delivery plans will be assessed in terms of their environmental sustainability.

This summary agreement outlines the freedoms and flexibilities the Government will be delivered in return for the improved outcomes.

Deliverables

No.	West of England Partnership will deliver:	Doc reference	PSA / DSO
To mitigate the impact of the current Economic Recession and act to support an early Upturn			
D1	Investment to unlock development of housing and employment sites stalled by the recession.		
D2	Support for business and individuals affected by the recession by ensuring advice, training and employment services.		
D3	Increased business led innovation and enterprise through further strengthening of collaboration between higher education institution and business		
D4	Renewed action to market the sub-region to attract business investment.		
Plan and manage the growth in homes and jobs to build mixed and sustainable communities			
D5	Core Strategies and a Local Development Framework		
D6	Supplementary Planning Document, to comprise an integrated delivery and investment plan and strategic development standards and policies		
D7	Integrated Delivery and Investment Plan.		
D8	Joint sub-regional development trajectory based on five year tranches.		
To improve access and reduce traffic congestion to increase competitiveness and quality of life			
D9	Accelerated delivery of major transport schemes and reduced development costs		
D10	West of England outcome and output objectives for local and regional rail schemes		
To attract and grow business investment to increase economic growth and competitiveness			
D11	Programme of public and private investment in priority strategic employment locations		
D12	A new city-region marketing strategy		

D13	Renewed package of integrated support services provided to business investors		
D14	Renewed Business Link service portfolio		
To improve skills and reduce worklessness to increase competitiveness, growth and regeneration			
D15	A skills & employment strategy for the West of England as a part of the duties of an ESB invested with Section 4 powers		
D16	Integrated Employment and Skills offer supported by partnership protocols and adult learner accounts		
D17	Employment and Skills Plans for Bath Southgate, Locking Parklands and the Bristol & Bath Science Park		
D18	Public Service Compacts committing partners to public sector apprenticeships		
D19	An integrated approach to client engagement, with joint referral mechanisms, individualised assessments and tailored in-work support and aftercare to support sustained employment.		
D20	Extended September Guarantee Programme		

Targets

	Key Performance Indicators	2015 Outcome	Nat. Indicator	PSA / DSO
T1	Make significant progress in reducing, year on year, the number of school-leavers in jobs without training	2010 – 8.30% 2011 – 8.30% 2012 – 7.20% 2013 – 6.20% 2014 – 5.00%	NI 117	
T2	Gap between levels of worklessness in the most deprived wards and national average	Reduce the gap between the rate of worklessness in the most deprived wards of the sub-region and the national average by 1 percentage point over the lifetime of this agreement	NI 152	
T3	Working age population qualified to at least level 2 or higher	Achievement of an additional 6,500 level 2 qualifications in the sub-region over the lifetime of this agreement (to contribute to aspiration of 79% of working age population by 2015)	NI 163	
T4	Working age population qualified to at least level 3 or higher	Achievement of an additional 5,500 level 3 qualifications in the sub-region over the lifetime of this agreement (to contribute to aspiration of 56% of working age population by 2015)	NI 164	
WEP wide LAA targets to be reviewed in 2010 on congestion (p.120)			NI 167	
WEP wide LAA targets to be reviewed in 2010 on bus passenger journeys (p.120)			NI 177	

Freeloms and flexibilities

To facilitate the delivery of these outcomes the Government agrees that it will:

Action	Timescale	Direct implementation responsibility	Other interested partners
To mitigate the impact of the current Economic Recession and act to support an early Upturn			
Provide for the MAA to be refreshed as necessary to reflect the development of the Economic Recession and Upturn.	Begin review in April 2010	CLG/WEP	OGDs SWERDA GOSW JCP
Plan and manage the growth in homes and jobs to build mixed and sustainable communities			
CLG endorse the approach to the preparation of the Integrated Delivery & Investment Plan by the West of England authorities, HCA & RDA, with a joint agreed completion date of December 2009, particularly its:	Immediate	CLG	HCA SWERDA GOSW
<ul style="list-style-type: none"> Support for the delivery of well-evidenced, timely and deliverable Core Strategies. The timetable for their preparation is set out in the MAA. 	Oct. 2009 – Aug. 2010 across four authorities	WEP/GOSW	CLG HCA SWERDA
<ul style="list-style-type: none"> Contribution to implementing economic, social and environmental infrastructure to maximise the delivery of growth and the development of mixed and sustainable communities. 	N/A	WEP	HCA HA DfT
<ul style="list-style-type: none"> Contribution to working with the development industry both to assist the market recovery and to provide confidence to investors in the Sub-Region. 	Sept. 2009 – first single conversation with developers	WEP	HCA SWERDA
<ul style="list-style-type: none"> Provision of a well-evidenced Plan for the sequencing and phasing of development in the sub-region which benefits from the Single Conversation, including engagement of the development industry. 	Dec. 2009	WEP	HCA SWERDA
CLG also endorse the adoption of a Joint Sub-Regional Development Trajectory	TBA	CLG	HCA

in the Plan based on 5-year tranches which demonstrates a rolling, deliverable supply of housing as set out in PPS3. The sequencing and phasing will assist best use of infrastructure, the delivery of mixed & sustainable communities and market recovery; this will provide confidence to developers and discourage inappropriate development.			SWERDA
The authorities will embody the Integrated Delivery & Investment Plan in a Joint Supplementary Planning Document to the Regional Spatial Strategy, to include it within the planning framework as a material consideration in making planning decisions.	TBA	CLG	HCA SWERDA GOSW
CLG confirm that targets NI 154 and NI 155 will be re-negotiated to reflect the evidence of the impact of the Economic Recession.	Dec. 2009 (?)	GOSW	CLG
CLG/HCA acknowledge that the West of England in its response to Government will promote the award of Housing Planning Delivery Grant based on linking allocations to the scale of growth being planned and progress against Development Plan Document Milestones in updated Local Development Schemes.	Immediate	CLG	HCA
To improve access and reduce traffic congestion to increase competitiveness and quality of life			
DfT to agree joint measures with the West of England to increase the pace of delivery, release capacity and reduce costs of developing and securing approval for Major Transport Schemes.	Ongoing	DfT	
As a key regional scheme, DfT to agree to use the North Fringe to Hengrove Package scheme as a national pilot for developing and testing these joint measures, e.g. at the outset, through an early inception meeting, ensuring a better and shared understanding of major scheme objectives, elements and timescales; streamlining the detailed questioning process; agreeing and committing to a joint timetable; aligning modelling and appraisal requirements proportionate to risk and complexity; and, co-commissioning and supervision of consultants.	Immediate	DfT	
DfT to consider other measures including:			
<ul style="list-style-type: none"> Treatment of preparatory costs incurred in the development of major scheme 	TBC	DfT	

business cases.			
<ul style="list-style-type: none"> • Making the cost of land acquisition eligible for funding once Programme Entry is achieved, rather than at Full Approval. 	TBC	DfT	
<ul style="list-style-type: none"> • Sharing risk to allow more routine elements of Major Schemes to be brought forward, whilst the more demanding elements of the bid are being finalised, to enable early scheme starts and reduced inflation costs. 	TBC	DfT	
DfT to engage at an early stage with the West of England, in the development of any future High Level Output Specification (HLOS) relevant to the sub-region. In response, the sub-region would provide evidence on future sub-regional housing and economic growth, other planned investment and priorities.	Ongoing	DfT	
DfT to engage at an early stage with the sub-region in the development of future franchise specifications as they affect the West of England. In response, the sub-region would provide evidence on future housing and economic growth and other planned investment and priorities.	Ongoing	DfT	
DfT to work with the West of England Partnership and other partners, in enabling the sub-region to deliver outcome and output objectives for local and regional rail schemes which may included frequency improvements.	Ongoing	DfT	
Support the sub-region's formal involvement in the prioritisation of investment by the HA through a memorandum of understanding between the West of England four councils and the HA. Memorandum to include agreeing the programme and phasing of HA and West of England schemes, pricing of joint schemes and working together strategically and operationally.	April 2010	DfT	
Ensure a balanced response from HA, through the memorandum of understanding, to the use and development of the trunk road network, and to local planning applications which deliver economic growth and journey time reliability. This is exemplified by the need for HA support to facilitate development at Avonmouth.	N/A	DfT	

To attract and grow business investment to increase economic growth and competitiveness			
WEP actions only (see above) – asks to be reviewed at MAA refresh			
To improve skills and reduce worklessness to increase competitiveness, growth and regeneration			
<p>Agreement from DBIS to recognise the Employment and Skills Board as the local employer-led body and to work with the Board to meet the criteria for securing by 1 April 2010 the strategy-setting powers available through Section 4 of the 2007 Further Education and Training Act. These powers will enable the Board to:</p> <ul style="list-style-type: none"> • join up and focus LSC (and its successor bodies) spending in the West of England • set the priorities and overall direction for the delivery of adult (Post 19) skills • identify strategic skills needs and priorities • actively engage with employers to raise demand for, and investment in, skills provision. 	From April 2010	DBIS	
<p>Agreement from DWP to work with the Employment & Skills Board with the aim of securing, by 2010/11, a Level 2 co-commissioning role in DWP contracts to support for the delivery of the new Integrated Service. The Board would work with partners to integrate the offer of local authority, Skills Funding Agency and the Voluntary and Community Sector, to focus essential specialist support and services, through an enhanced Flexible New Deal package, on individuals and families in the eleven Priority Wards. This would enable resources and local capacity to be used more effectively to meet the needs of workless people in the eleven Priority Wards, and employers' employment and skills needs.</p>		DWP	DBIS
<p>Agreement from LSC (and its successor bodies) to work with the Employment & Skills Board to develop a relevant Apprenticeship Entry/Foundation Offer for use in businesses employing 16-18 year olds in jobs without training. The Employment & Skills Board will support the piloting of the new offer.</p>		DBIS	

General elements

The full MAA agreement (dated ...) sets out the supporting evidence for the outcomes and freedoms and flexibilities outlined above. In signing the Multi-Area Agreement (MAA) the Government confirms that it is not only content with the outcomes and actions contained above but also the economic vision and supporting evidence for them, as well as the partnership's chosen governance model, contained in these documents.

Signed by:

Rt John Denham MP

Secretary of State for Communities and Local Government
On behalf of Her Majesty's Government

Leader,

Bath & North East Somerset Council

Leader,

Bristol City Council

Chief Executive

On behalf of South West England Regional Development Agency

Regional Director

On behalf of Learning and Skills Council

Regional Director

On behalf of Jobcentre Plus

Regional Director

Homes and Communities Agency

Jim Knight, MP

Minister for the South West
On behalf of Her Majesty's Government

Leader,

North Somerset Council

Leader,

South Gloucestershire Council

Terry Wagstaff

Chief Executive, West of England Partnership

David Draycott

Employment and Skills Board

Regional Director

Highways Agency

July 2009

SUMMARIES OF THE ACTIONS, BENEFITS AND BARRIERS WHICH UNDERPIN THE ASKS OF GOVERNMENT (ABBA TABLES)

Plan and Manage Growth in Homes and Jobs to Build Mixed & Sustainable Communities			
ACTION	BENEFIT	BARRIER	ASK
<p>Conclude Core Strategies and Local Development Frameworks.</p> <p>Conclude an Integrated Delivery & Investment Plan that aligns Core Strategies and LDFs.</p> <p>Determine the location, sequencing and phasing of development in housing and employment.</p>	<p>Sets out the pattern of development required and the way in which the social, economic and environmental needs of the area can be delivered in the most sustainable way.</p> <p>Added value to Core Strategies setting out strategic priorities and supporting an economic upturn.</p> <p>Multi-Agencies & Development industry involved through the Single Conversation process.</p> <p>Engagement with the Development industry gives confidence and discourages inappropriate development which fails to maximise the use of planned infrastructure.</p> <p>Demonstrable supply based on robust evidence base of deliverable housing and employment sites.</p>	<p>Complexity of integrating delivery and investment.</p> <p>Limited strategic infrastructure investment; need to integrate planning to maximise its use and to support timely delivery.</p> <p>Inappropriate development which requires unplanned infrastructure costs and does not produce mixed and sustainable communities.</p> <p>Impact of economic Recession/Market Conditions</p> <p>Technical and environmental considerations</p>	<p>CLG endorse the approach to the preparation of the Integrated Delivery & Investment Plan by the West of England authorities, HCA & RDA, with a joint agreed completion date of December 2009, particularly its:</p> <ul style="list-style-type: none"> • Support to the delivery of well-evidenced, timely and deliverable Core Strategies; • Contribution to implementing economic, social and environmental infrastructure to maximise the delivery of growth and the development of mixed and sustainable communities; • Contribution to working with the development industry both to assist the market recovery and to provide confidence to investors in the Sub-Region; • Provision of a well-evidenced Plan for the sequencing and phasing of development in the sub-region which benefits from the Single Conversation, including engagement of the development industry. <p>CLG also endorse the adoption of a Joint Sub-Regional Development Trajectory in the Plan based on 5-year tranches which demonstrates a deliverable supply of housing as set out in PPS3. The sequencing and phasing will assist best use of infrastructure, the delivery of mixed & sustainable communities and market recovery; this will provide confidence to developers and discourage inappropriate development.</p> <p>The authorities will embody the Integrated Delivery & Investment Plan in a Joint Supplementary Planning Document to the Regional Spatial Strategy, to include it within the planning framework as a material consideration in making planning decisions.</p>

Plan and Manage Growth in Homes and Jobs to Build Mixed & Sustainable Communities			
ACTION	BENEFIT	BARRIER	ASK
<p>Conclude strategic area investment frameworks - Joint delivery for Investment Plans - to identify, programme and deliver key strategic sites and portfolios of smaller cities.</p> <p>Identify site development stalled by recession and promote investment.</p> <p>Agree strategic development standards and policies to ensure that developers deliver mixed and sustainable communities.</p> <p>Agree simplified checks and controls, and more flexibility in the use of resources.</p>	<p>Delivery of mixed & sustainable Communities</p> <p>Increase in provision of affordable and sub-market housing.</p> <p>Ensure the roll out of Extra Care provision and supported housing.</p> <p>Clear investment priorities to maximise use of planned infrastructure, and target investment to accelerate delivery.</p> <p>Balance the provision of development to support growth without compromising on design standards, and cutting carbon emissions.</p> <p>Flexibility to re-profile sequencing of individual projects</p> <p>Streamline integrated performance management arrangements</p>	<p>Infrastructure & funding shortfalls</p> <p>Market conditions restricting the market and impacting upon affordability.</p> <p>Reconciling conflict between low cost units and the high cost of Extra Care.</p>	<p>CLG confirm that targets NI 154 and NI 155 will be re-negotiated to reflect the evidence of the impact of the Economic Recession.</p> <p>CLG/HCA acknowledge that the West of England in its response to Government will promote the award of Housing Planning Delivery Grant based on linking allocations to the scale of growth being planned and progress against Development Plan Document Milestones in updated Local Development Schemes.</p>

To improve access and reduce traffic congestion to increase competitiveness and quality of life

ACTION	BENEFIT	BARRIER	ASK
Streamline major schemes approvals process.	<p>Accelerated delivery.</p> <p>Reduced development costs.</p> <p>Better value for money.</p> <p>Joint commitment and understanding of the timetable and requirements of the approval process</p>	Extent, complexity and cost of the DfT major scheme approvals process	<p>DfT to agree joint measures with the West of England to increase the pace of delivery, release capacity and reduce costs of developing and securing approval for Major Transport Schemes.</p> <p>As a key regional scheme, DfT to agree to use the North Fringe to Hengrove Package scheme as a national pilot for developing and testing these joint measures, e.g. at the outset, through an early inception meeting, ensuring a better and shared understanding of major scheme objectives, elements and timescales; streamlining the detailed questioning process; agreeing and committing to a joint timetable; aligning modelling and appraisal requirements proportionate to risk and complexity; and, co-commissioning and supervision of consultants.</p> <p>DfT to consider other measures including:</p> <ul style="list-style-type: none"> • Treatment of preparatory costs incurred in the development of major scheme business cases. • Making the cost of land acquisition eligible for funding once Programme Entry is achieved, rather than at Full Approval. • Sharing risk to allow more routine elements of Major Schemes to be brought forward, whilst the more demanding elements of the bid are being finalised, to enable early scheme starts and reduced inflation costs. Recent proposals by the Department for Transport (February 2009) to 'decouple' packages of schemes are

			welcome in this respect, although the scope for 'decoupling' could be extended.
Formal engagement with rail industry partners & stakeholders.	<p>Rail industry priorities for improvements in rail capacity and services more closely aligned to delivering high levels of growth in homes required by the Regional Spatial Strategy and economic growth by the Regional Economic Strategy.</p> <p>More effective delivery of rail projects within RFA2 to meet plan and meet growth requirements, including the Greater Bristol Metro.</p>	<p>DfT and Network Rail's criteria for engaging the sub-region and recognising the importance of planning for the requirements of housing and economic growth are unclear.</p> <p>Structure of industry can make it difficult to know how best to engage with rail operators on strategic planning and the review of local rail services to meet the requirements of growth.</p> <p>Network capacity, a lack of appropriate rolling stock, the need for resignalling and priority given to long distance trains over local services are all barriers to providing the rail network and capacity required to support high levels of growth in the WofE.</p>	<ul style="list-style-type: none"> DfT to engage at an early stage with the West of England, in the development of any future High Level Output Specification (HLOS) relevant to the sub-region. In response, the sub-region would provide evidence on future sub-regional housing and economical growth, other planned investment and priorities. <p>(The first High Level Output Specification set out the outputs the railway is expected to deliver in terms of reliability, safety and capacity and listed the major schemes and initiatives that DfT required the railway to deliver). This engagement will be complemented by Network Rail's arrangements for taking these factors into account when determining their future investment priorities. This engagement will enable the West of England to have an earlier influence on future HLOS.</p> <ul style="list-style-type: none"> DfT to engage at an early stage with the sub-region in the development of future franchise specifications as they affect the West of England. In response, the sub-region would provide evidence on future housing and economic growth and other planned investment and priorities. <p>This will enable the West of England to have early influence over the franchise specification rather than act as a consultee. Independently the West of England will seek a memorandum of understanding with each of the rail operators in the sub-region to ensure full and timely consultation when they are</p>

			<p>planning services policy and investment.</p> <ul style="list-style-type: none">• DfT to work with the West of England Partnership and other partners, in enabling the sub-region to deliver outcome and output objectives for local and regional rail schemes which may include frequency improvements. <p>This will bring DfT early to the table to help the partnership make progress in taking forward schemes such as Bristol Metro and Portishead. The operation of the franchise which covers reliability and short-formed trains is covered through adherence to the franchise agreement.</p>
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To improve access and reduce traffic congestion to increase competitiveness and quality of life

ACTION	BENEFIT	BARRIER	ASK
<p>Formal joint planning with the Highways Agency (HA).</p>	<p>HA and West of England priorities more clearly aligned and achieving a better balance between the delivery of the National Highway Strategy and the improved transport provision necessary to achieve high levels of housing growth required by the Regional Spatial Strategy and economic growth sought by the Regional Economic Strategy.</p>	<p>HA focus on its responsibility for the delivery of the National Highways Strategy gives insufficient recognition to the needs of the high levels of growth in housing and jobs in the sub-region.</p>	<p>Support the sub-region's formal involvement in the prioritisation of investment by the HA through a memorandum of understanding between the West of England four councils and the HA. Memorandum to include agreeing the programme and phasing of HA and West of England schemes, pricing of joint schemes and working together strategically and operationally.</p> <p>Ensure a balanced response from HA, through the memorandum of understanding, to the use and development of the trunk road network, and to local planning applications which deliver economic growth and journey time reliability. This is exemplified by the need for HA support to facilitate development at Avonmouth.</p> <p>HA to work with the West of England to achieve the Delivering a Sustainable Transport System (DaSTS) goal to support national economic competitiveness and growth by delivering reliable and efficient transport networks including Strategic National Corridors 6 London to the South West and South Wales and 7 Bristol to the Midlands.</p>

Improve Skills and reduce worklessness to increase completeness and regenerate communities

ACTION	BENEFIT	BARRIER	ASK
<p>Maximise the achievement of level 3+ qualifications relevant to the needs of the local economy and in particular:</p> <ul style="list-style-type: none"> • To promote employer support for level 3+ qualifications by targeting LSC/SFA investment. • To gear Further and Higher Education provision much more closely to employer need (including raising the capacity for innovation and enterprise within the workforce); • To facilitate skills progression by young people and adults; <p>Increase the number of people qualified to at least level 2 by:</p> <ul style="list-style-type: none"> • Developing and implementing Public Service Compacts with the Unitary Authorities and Health Service organisations; • Rolling out the Single Jobs and Skills Offer to other high-employment sectors such as retail and hospitality; • Targeting employment and skills activity on key development locations and projects in the West of England. 	<p>Achievement of an additional 5,500 level 3 qualifications over the lifetime of this agreement.</p> <p>Achievement of an additional 6,500 level 2 qualifications in the sub-region over the lifetime of this agreement.</p>	<p>Inability to commit LSC/SFA to incorporate these targets into their planning processes for the lifetime of the agreement.</p> <p>Difficulty therefore in securing long-term commitment from:</p> <ul style="list-style-type: none"> • Providers • Employers <p>Inability to manage quick turnaround of recently unemployed individuals capable of securing a level 3 qualification (and greater employability).</p>	<p>Agreement from DBIS to recognise the Employment and Skills Board as the local employer-led body and to work with the Board to meet the criteria for securing by 1 April 2010 the strategy-setting powers available through Section 4 of the 2007 Further Education and Training Act. These powers will enable the Board to:</p> <ul style="list-style-type: none"> • join up and focus LSC (and its successor bodies) spending in the West of England • set the priorities and overall direction for the delivery of adult (Post 19) skills • identify strategic skills needs and priorities • actively engage with employers to raise demand for, and investment in, skills provision.

<ul style="list-style-type: none"> • Improving the engagement of individuals in skills development – in the priority wards; • Improving employer engagement to increase their demand for clients who have engaged. • Developing a clear pathway to accreditation for individuals undertaking learning for employability; 			
<p>Reduce worklessness in the sub-region particularly in the 11 priority wards by:</p> <ul style="list-style-type: none"> • Improving complementary working between the various public services, and the commissioning and management of contracted services. • delivering a significant improvement in outcomes from public services by better utilising existing resources; 	<p>Reduce the gap between the rate of worklessness in the most deprived wards of the sub-region and the national average by 1 percentage point.</p>	<p>The key barrier in terms of current working is the lack of contractual connection between the services and resources commissioned by JCP and those of the other local partners engaged with the workless through working relationships with partners are excellent. This means that partners cannot:</p> <p>Make full use of the unique local knowledge, powers and visibility of local and health authority workers and their third sector partners in neighbourhoods;</p> <p>Complement Jobcentre Plus services and channel people into their mainstream programmes'</p> <p>Develop a model that can support clients to tackle barriers (e.g. childcare, debt) which have</p>	<p>Agreement from DWP to work with the Employment & Skills Board with the aim of securing, by 2010/11, a Level 2 co-commissioning role in DWP contracts to support the delivery of the new Integrated Service. The Board would work with partners to integrate the offer of local authority, Skills Funding Agency and the Voluntary and Community Sector, to focus essential specialist support and services, through an enhanced Flexible New Deal package, on individuals and families in the eleven Priority Wards. This would enable resources and local capacity to be used more effectively to meet the needs of workless people in the eleven Priority Wards, and employers' employment and skills needs.</p>

		<p>previously prevented them accessing or sustaining employment;</p> <p>Fully exploit the new Adult Advancement and Careers Service to develop a 'no wrong door' approach to accessing employment and complementary services; Harness the support of local third sector organisations in engaging inactive residents;</p> <p>Develop the 'neighbourhoods' approach to worklessness promoted in the 2007 Sub – National Review of Economic Development and Regeneration.</p>	
<p>Decrease the numbers of Jobs without training on offer to 16-18 year olds through the effective engagement of employers in 14-19 learning.</p> <p>Ensure that the range of provision is attractive to young people so that continuation in learning is an attractive proposition rather than an unwelcome requirement.</p>	<p>Make significant progress in reducing, year on year, the number of school-leavers in jobs without training.</p> <p>16-18 yr olds in: 2010 - 8.30% 2011 – 8.30% 2012 – 7.20% 2013 – 6.20% 2014 – 5%</p>	<p>The current Apprenticeship offer restricts the partners' ability to deliver this action because:</p> <p>these are not businesses likely to be taking on apprentices;</p> <p>much of the employment being offered is short-term or contract-based;</p> <p>these are not individuals likely to be apprentices. For the most part young people opting for jobs without training on leaving school are the least qualified and</p>	<p>Agreement from LSC (and its successor bodies) to work with the Employment & Skills Board to develop a relevant Apprenticeship Entry/Foundation Offer for use in businesses employing 16-18 year olds in jobs without training. The Employment & Skills Board will support the piloting of the new offer.</p>

		have formally rejected a structured training opportunity delivered through the September guarantee.	
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