

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Policy and Resources
Date:	18 April 2013
Title:	Members Environment Fund Scheme
Reference:	4839
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for the allocation of additional funding from the Corporate Policy Reserve to support the operation of the new Members Environment Fund for the period 2013/14-2016/17.
- 1.2. This paper seeks to make additional financial provision to support the Members Environment Fund, to cover feasibility work, fees and associated non works related costs, to ensure that the full value of the current funding allocation will be used for site works or other qualifying measures. The works themselves will be delivered through the Economy Transport and Environment Department, with the works funding added to the relevant capital programme.

2. Contextual information

- 2.1. Proposals to establish a Members Environment Fund were initially considered by the County Council in September 2012 (minute 317b) when the principle of including these proposals in the 2013/4 budget was agreed. The proposal at this time was to allocate a capital sum of £10,000 per annum (2013/14-2016/17) for each County Council Member, to be available to fund local priority highway and transport capital improvements. The scheme was approved as part of the County Council Budget in February 2013. The programme will be delivered and managed by the Economy Transport and Environment Department and the necessary funds were therefore added to the Environment and Transport Capital Programme.
- 2.2. Discussion on the operation of the scheme took place at a briefing and workshop open to all County Council Members on 21st March, at which consideration was given to how the scheme would be supported and how the costs of feasibility, consultation and design of proposed improvement

schemes would be covered. Members were advised that a dedicated team would be established to co-ordinate the programme and to act as a single point of contact for Members, and that the costs of the team would form part of the overall delivery arrangement, recovered through fees. Following detailed discussion, it was proposed that rather than recover such costs, which would be likely to be around twenty five percent of the capital value of a scheme, from the members £10,000 annual budget allocation, that additional funds could be provided from the Corporate Policy Reserve, to top up the initial allocation, thereby funding the fees element of the programme, and allowing the full quantum of the original allocation to be spent on works. This report seeks approval for this proposal, and formal confirmation of the allocation of additional resources from the Corporate Policy Reserve to support the Economy Transport and Environment Department to deliver an annual programme of works through the Members Environment Fund.

3. Finance

- 3.1. The original approval made by County Council in February this year was for an annual budget of £780,000 that has been added to the Economy Transport and Environment Capital Programme.
- 3.2. It is anticipated that the cost of feasibility works, fees and other non works related costs will equate to around 25% of the total programme costs and therefore an additional annual amount of £195,000 is being requested in this report.
- 3.3. Since costs of this type do not qualify directly as capital expenditure, it is proposed that the additional £195,000 per annum is added to the Economy Transport and Environment cash limit from 2013/14 onwards.
- 3.4. The additional costs will be funded from the Corporate Policy Reserve on a recurring basis for the period of operation of the Members Environment Fund.

4. Conclusion

- 4.1. The provision of additional financial resources to support the Members Environment Fund programme will help to ensure that Members are able to fully use the existing allocation to deliver local improvements that will make a real difference on the ground. The additional funding will ensure that a dedicated team can be put in place within the Economy Transport and Environment Department to support and co-ordinate the programme and act as a single point of contact for Members; thereby improving the efficiency and effectiveness of programme support and maintaining a high level of close contact with Members as the scheme is delivered around the County over the next four years.

5. Recommendation(s)

- 5.1. That approval be given to allocate additional resources from the Corporate Policy Reserve of £195,000 per annum to the Economy, Transport and Environment cash limit from 2013/14 on an ongoing basis to support scheme

Agenda item:

development, including feasibility, design, and consultation for the period of operation of the Members Environment Fund.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. There are no detrimental impacts and any schemes will incorporate appropriate accessibility improvements and other measures into the design which help address access inequality.

2. Impact on Crime and Disorder:

- 2.1. The proposal relates to provision of additional resources to support delivery of a programme which will deliver local Highway and Transport improvements across Hampshire, and therefore, depending on the nature of the projects coming forward, will contribute positively to reduction of crime and disorder for example through improved traffic management or additional safer facilities for cycling and walking.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?
- 3.2. Depending on the nature of the projects coming forward over the programme period, it is likely that the scheme will contribute positively to carbon reduction and energy consumption for example through improved traffic management or additional facilities encouraging cycling, walking and increased patronage of public and community transport.
- 3.3. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?
- 3.4. Any improvement schemes will incorporate appropriate climate change adaptive measures into the design (e.g. increased surface water drainage capacity)