

# BEACONSFIELD FORUM

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**Title:** REVISED DELEGATED BUDGET 2011 - 2012

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**Electoral divisions affected:** Beaconsfield

## **Summary**

The Delegated Budget Funding for 2011/12 has been increased from £25,141.69 to £50,283.38 and the Forum is being asked to consider in the light of this, whether they wish to re consider the previous schemes that had been submitted.

## **Recommendation**

Members of the Forum go back to their parishes and reconsider their original requests for delegated budget in 2011/12 and confirm their earlier requests together with any new requests to Si Khan Localities Team Leader by 2 May 2011 and that the forum then make a final decision on how the delegated budget is allocated at the June meeting.

## **Background Papers**

### **2011/12 Delegated Budget increase following Full Council Decision – 17<sup>th</sup> February 2011**

#### **1. Summary:**

Whilst some areas of the Comprehensive Spending Review resulted in significant cuts in budgets for Buckinghamshire County Council, (BCC), Transport for Buckinghamshire, (TfB) has been able to secure a welcome increase in delegated budget funding for the forthcoming financial year 2011-12. Due to higher than predicted allocations from the Department for Transport and subsequent approval by full Council for the Transport Capital Programme on the 17<sup>th</sup> February 2011, TfB has been able to double the funds currently allocated to the overall delegated budget.

### **1.1 Reasons for decision:**

BCC and TfB strongly feel that the delegated budget process allows Local Councils to prioritise transport related schemes that do not score highly on 'strategic significance', and therefore would not be delivered as part of TfB's countywide programme. The schemes selected through the delegated budget process should be schemes of local importance that positively contribute to local priorities (see 2.2), as well as delivering against TfB Local Transport Plan objectives.

### **1.2 Impact of decision**

TfB are pleased to announce that the Delegated budget has increased from £500,000 to £1,000,000. This will be allocated across the 19 Locality areas on the same criteria as before (using a needs based assessment and technically weighted data), so each LAF/LCP/Forum will effectively see significant increase in budget for 2011/12. LAF/LCPs/Forum are invited to consider their options for the best way to utilise the additional monies that are being made available to them for 2011/12.

Any alterations to those schemes that have already been identified for the forthcoming year should be submitted to Transport Locality Team Leaders by 2<sup>nd</sup> May 2011, and LAFs/LCPs/Forum will be expected to make a final decision on their chosen programme in their June/July meeting. Schemes normally will be programmed and delivered over the summer and autumn of 2011.

The allocation of funding for the Delegated budgets for 2011/12 has been undertaken over the last few months and the majority of LAF/ LCP/Forum have already identified and agreed the projects that they wish to be carried out in the 2011/12 financial year. In order to ensure that the full benefit of the increase in budget allocation is achieved, each LAF/LCP/Forum should consider whether or not to review those schemes already identified and consider the following options;

- Proceed with the identified schemes and identify additional schemes that fit in with the Local Priorities
- Proceed with the identified schemes but increase the size of the allocation to those schemes which will deliver additional quantity of that scheme.
- Remove the schemes that have been identified and identify alternative schemes that may not have been considered due to the cost of providing those schemes.

The timing of this decision making process is short and does not necessarily fit in with the LAF/LCP/Forum meeting programme. Consideration needs to be given to the schemes that are to be promoted to allow TfB to plan and programme the works to be carried out within the 2011/12 financial year.

The Transport Localities Team Leaders will be able to further advise the best route for each of the LAF/LCP to take in their decision making process.

### **1.3 Timetable for Delegated Budget scheme identification and delivery**

<b>Activity</b>	<b>When</b>
LAF/LCP/Forum members informed of additional budget	LAF/LCP/Forum meetings March-April
LAF/LCP/Forum Member generate list of potential schemes and submit to TfB Transport Locality Team Leaders	2 <sup>nd</sup> May 2011
TfB Officers assess schemes and provide feedback	Prior to June/July LAF meetings
LAF/LCP/Forum take decision on additional schemes to be delivered in 2011/12	June/July Meetings
TfB deliver works	Prior to 31 <sup>st</sup> March 2012

## **2. Guidance for Parish and Town Councils on Delegated Budgets incorporating principles of Participatory Budgeting for 2011-12**

**(The following guidance is in line with the guidance that has previously been issued to Town and Parish Councils with minor amendments made to update the time frame and dates for submission)**

### **2.1 Background**

Delegated budgets were originally established to allow Local Area Committees to make decisions on an allocation of funding for local highway and transport needs. Historically, the schemes have generally been of a highway nature and have been on publicly maintainable land or had become dedicated as publicly maintainable following completion of the scheme. Following the change from Local Area Committee to the introduction of Local Area Forums, the delegated budget was split between the 19 Local Community Areas throughout the County, using a needs based assessment with technically weighted criteria.

The Local Area Forum (LAF)/Forum and Local Community Partnerships (LCP) Delegated Budgets, as they are known, have allowed Parish/Town Councils an opportunity to promote a scheme, which will add benefit to the local community that under normal circumstances, would not have received a high enough priority

to be carried out as part of the Transport for Buckinghamshire annual programme. Any scheme that a parish or town council put forward must be submitted through the Transport Localities Team Leader who will assess each bid and score according to the criteria shown detailed in Appendix A, prior to submission to the LAF/ LCP/Forum for consideration.

On receipt of the bids for Delegated Budget funding, all schemes are assessed by Officers and priorities considered and agreed by the LAF /LCP/Forum. Local Members form an active part of the Local Area Forums and Chair the meetings, to further enhance local democracy and empower and engage the community in the budgetary decision making process. Members are encouraged to engage with local Parish and District Councillors and other stakeholders to jointly develop schemes that satisfy both the needs of the County Council and the locality.

The rationale behind this process is to include the principles of Participatory Budgeting into the process. In doing so, as well as taking into account the technical aspects of a scheme, due consideration is given to social, economic and other equality criteria including the level of importance of a scheme to the local community. The outcome from this is that we will provide the general public with a greater sense of participation in the budgetary decision making process.

## **2.2 Criteria for scheme bids**

- a) Schemes bids should be supported by Parish/Town members and full details must be submitted in writing by the Parish Clerk to the Transport Localities Team Leader
- b) Parish/Town Councils are responsible for carrying out local consultation on proposed schemes to harness views of residents, councillors, officers, community groups, police and other public sector and voluntary organisations into a partnership around local needs, preferences and priorities. Evidence of this consultation should be included as part of the application for delegated budget.
- c) Scheme bids should only be considered for new works or improvements and preference will be given to those schemes which meet the needs of the community. Examples of previously successful schemes can be found at the end of Part 3 of the Submission Form
- d) Individual scheme bids must not exceed the LAF/LCP/Forum budget allocation unless part funding arrangements are agreed.
- e) Scheme bids are assessed using the LAF /LCP/Forum Delegated Budget Scheme Assessment process (see Appendix 1) in order to prioritise them based on benefit to local communities and the needs of multiple and diverse groups.

- f) Scheme bids for the following financial year should be submitted before 2<sup>nd</sup> May 2011 for agreement by the Local Area Forums/Forum in the June/July meetings. Bids generally need to be submitted by May to allow for adequate planning and programming for inclusion in the following financial year's programme.
- g) For this extra budget extension, all scheme bids will be assessed and reported to LAF / LCP meetings held in June/July 2011 for approval and implementation prior to April 2012.

### **2.3 How to make a bid**

All LAF/Forum members are encouraged to start developing ideas for local highways/transport related schemes (for implementation in 2011/12) and embrace the principles of PB whilst doing this.

Bids should be submitted to the Transport Localities Team Leader (Ann-Marie Davies, based at Winslow Area Office or Saiqa Khan, both based in the High Wycombe Office) by the 2<sup>nd</sup> May 2011 using the process described in Appendix A.

In Part 1, Parishes and Town Councils should outline the criteria for the scheme, taking into account local circumstances and reflecting Participatory Budgeting principles. It is important to consult local communities as part of this process and include all supporting information to enhance your bid for Delegated Budget funding. Use separate additional sheets if necessary.

**The technical assessments (parts 2 and 3 of the form) will be completed by Transport for Buckinghamshire and will supplement the application process.**

## Local Area Forum/Forum Delegated Budget Scheme Assessment sheet

### Part 1 - to be completed by Parish/Town Council

	PROVIDE DETAIL	POINTS SCORED (BCC TO COMPLETE)
Does the bid meet one of the priorities highlighted in the Local Area Plan?		
Have local stakeholders and community leaders been engaged in the planning of this scheme? <b>(Evidence required as part of the submission)</b>		
Have the needs of different groups of people where relevant/appropriate been taken into account?		
Could the scheme result in an adverse effect on the local community? If so, is it justifiable or legitimate?		
Will this scheme increase equality between groups and/or make it more visible?		
Does the scheme actively engage and involve people from different backgrounds in the locality?		
Does the scheme bring groups and communities		



INVESTOR IN PEOPLE



**Star Council**  
Top Rated



into increased contact with each other?		
Will this scheme help groups develop a sense of belonging and feel engaged in local budgetary decisions?		
Total (Max 2.0)		

## Part 2 to be completed by Transport for Buckinghamshire Officer Only

Date.....

Scheme.....

Parish.....

### Accessibility (tick boxes)

- |   |                          |           |
|---|--------------------------|-----------|
| Dropped kerbs – improved pedestrian access..... | <input type="checkbox"/> | (0.3 max) |
| New community footway.....                      | <input type="checkbox"/> | (0.2 max) |
| Improved access to schools.....                 | <input type="checkbox"/> | (0.1 max) |
| Improved access to local shops.....             | <input type="checkbox"/> | (0.1 max) |
| Improved access to hospitals.....               | <input type="checkbox"/> | (0.1 max) |
| Improved access to health care.....             | <input type="checkbox"/> | (0.1 max) |
| Improved access to sheltered housing.....       | <input type="checkbox"/> | (0.1 max) |

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TOTAL

### Congestion

- |                                       |                          |           |
|---------------------------------------|--------------------------|-----------|
| Improved visibility.....              | <input type="checkbox"/> | (0.4 max) |
| Improvement to on street parking..... | <input type="checkbox"/> | (0.3 max) |
| Remove carriageway obstruction.....   | <input type="checkbox"/> | (0.3 max) |

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TOTAL

### Environmental Issues and Impacts

- |   |                          |           |
|---|--------------------------|-----------|
| Reduce traffic speeds.....                            | <input type="checkbox"/> | (0.5 max) |
| Encourage walking, cycling or use of public transport | <input type="checkbox"/> | (0.5 max) |

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TOTAL

### Road Safety Issues

- |  |                          |           |
|--|--------------------------|-----------|
| Potential for reducing collisions.....               | <input type="checkbox"/> | (0.2 max) |
| Safe place to cross roads.....                       | <input type="checkbox"/> | (0.1 max) |
| Signs or line improvements/Village gateway feature.. | <input type="checkbox"/> | (0.1 max) |
| Lighting improvement.....                            | <input type="checkbox"/> | (0.1 max) |
| Vehicle Activated Signs.....                         | <input type="checkbox"/> | (0.1 max) |
| Provision of new footway.....                        | <input type="checkbox"/> | (0.1 max) |

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TOTAL

### Maintenance Issues (- minus score)

- |  |                          |            |
|--|--------------------------|------------|
| Significant utility plant impact (> £1,000)..... | <input type="checkbox"/> | (-1.0 max) |
|--|--------------------------|------------|

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TOTAL

#### Note:

In each section the criteria are weighted and give a possible maximum score of 1.0. The higher the score, the greater the case of the schemes being implemented. A low score will mean that schemes do not rank as high priority. The maximum possible score for all sections is 4

### Part 1 Scores

Total

### LAF DB Assessment Score

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**GRAND TOTAL**





Examples of schemes that have been approved in the past are shown here. This list is not exhaustive only indicative of successful bids.

- Bus shelter,
  - New Street light
  - Kerbing
  - Provision of footway
  - Vehicle Activated Signs
  - Salt bins
  - Dropped kerbs and accessibility improvements
  - Parking areas
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