
HULLBRIDGE MOTOR PROJECT

1 SUMMARY

- 1.1 To apprise Members of the latest position with regard to the Motor Project proposed by Hullbridge Parish Council, and to ask Members to consider additional funding to enable the project to progress.

2 INTRODUCTION

- 2.1 Hullbridge Parish Council started to plan the project in 1998 to focus specifically on the disaffected youth in the parish..
- 2.2 The aims and objectives of the project are to:
- Provide basic mechanical training
 - Identify literacy needs
 - Reduce and prevent crime and youth nuisance
 - Enhance skills for future employment.
- 2.3 The project will be centred on a barn in Lower Road, Hullbridge, opposite the junction with Pevensey Gardens. Planning permission for the barn to be used for the project was granted in March 1999.
- 2.4 Unfortunately, fund raising for the project has not been as successful as originally envisaged, and the Parish has not as yet been able to launch the initiative.

3 BACKGROUND

- 3.1 It is estimated that £15010 will be needed to fund the project for its first year, including the costs of setting up the scheme and equipping the barn. The parish has raised the sum of £9750 and consequently the sum of £5260 is still required to enable the scheme to commence. Estimated annual running costs will be £8040.
- 3.2 So far, finance for the project has been provided by the Parish Council and by the District Council: the District Council pledged £5000 to the scheme in 1998. Support has also been promised by Essex Training and Enterprise Council once the project can be shown to be viable and non-financial support has been provided by Prospects Business Technology Training.
- 3.3 Given the difficulty in raising the funds for the project, the Parish Council has now formally approached the District Council requesting that consideration be given to a further contribution of £5,000 to allow the project to be progressed.

4 THE WAY FORWARD

- 4.1 Providing Hullbridge Parish Council is able to secure sufficient funding to enable the project to commence, it may be that further funding is easier to obtain, though no clear information is available to indicate that the considerable annual running costs can be provided after year 1 of the scheme. Essex TEC have agreed to consider some funding if the project can be shown to be viable, but given that the status of the TEC is shortly to change, there must be some doubt about any long-term contribution from this source.
- 4.2 There is no doubt that the Motor Project is an interesting initiative that does seem to have the potential to actively involve a segment of the young people from Hullbridge, though it is debatable whether such a project will have any significant appeal for young women within the community.
- 4.3 There is clearly a need for some caution about the financial aspects of the scheme, given that it has proved difficult to raise sufficient funds to launch the project. If Members were minded to provide a further tranche of money to enable the project launch, there must be some clear evidence that the scheme will run for a period of time beyond the first year, possibly for a minimum of three years. At the present moment, no such evidence has been provided, and it is considered that a £10,000 investment from the limited funds available may not be the best use of the Crime and Disorder budget.

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 The project may help reduce various aspects of crime and disorder such as youth nuisance, vandalism and car crime although it does not address specific actions in the Crime and Disorder Reduction Strategy.

6 RESOURCE IMPLICATIONS

- 6.1 The Council has already pledged a contribution of £5,000 towards the total cost of the project, which is estimated at £15,010 in the first year of operation. In order to allow the project to run for at least one year, a further £5,260 is required. If the balance were to be funded from the Crime & Disorder budget, it would mean the District Council would have provided the bulk of the start-up costs for the project..
- 6.2 Annual running costs for the project are estimated at £8040. No information has been provided to indicate how these costs would be met. Therefore, there is a risk that the District Council's investment could create a project that folded after a year of operation.

7 PARISH IMPLICATIONS

- 7.1 The project has been conceived and developed by Hullbridge Parish Council.

8 RECOMMENDATION

- 8.1 It is proposed that the Sub-Committee **RECOMMENDS**

That Hullbridge Parish Council be informed that the District Council is not prepared to make a further substantial contribution towards the start up costs of the Motor Project unless it can be assured that the project will run for a minimum period of three years. (HCPI)

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Background Papers

None

For further information please contact Roger Hill on (01702) 546366