



**OFFICER REPORT TO LOCAL COMMITTEE
(WOKING)**

**ALLOCATION OF CONTROLLED PARKING ZONE REVENUE
SURPLUS - CYCLE WOKING INITIATIVE**

22 OCTOBER 2009

KEY ISSUE

To seek Committee approval to determine how to use the Controlled Parking Zone operational surplus

SUMMARY

The paper provides details on the operation of the CPZs and how the funding is managed. It offers the option for Members to allocate funding towards the Cycle Woking project.

OFFICER RECOMMENDATION

The Local Committee (Woking) is asked to decide to either

- a) allocate £50,000 from the CPZ revenue surplus to the Cycle Woking Initiative**

OR

- b) give further consideration to how any surplus can be used, with due regard to any potential future deficit**

1. INTRODUCTION AND BACKGROUND

- 1.1 The joint partnership of Surrey County Council and Woking Borough Council branded as Cycle Woking successfully applied and has been awarded “Cycling Town” status in June 2008. This has meant an injection of funding from Cycling England of £1.82m, subject to ‘match’ funding from the Cycle Woking partnership. Surrey County Council and Woking Borough Council have identified most of this ‘match’ funding, enabling a number of high profile schemes to be progressed within Woking, over and above the normal Local Transport Plan and Local Allocation funding controlled by this Committee. Cycle Woking is subject to a separate report in today’s agenda.
- 1.2 However, there is a small short fall in the ‘match’ funding that in general has been allocated from Section 106 and Section 278 monies. The Local Committee for Woking at its meeting on 16 February 2009 (minute 08/09 refers) agreed that a report be taken to the Executive by Val Tinney and Geoff Marlow on behalf of the Local Committee asking for £49,000 additional funding to enable the schemes in both options A and B of tabled Annex A to be progressed.
- 1.3 A report was tabled at the Executive Committee meeting on 17 March 2009 (minute 86/09 refers) where the Executive resolved that the amount that each local committee will be allocated from the overall Environment and Infrastructure budget will be decided on 31 March when the Executive will decide on the service plans for all services for the financial year 2009/10. It would be wrong therefore to prejudge the outcome of that decision. As already agreed, the great majority of funding for the excellent Cycle Woking project will be found from sources outside the county’s Local Transport Plan budget, for instance s 106 monies and any car-parking surplus that accrues to the local committee under the current on-street car-parking contract with Woking Borough Council. Officers will be working with the borough council over the next few months to identify in more detail the amount and timing of these funds so that the Cycle Woking project can go ahead according to its original timetable and scope, while still giving the local committee its fair share of LTP funding.

2. Civil Parking Enforcement within Woking

- 2.1 A number of years ago areas known as “Controlled Parking Zones” were established within Woking. In these areas, during the hours that the zone is operational parking is restricted to those vehicles displaying valid permits, or have purchased a valid parking ticket.
- 2.2 With the introduction of Decriminalised Parking Enforcement (now known as Civil Parking Enforcement (CPE)), the county council entered into agency agreements with all eleven of the district / borough council s within Surrey. These permit the district / borough to manage on-street parking

enforcement on behalf of the county council. These agreements vary slightly between districts, depending on the parking arrangements within the district and any local negotiations which took place. The agreement with Woking Borough Council (WBC) became operational on 26 July 2005.

- 2.3 Within the Woking agreement there is a split between how the finances are managed for Controlled Parking Zones, which were already in existence prior to 2005, and the other on-street areas known as CPE. The variation in income / expenditure is reimbursed to WBC from a central county budget. In theory, any surplus for CPE is used to cross subsidise other districts, although in the last financial year all eleven agents operated at a deficit on their CPE account. CPZs are managed separately, and any surplus or deficit is the responsibility of the Local Committee.

- 2.4 The agency agreement states that

“Any net surplus in the former CPZ part of the on-street parking account after meeting costs and providing a reasonable reserve shall be used within the Borough of Woking for such purposes set out in sections 55(2) and 55(4) 1984 Act as the Local Committee for Woking area shall in its own independent and absolute discretion determine except in circumstances where such actions would be contrary to legislation...”

The 1984 act refers to the Road Traffic Act 1984

Therefore, it is within the powers of this committee to determine how any surplus is allocated, however in making any decision the committee needs to consider the implications if at a future date the scheme operates at a deficit.

3. FINANCE

- 3.1 Below is a table detailing the income / expenditure for CPZs. This information was provided by WBC, who hold the CPZ account on behalf of the county council

Year	Expenditure	Income	Variance	Balance (£)
2001/02			-12,784.00	-12,784.00
2002/03			-646.00	-13,430.00
2003/04			-7,133.00	-20,563.00
2004/05			24,661.00	4,098.00
2005/06	89,896.41	53,401.00	36,495.41	40,593.41
2006/07	22,705.13	74,245.00	-51,539.87	-10,946.46
2007/08	55,644.73	99,903.79	-44,259.06	-55,205.52
2008/09	121,621.00	154,979.00	-33,358.00	-88,563.52
2009/10*	199,146.00	167,747.00	31,399.00	-57,164.52**

* - estimated figures

** - negative denotes a surplus

- 3.2 As the table above indicates, at the end of financial year 2008/09 there is a £88,563 surplus, however this is predicted to reduce in 2009/10 due to increased operational costs.
- 3.3 This legislation permits the committee to allocate the surplus to be used for additional parking schemes, public transport provision, environmental works or highway road improvement project. It would be a legitimate use to allocate a sum towards the Cycle Woking project. Alternatively the Committee may choose to allocate funding to support their agreed future works programme, or maintain in reserve to fund future parking works / operational deficits.
- 3.4 If an allocation of £50,000 is made to Cycle Woking and the predicted deficit for financial year 2009/10 is correct, this will leave a balance of £7,164.52. Options for increasing the CPZ income will need to be considered, to ensure the scheme does not operate at a deficit.

4. CONSULTATION

- 4.1 Appropriate consultation will be undertaken at all stages of scheme delivery. This will include Members, Police and residents as necessary.

5. VALUE FOR MONEY AND FINANCIAL IMPLICATIONS

- 5.1 Cycle Woking schemes, which are on the public highway are designed and constructed by the County Council's partner constructor, Ringway. Larger schemes off the public highway, such as the Basingstoke Canal improvements are tendered or smaller schemes ordered through previously tendered 'framework' contracts or via Woking Borough Council's tendered contracts on land controlled by them.

6. EQUALITY AND DIVERSITY IMPLICATIONS

- 6.1 None

7. CRIME AND DISORDER IMPLICATIONS

- 7.1 None

8. CONCLUSION AND RECOMMENDATIONS

- 8.1 There is a small surplus within the CPZ account. It is within the powers available to this committee to decide how this should be allocated.
- 8.2 It is recommended that the committee decide whether they wish to support the Cycle Woking initiative through the use of the CPZ surplus.

9. REASONS FOR RECOMMENDATIONS

- 9.1 The schemes within Cycle Woking are consistent with County Council objectives and those of the County Council's Local Transport Plan. This Committee has previously endorsed the Cycle Woking initiative. The allocation of funding towards this initiative will help to meet the county council's objectives.

10. WHAT HAPPENS NEXT

- 10.1 Officers will work to deliver the approved programme.

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BACKGROUND PAPERS:	Local Committee for Woking 16 February 2009. Executive Committee 17 March 2009.