



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

CYCLE WOKING FINANCE

20 OCTOBER 2010

KEY ISSUE

To understand the financing of Cycle Woking and note the contents of the report.

SUMMARY

Cycling Town status was awarded to the Cycle Woking partnership of Surrey County Council and Woking Borough Council in July 2008.

The agreement between Cycling England and Cycle Woking is that the funding provided by Cycling England is 'matched' by funding from Cycle Woking.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to **NOTE** the contents of this report.

1. ANALYSIS AND OPTIONS

Cycling England Bid

- 1.1 Surrey County Council and Woking Borough Council submitted a bid to Cycling England on 30 March 2008 for the area of Woking to become a Cycling Town. 74 authorities submitted bids to Cycling England, however Cycle Woking was short-listed in May 2008 and were requested to present their case and interviewed. Eleven new Cycling Towns and the first Cycling City were awarded the 'Cycling Town/City' status in July 2008 and joined the original six Cycle Demonstration Towns.

Cycling England Funding and 'Match' Funding

- 1.2 For Woking, the Cycling England funding was based on a population rounded to 91,000. Each financial year of funding was calculated as £4 per head 2008/09 as this was deemed as a 'half year', £8 per head 2009/10 and £8 per head 2010/11. Funding would need to be 'matched' by Cycle Woking over the same period but not required to 'tie into' each individual financial year.
- 1.3 The three financial years 2008/09 to 2010/11 added together equate to £20 per head x by the population of 91,000 provides a total sum of £1.82m.
- 1.4 The Annual Works Programme and Plan for the project were submitted to the Local Committee for each of the financial years, on 16 September 2008 (minute reference 46/08) for 2008/09, 16 February 2009 (minute reference 09/09) for 2009/10, and 3 February 2010 (minute reference 08/10) for 2010/11.
- 1.5 Each works scheme does not need to be funded 50% by Cycling England and 50% by Cycle Woking, although this could have been an option, Surrey County Council Finance advised that each scheme should be, wherever possible wholly funded by either Cycling England or Cycle Woking.

Expenditure to date and Planned 2010/11

- 1.6 Details of the 2008/09 expenditure is indicated in Annex A, 2009/10 expenditure is indicated in Annex B. The planned 2010/11 expenditure has been indicated in Annex C. Annex D indicates the summary of the three financial years together with the additional funding obtained and the possible shortfall in 'match' funding.
- 1.7 The possible 'shortfall' in 'match' funding could be resolved during 2011/12 when the Hoe Valley scheme that has already started could be 'counted' towards the 2008/09 to 2010/11 'match' funding. In addition the Broadoaks Phase 1 development has also not yet started and nor has the Woking Railway station 'Bike Station' and these could deliver 'match' funding for 2011/12 if the Government extend funding to the Cycling Towns during 2011/12 and beyond.

- 1.8 Cycling England have indicated that there could be some delays in obtaining the 'match' funding due to the current economic climate.

2. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 2.1 Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding for the Cycling Town will be in line with this vision whilst fulfilling its key commitments.

3. CRIME & DISORDER IMPLICATIONS

- 3.1 There are no specific crime and disorder implications arising from this report, but improved cycle security will be a key target for the partnership.

4. EQUALITIES IMPLICATIONS

- 4.1 The programme should raise no equality implications, as all the proposals will seek to eliminate any perceived and / or actual inequalities.

5. CONCLUSIONS AND RECOMMENDATIONS

- 5.1 The awarding of Cycling Town status for Woking is a great opportunity for the Cycle Woking partnership to make a real step change towards cycling (as well as assisting walking) with significant funding focused into the area in a short period of time.
- 5.2 The focused investment already made in Woking through monitoring around the area has started to indicate a modal shift towards cycling (as well as walking), especially for short journeys and therefore assisting to meet Sustainable Transport and Climate Change targets.
- 5.3 The programme for Cycle Woking is not complete and should be treated as 'Phase 1' and it is hoped that the Government will provide further funding for 2011/12 and beyond to enable the Cycling Town vision and objectives to be fulfilled.
- 5.4 This report is for noting.

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| BACKGROUND PAPERS: | None |

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