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Date: 3rd June 2003

Confidential Line

Report Title :	PROGRESS REPORT ON CONTROLLED PARKING ZONES PROGRAMME
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Consultation : Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

List of attachments

File Names	Version / Date Drafted	Notes

HIGHWAYS COMMITTEE 3rd June 2003

REPORT NO : 4/03 FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD:
All Wards

REPORT TITLE :	PROGRESS REPORT ON CONTROLLED PARKING ZONES PROGRAMME
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1.0 SUMMARY

- 1.1 This report informs Members on progress with the programme of implementing Controlled Parking Zones (CPZs) in Brent since the report to the last meeting of the Committee.
- 1.2 This report also informs Members on the receipt of petitions and proposed courses of action in respect of:
- traders of 831 – 859 Harrow Road, Harlesden requesting the provision of pay and display parking and loading bays for customers and deliveries,
 - residents of The Chine, The Croft, Elton Avenue and The Dell objecting to their inclusion in Zone ST CPZ (Sudbury).

2.0 RECOMMENDATIONS

- 2.1 That Committee notes the progress on the Controlled Parking Zones programme funded by Capital funds from Transport for London (associated with the Mayor's Congestion Charging Scheme for Central London and the Borough Spending Plan) and the Transportation Service Unit revenue budget.
- 2.2 That Committee notes the petitions received and agrees the courses of action proposed by officers specified in the report and that the petitioners be informed of these decisions.
- 2.3 That Committee agrees to exclude Sellons Avenue and Odessa Road from the HW zone CPZ.

3.0 FINANCIAL IMPLICATIONS

- 3.1 Appendix A gives details of the funding for the CPZ schemes detailed in the report from both Capital and Revenue budgets in the 2003/04 financial year.

- 3.2 There is a proliferation of schemes to be funded from the Transportation Service Unit revenue budget (parking account) and consequently there is a list of priorities for funding detailed in Appendix A. The costs of the schemes are estimated costs prepared for budgetary purposes only and these costs will be more accurately refined as the respective projects are taken forward. Schemes will be implemented in priority order such that the total costs will not exceed the overall revenue budget of £214,000 for the 2003/2004 financial year.
- 3.3 A number of CPZ schemes approved at previous meetings of the Committee as a part of the complementary measures associated with Congestion Charging (Zones KL, GC, GD, HW, HS, and Kingsbury Road) have not received funding approval for implementation from Transport for London (TfL). These projects have consequently been put on hold until TfL grant approval. Currently TfL are reassessing their priorities for the complementary measures and will inform Boroughs of funding approvals in due course. The funding request for these schemes was originally made in January 2003.

4.0 STAFFING IMPLICATIONS

- 4.1 The Transportation Service Unit is undertaking the scheme development, public consultation, statutory consultation and implementation work on all the schemes in the CPZ programme mentioned in this report. During the course of the 2002/03 financial year consultants were engaged to assist the Transportation Service Unit with the preparation of scheme designs and traffic regulation orders for zones in the Neasden, Willesden and Harlesden areas (Zones GB, GC, GD, GH, NS, HW, HS)

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The implementation of CPZ schemes is in line with Government guidelines and policies relating to integrated transport policy and road traffic restraint. The CPZ will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

6.0 LEGAL IMPLICATIONS

- 6.1 The "pay and display" and permit parking methods of parking control and parking prohibitions (waiting and loading restrictions) associated with implementing the CPZ's detailed will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders are set out in the associated Statutory Traffic Regulations.
- 6.2 Members have authorised the Director of Transportation to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following the statutory consultation process. This mean a further report need not be brought before this committee prior to implementation

7.0 DETAIL

Background

- 7.1 In the 2002/03 financial year various funds within the Capital Programme were available to implement CPZ schemes. TfL approved funding through the Borough Spending Plan submission for the Sudbury CPZ's (Zones ST & SH) and a review of the existing Kilburn CPZ's (Zones K, KB, KC and KQ). In addition as a part of a separate bid for funds to mitigate the effects of the Central London Congestion Charging Scheme (CCS) TfL has approved funds to implement schemes in selected areas of Kilburn (Zone KS), Willesden (Zones GM, GB & GH) and Neasden (Zone NS).
- 7.2 A number of these schemes are continuing to completion in the 2003/04 financial year and TfL have made provision for funds associated with CCS to be carried forward (Zones GB, GH & NS). The ST & SH zones in Sudbury will be progressed to completion in the 2003/04 year using revenue funds although the bulk of the cost of implementation has already been charged to Capital last year.
- 7.3 A number of zones associated with CCS Willesden (Zones GC & GD), Harlesden (Zones HW & HS), Kingsbury (Kingsbury Road) and Kensal (Zone KL) have not received funding approval for implementation from Transport for London (TfL). These projects have consequently been put on hold until TfL grant approval. Currently TfL are reassessing their priorities for the CCS measures and will inform Boroughs of funding approvals in due course. The funding request for these schemes was made in January 2003.
- 7.4 Brent has also made available funds through its own Main Programme for the Neasden Town Centre improvements, which included a town centre CPZ proposal. This project will be completed during the 2003/04 financial year.
- 7.5 The outcome of informal consultations in Kilburn, Willesden, Neasden, Harlesden and Kingsbury has been reported to this Committee previously, and where schemes are being progressed to implementation, Committee is advised on progress to date in the following sections of this report.

CPZ petitions – (Revenue funds)

Zone MC (Dar-AI-Islam Foundation and the Mosque and Islamic Centre of Brent)

- 7.6 The reviews of Zones MC and GM previously approved by this Committee to address petitions received from the Mosque and Islamic Centre of Brent, and the Dar-AI-Islam Foundation, is under progress. Initial surveys of parking demand and usage of existing facilities were underway at the time of writing this report. The outcome of the surveys and recommendations for possible amendments to the CPZ will be reported to the next meeting of this Committee.

Zone KD (Willesden Lane traders) (Appendix B)

7.7 Statutory consultations in respect of the amendments to the parking arrangements were underway at the time of writing this report. Subject to there being no material objections to the Public Notice as part of the Traffic Management Order making process, the changes are scheduled to be implemented in October 2003.

Harrow Road, Harlesden (traders of Nos. 831 - 859) (Appendix C)

7.8 Members are informed that a petition has been received from traders on the stretch of 831 – 859 Harrow Road between Wrottesley Road and Scrubs Lane, Harlesden from traders requesting the provision of pay and display parking and loading bays for customers and deliveries. This section of the road is on the Borough boundary between Brent and Hammersmith and Fulham. Waiting and loading restrictions operate Monday – Saturday, 8am – 6.30pm and access to parking for customers and loading is severely restricted. The petition did not meet the Council's standing orders requirement for 50 signatures for it to be placed before this committee, however, officers are advising Members that investigations will be undertaken to consider the petitioners requests for improved access to parking in this area and to liaise with LB Hammersmith and Fulham. The findings of officers will be reported to a future meeting of the Committee.

CPZ reviews (Revenue funds)

7.9 The previous Committee approved the review of existing CPZs as detailed in the table below. Work on the review of Zones GM and MC had commenced at the time of writing this report and progress will be reported to the next meeting of this Committee.

Zones	Area	Status
K, KC, KB, KQ	Kilburn / Queens Park	Review completed 02/03 (funded through ILIP/BSP)
GM, MC, KS	Cricklewood, Brondesbury Park	Authorise immediate review due to petitioners issues
MA, MK, MW	Mapesbury	Review programmed for Jul 03
KG, KR, KM	Kensal, Carlton Vale	Review programmed for Sep 03
NS	Neasden	Review programmed for Oct 03
ST	Sudbury	Review programmed for Nov 03

7.10 The cost of implementing changes to schemes following the reviews will be met from revenue funds subject to availability.

Sudbury area CPZ's (Capital funds 02/03 & Revenue funds 03/04)

Zone SH (Sudbury Hill)

7.11 The 15 April 2003 Committee approved that Zone SH be progressed to statutory consultation. It is anticipated that this process will be completed by October 2003, following which the CPZ can be implemented if no material objections are received. The cost of implementing the CPZ will be met from revenue funds although the bulk of the cost of implementation has already been charged to Capital last year

Zone ST (Sudbury Town) (Appendix D)

- 7.12 Implementation of the CPZ was substantially complete at the time of writing this report. The scheme is scheduled to come into operation on 16 June 2003.
- 7.13 Committee is informed on the receipt of a petition from residents of The Chine, The Croft, Elton Avenue and The Dell objecting to their inclusion in Zone ST CPZ. The petition was received in response to the advertising of the Public Notice as part of the Traffic Management Order making process. The petition states:
- That the majority of households in the above mentioned four roads are against the CPZ and the cost of parking permits.
 - That Brent Council failure to control the parking on the urban clearway section of Elton Avenue.
 - The scheme created dangerous hazard with regards to the access of Emergency Services.
- 7.14 The number of verified signatories did not contain the requisite number of signatures to be considered by members of this committee under the Council's Standing Orders and it was therefore considered by the Director of Transportation under delegated powers. His view was that excluding the above streets from the CPZ would result in parking displacement occurring in these streets which would exacerbate parking and access difficulties previously reported by local residents, as well as access difficulties due to obstructive parking reported by the Council's StreetCare Unit in respect of refuse collection vehicles. Members have authorised the Director of Transportation to consider and reject objections or representations if he thinks appropriate following the statutory consultation process for this scheme. The objections were therefore over-ruled by the Director of Transportation on the grounds that access needed to be maintained.

Neasden Town Centre CPZ (Main Programme Capital funds) (Appendix E)

- 7.15 Statutory Consultation in respect of the town centre CPZ was underway at the time of writing this report. Subject to there being no material objections to the Public Notice, implementation of the CPZ is scheduled to commence in June 2003.

Congestion Charging Schemes (TfL Capital funds) (Kensal Rise, Brondesbury Park, Cricklewood, Willesden, Harlesden)

Zone KL (Kensal Rise) - (Appendix F)

- 7.16 Confirmation of funding from TfL to implement Zone KL was awaited at the time of writing this report. If approved, the scheme will be progressed to statutory consultation and implementation could take place in November/December 2003.

Zones GB, GC, GD & GH (Willesden) - (Appendices G)

- 7.17 TfL funding had been approved for Zones GB and GH and these Zones are currently being progressed to statutory consultation. Subject to there being no material objections to the TMO, implementation of Zones GB and GH can

commence in October/November 2003. It is proposed that Zone GB be implemented initially, followed by Zone GH.

7.18 Confirmation of funding from TfL to implement Zones GC and GD was awaited at the time of writing this report.

7.19 Members will recall at the April meeting approving reconsultations in Parkfield Road (GH zone) and Villiers Road (GC zone) to seek residents views about inclusion within the CPZ's following the receipt of petitions from these roads. Officers are progressing the consultations and the results will be reported to a future meeting of the Committee.

Zone NS (Neasden) - (Appendix H)

7.20 Implementation of the CPZ was substantially complete at the time of writing this report and is scheduled to be operational on 2nd June 2003.

Zones H, HW & HS (Harlesden) - (Appendix I)

7.21 Confirmation of funding from TfL for the implementation of Zones HW and HS, and the amendments identified in the review of Zone H, was awaited at the time of writing this report. Subject to funding being made available the programme for implementation of these schemes will be reported to the next meeting of this Committee.

Zone HW re- consultation of Sellons Avenue and Odessa Road - (Appendix J)

7.22 The re- consultation on the inclusion of Sellons Avenue and Odessa Road in Zone HW was carried out on 17th March 2003. The result of re- consultation is tabulated below:

Road Name	Questionnaires delivered	Questionnaires returned	% Response	Question 1		% Yes
				Yes	No	
Sellons Avenue	165	40	24%	11	29	28%
Odessa Road	40	20	50%	6	14	30%
TOTAL	205	60	29%	17	43	28%

7.23 It is recommended that based on the results of the re- consultation, Sellons Avenue and Odessa Road be excluded from the HW CPZ. It should be noted that funding confirmation is still awaited from TfL for the HW zone.

CPZ schemes (Revenue funds)

Zone GM extension - Mora Road area CPZ (Cricklewood) - (Appendix K)

7.24 Public consultations on the proposed extension of the Zone GM CPZ, as approved by the 15 April 2003 Committee are scheduled to be undertaken in June 2003 and the results reported to the next meeting of this Committee. The cost of implementing any scheme would be met from revenue funds subject to availability.

Zone KS extension (Brondesbury Park) - (Appendix L)

- 7.25 The extension of Zone KS to include Milverton, Okehampton and Chudleigh Roads is scheduled for June 2003. Public consultations on the proposed inclusion of Mount Pleasant Roan and Hanover Road will be carried out in June 2003, the results of which will be reported to the next meeting of this Committee.

Zone QA, Queensbury Station Parade Area - (Appendices M)

- 7.26 The Zone QA CPZ was approved for statutory consultation and implementation at the previous meeting of this Committee. The statutory consultation in respect of the CPZ will be undertaken between July 2003 and November 2003. Subject to no material objections being received the CPZ will be programmed for implementation in January/February 2004.

P&D Zone Old Kenton Lane, Kingsbury - (Appendices N)

- 7.27 The Traffic Management Order making process for the Old Kenton Lane 'pay & display' scheme has been completed, during which no objections were received. The scheme is scheduled for implementation in May 2003 and will come into operation on 19th May 2003.

8.0 BACKGROUND INFORMATION

Details of Documents:

- 8.1 Environment Committee 29th July 1998 (report No. 53)
L.B. Brent Parking Strategy
A New Deal for Transport: Better for Everyone (DETR)
Traffic Management and Parking Guidance for London (GOL)
Petition received.
- 8.2 Any person wishing to inspect the above papers should contact David Eaglesham, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 020 8937 5140

Richard Saunders
Director of Environmental Services

**Progress Report On Controlled Parking Zones Programme
APPENDIX A**

Annual budgets for CPZ schemes

The funding allocations and scheme budgets for CPZ's in 2003/2004 financial year from Transport for London (Congestion Charging) Capital funds, Main Programme Capital funds and Revenue funds (parking account) are summarised below in Table 1:

TABLE 1

Funding Source	Schemes	Budget
Transport for London (Congestion Charging) Capital funds	Zone GB (Willesden)	£84,000*
	Zone GH (Willesden)	£134,000*
	Zone NS (Neasden) – (on-site)	£73,000*
Revenue funds (parking account) (CPZ implementation) £214,000	Zone ST (Sudbury) - (on-site)	£20,000
	Zone SH (Sudbury) - (02/03 approval)	£20,000
	Zone QA (Queensbury) (petition)	£50,000
	P&D zone Old Kenton Lane, Kingsbury (petition)	£10,000
	Zone KD, Willesden Lane amendments (petition)	£10,000
	Zone KS extension (petition)	£20,000
	Zone GM & MC review	£30,000
	Zone KS review	£54,000
	Zone MA, MK, MW review	**
	Zone KG, KR, KM review	**
	Zone NS review	**
	Zone ST review	**
Zone GM extension	**	
Main Programme Capital funds	Zone NT (Neasden Town Centre) (CPZ costs for commercial / shopping area covered in wider regeneration project)	£600,000*

* Predicted amount, out turns for 2002/03 and carry forward amounts still to be confirmed at the time of writing this report.

** Predicted shortfall in funding, schemes will be progressed on the availability of funds.

TfL Congestion Charging funds

The amount of Transport for London funding on CPZ schemes associated with the Mayor's Congestion Charging Scheme (CCS) for Central London is detailed below in Table 2. The table shows the overall allocation approved to date in bold type and the maximum allocation possible (as detailed in Brent's successful bid for funds) subject to TfL approval in brackets which spans financial years. Individual schemes funded from the CCS budget require approval from TfL for the implementation element of the scheme following public consultation and member approval. The initial design and public consultation stages of the CCS schemes already have full funding.

**Progress Report On Controlled Parking Zones Programme
APPENDIX A (continued)**

The funds for the CCS schemes are carried forward at the end of the financial year subject to regular monthly monitoring by TfL to track progress with the schemes and expenditure. The funding for schemes commenced in the 2001/2002 financial year. All schemes are required to finish in the 2003/2004 financial year in accordance with the bid.

TABLE 2

Areas in bid for funds	Initial design	Consultation	Detail design	Implementation
Extension of CPZ's in Kensal Rise, Willesden Green and Harlesden. New CPZ's in the vicinity of Dollis Hill and Neasden stations.	£80,000 (£80,000)	£114,000 (£114,000)	£61,000 (£106,000)	£745,000 (£1,000,000)
New CPZ's in the vicinity of Harlesden, Kenton, Stonebridge, Wembley Park and Kingsbury stations.	£80,000 (£80,000)	£100,000 (£100,000)	£0 (£120,000)	£0 (£950,000)

Individual schemes funded from the CCS budget require approval from TfL for the implementation element of the scheme following public consultation and member approval. The initial design and public consultation stages of the CCS schemes already have full funding. The funds for the CCS schemes are carried forward at the end of the financial year subject to regular monthly monitoring by TfL to track progress with the schemes and expenditure. The funding for schemes commenced in the 2001/2002 financial year. All schemes are required to finish in the 2003/2004 financial year in accordance with the bid.

The estimated costs for the currently approved schemes awaiting funding approval from TfL for detailed design and implementation in the CPZ programme are shown below in Table 3.

TABLE 3

Schemes	Funding allocated for (initial design / consultation)	Awaiting additional funding (detailed design / implementation)
Zone KL (Kensal)	£10,000	£80,000
P&D Zone Kingsbury Road (Kingsbury)	£19,000	£60,000
Zone GC (Willesden)	£19,000	£90,000
Zone GD (Willesden)	£19,000	£85,000
Zone HW (Harlesden)	£17,000	£125,000
Zone HS (Harlesden)	£19,000	£185,000
Total funding awaited		£625,000

Progress Report On Controlled Parking Zones Programme
APPENDIX A (continued)

Prioritisation of Revenue funds

There is a proliferation of schemes to be funded from the Transportation Service Unit Revenue budget (parking account) and consequently the projects need to be prioritised. The costs of the schemes in Table 1 are estimated costs prepared for budgetary purposes only and these costs will be more accurately refined as the respective projects are taken forward. Schemes will be implemented in priority order such that the total costs will not exceed the overall revenue budget of £214,000 for the 2003/2004 financial year. The priorities will be as follows:

- 1) Schemes currently being implemented and continuing to completion
- 2) Schemes already approved in the 2002/2003 financial year awaiting implementation
- 3) Agreed actions or scheme amendments arising from petitions
- 4) Scheme reviews
- 5) New schemes or schemes under development