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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

**LONDON BOROUGH OF BRENT
HIGHWAYS COMMITTEE 23rd July 2003**

REPORT NO : /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 CPZs in Brent since the report to the last meeting of the Committee;
- the results of re-consultations on Controlled Parking Zone (CPZ) proposals in Cricklewood (Zone GM extension) and Kilburn (Zone KS extension) (results to be reported at Committee);
- the outcome of preliminary consultations on the reviews of Zones GM, MC and KS CPZs (results to be reported at Committee);
- the receipt of a petition in April 2003 in response to the Zone WL (Chalkhill area) proposed CPZ consultation;
- a request received from residents of Zone KS, and a local ward member in Brondesbury, for the introduction of cross boundary permits.

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 considers the results of the re-consultation on proposals for the extensions of zones GM (Mora Road area, Cricklewood) and KS (Mount Pleasant Road area, Brondesbury) to be presented at Committee, and that where support is identified the additional streets be included in the respective CPZs.
- 2.3 That Committee notes the outcome of the reviews of zones MC, GM and KS to be reported at Committee and approves officers' recommendations.
- 2.4 That Committee notes the petition received from Zone WL (Chalkhill area) and confirms that the CPZ proposals for this zone are withdrawn as agreed by the 15 April 2003 Highways Committee.

- 2.5 That Committee notes the request received for the use of cross boundary permits, considers the options at Item 7.32, and decides what course of action should be taken with regard to this request.
- 2.6 That Committee agrees to exclude Cholmondoley Avenue from Zone HW CPZ as reported in Item 7.22.
- 2.7 That Committee approves the following schemes and agrees that they they be implemented subject to statutory consultation: KL, GC, GD, HW, HS and MC.
- 2.8 That Committee authorises the Director of Transportation to consider objections and representations to the consultation on the schemes above in recommendation 2.7 and any other schemes agreed by members and that he report back to members if he thinks appropriate, otherwise he is authorised to implement the schemes

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 Funding for CPZs zones KL, GC, GD, HW and HS previously approved by this Committee has now been confirmed by Transport for London (TfL). These schemes are being progressed to implementation in the current financial year in accordance with TfL's stipulation that there is no carry over of the TfL funding to the 2004/5 financial year. Although it is anticipated that the implementation programme will be achieved, any carry over into the next financial year may have to be funded from the Parking Account.
- 3.4 Funding had also been requested for the Kingsbury Station area CPZ (Zone YK) which included the Kingsbury Road 'Pay & Display' scheme. As the wider CPZ proposals for Kingsbury were not supported TfL has withdrawn funding for the scheme. The Kingsbury Road pay & display scheme was approved as a part of the Kingsbury Town Centre enhancement consultation and has been progressed to implementation as a part of those works, to be operational from 21 July 2003. The scheme implementation costs will be met from the BSP allocation for Kingsbury Town Centre.

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 and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 6.2 The procedures require a period of statutory consultation, which means the authority must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.
- 6.3 Members have authorised the Director of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections or representations if he thinks appropriate prior to him implementing the various schemes following that statutory consultation process. This means a further report will not be brought before this committee prior to implementation if there are no objections.

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). Zone SH (Sudbury Hill) 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 CPZs identified in the CCS programme, and approved by this Committee, were held in abeyance pending TfL funding. The allocation was confirmed in late June 2003 for the following CPZ's, Willesden (Zones GC & GD), Harlesden (Zones HW & HS) and Kensal (Zone KL). These schemes will be progressed to statutory consultation in the priority order suggested in the table below, which Committee is requested to note and approve:

SCHEME	CURRENT STATUS	PROPOSED IMPLEMENTATION DATE	PROPOSED OPERATIONAL DATE
Zone KL (Kensal Rise Station area)	Scheme approved. Funding confirmed June '03. Statutory consultation – Sept '03- Jan '04.	Jan/Feb 04	March 04
Zone GC (Chapter Road area)	Scheme approved. Funding confirmed June '03. Statutory consultation – Sept '03- Jan '04.	Jan/Feb 04	March 04
Zone GD (Denzil Road area)	Scheme approved. Funding confirmed June '03. Statutory consultation – Sept '03- Jan '04.	Feb/Mar 04	March 04
Zones HW & HS (Harlesden)	Scheme approved. Funding confirmed June '03. Statutory consultation – Sept '03- Jan '04.	Feb/Mar 04	March 04

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 funding)

Zones MC & GM (Dar-Al-Islam Foundation and the Mosque and Islamic Centre of Brent) (Appendices B, C, & D)

7.6 Initial surveys of parking demand and usage of existing facilities in Zone MC have been completed. The findings are summarised below and indicate that an additional 13 short-term parking places can be reallocated as 'pay & display' and shared use parking. The drawing at Appendix B shows the existing parking arrangements and the revised arrangements are shown at Appendix C. Committee is requested to approve the revised allocation of parking for statutory consultation.

LOCATION	PROPOSAL	No. OF ADDITIONAL PARKING BAYS
Chichele Road outside number 28	Remove existing bus stand (approved by LT Buses) and replace with pay & display only parking	6
Sylvan Grove outside number 13/14	Nil take up of permits in Sylvan Grove. Re-allocate existing 'permit holder only'	7

	parking to shared use parking.	
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- 7.7 The Zone GM review was underway at the time of writing this report and the results will be reported at Committee with officers' recommendations. A copy of the review consultation document is appended to this report as Appendix D.

Zone KD (Willesden Lane traders) (Appendix E)

- 7.8 The Statutory consultations in respect of the amendments to the parking arrangements will expire on 17th July 2003. Subject to there being no material objections to the Public Notice as part of the Traffic Management Order making process, the amendments will be implemented in August 2003.

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

- 7.9 Preliminary investigations into the request received from traders for pay & display parking and loading/unloading facilities at the above location are underway. The outcome of the investigations and consultations with LB Hammersmith and Fulham will be reported to a future meeting of this Committee.

CPZ petitions (TfL Capital funding)

Zones WO & WT (Wembley area) (not being progressed due to no support)

- 7.10 A number of petitions were received in response to CPZ proposals for zones WP, WO and WT and reported to the Highways Committee on 15th April 2003 (Supplementary Paper 1). Committee considered the petitions and the results of the informal consultations which indicated that the majority of respondents opposed the CPZ proposals. Committee therefore agreed not to proceed with the schemes. An identical petition to those received from Zone WP, WO and WT was also received from zone WL from the Conservative Action Team, but not reported to Committee. The petition reads:

*"We, the undersigned, being residents of Wembley Park request that Brent Council notes our objections regarding the proposed CPZ and demand that you withdraw these proposals forthwith.
As Council taxpayers and also, in most cases, road taxpayers, we feel that we should not be taxed yet again for the right to park in our streets. We believe that we should have the right to park across our own driveways. We feel that other options should have been presented to us, the residents. Although we might benefit from a reduction in commuter parking, the solution is worse than the problem"*

- 7.11 Committee is requested to note the petition and to confirm the decision of the Committee on 15th April 2003 to not proceed with the CPZ for Zone WL (Chalkhill area), and to inform the petition organisers of the Committee's decision.

CPZ reviews (Revenue funds)

7.12 The previous Committee approved the review of existing CPZs as detailed in the table below.

Zones	Area	Status
K, KC, KB, KQ	Kilburn / Queens Park	Review completed 02/03 (funded through ILIP/BSP)
GM, MC, KS	Cricklewood, Brondesbury Park	Reviews underway due to representations from petitioners at previous Highways Committee meetings
MA, MK, MW	Mapesbury	Review programmed to start in July 2003
KG, KR, KM	Kensal, Carlton Vale	Review programmed to start in September 2003
NS	Neasden	Review programmed to start in October 2003
ST	Sudbury	Review programmed to start in November 2003

7.13 Progress on the reviews of Zones MC and GM is reported at Items 7.6 and 7.7. The Zone KS review was also underway at the time of writing this report, the results of which will be reported at Committee with officers' recommendations. A copy of the consultation document is appended to this report as Appendix G.

7.14 Preliminary surveys for the reviews of Zones MA, MK and MW are underway. It is proposed to meet with local residents' and business groups in July/August 2003 and to carry out area wide consultations in September 2003. Progress with the review will be reported to a future meeting of this Committee.

7.15 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) (Appendix H)

7.16 Committee approved that Zone SH be progressed to statutory consultation on the 15th April 2003. 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) (Appendix H)

7.17 The CPZ came into operation on 16th June 2003 and early indications are that the scheme is working well. A number of amendments were made to the scheme design during implementation to take account of requests from local residents for additional parking places and waiting restrictions. Appendix I lists these amendments which Committee is requested to note and approve. A review of the CPZ will be carried out in November 2003.

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

7.18 The Public Notice advertised as part of the Traffic Management Order (TMO) making process in respect of the town centre CPZ expires on 24th July 2003. Subject to there being no material objections the scheme can be progressed to implementation. The implementation will be coordinated with other elements of the town centre scheme to minimise disruption on the public highway and to fit in with the contractors' construction programme. As such, the implementation of the town centre scheme is scheduled to commence in September/October 2003 and it is anticipated that the CPZ will be operational by February/March 2004.

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

Zones GB & GH (Willesden) - (Appendix K)

7.19 Statutory consultation in respect of the Zone GB CPZ was underway at the time of writing this report. Subject to there being no material objections to the Public Notice as part of the TMO making process it is proposed to commence implementation in September 2003 for the scheme to be operational in October 2003.

7.20 Statutory notices for Zone GH were being drafted at the time of writing this report and will be advanced to consultation in September 2003. Subject to a satisfactory outcome the CPZ implementation is programmed to commence in November/December 2003 for the scheme to be operational in January 2004. The Highways Committee on 15th April 2003 also considered a petition from Parkfield Road objecting to their exclusion from the CPZ. Committee requested officers to re-consult and to include the street in the CPZ if majority support was identified. The re-consultation is currently in progress and will be reported to a future meeting of the Committee.

Zones KL (Kensal Rise) – (Appendix L), GC & GD (Willesden) – (Appendix K), HW & HS (Harlesden) – (Appendix M)

7.21 The recent confirmation of TfL funding will enable zones KL, GC, GD, HW and HS to be progressed to implementation. Statutory consultations as part of the TMO process in respect of each of these schemes will commence in September. Subject to a satisfactory outcome it is proposed to bring the CPZ's into operation by end of March 2004. The Highways Committee on 15th April 2003 also considered a petition from the eastern end of Villiers Road (GC zone) objecting to their exclusion from the CPZ. Committee requested officers to re-consult and to include the street in the CPZ if majority support was identified. The re-consultation is currently in progress and will be reported to a future meeting of the Committee.

7.22 The Highways Committee on 15th April 2003 considered a petition from Cholmondeley Avenue (Zone HW CPZ) objecting to their inclusion in the CPZ. Committee requested officers to re-consult and to include the street in the CPZ if majority support was identified. The results of the re-consultation are summarised below:

No of questionnaires delivered: 47
Nos. returned: 15 (31% response)
In favour of CPZ: 7
Against CPZ: 8

In view of the majority response indicated against the CPZ it is suggested that Cholmondeley Avenue be excluded from Zone HW.

- 7.23 The Highways Committee on 3rd June 2003 considered a request from a resident of Zone HW to include Crownhill Road, Manor Park Road, St John's Avenue and Harlesden Gardens in Zone HW. Committee agreed that officers review the inclusion of these streets in the CPZ. Informal consultations on proposals for their inclusion in Zone HW will be carried out in September 2003 and the results reported to a future meeting of this Committee.

Zone NS (Neasden) - (Appendix N)

- 7.24 The CPZ came into operation on 16th June 2003. Early indications are that the scheme is working well. A review of the CPZ will be carried out in October 2003.

CPZ schemes (Revenue funds)

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

- 7.25 Informal public consultations on the proposed extension of the Zone GM CPZ, as approved by the Committee on 15th April 2003, were underway at the time of writing this report. A copy of the scheme consultation is appended to this report as Appendix P. The results of the consultation will be reported at Committee with officers' recommendations. A copy of the scheme design proposals will be available at Committee for inspection.

Zone KS extension (Brondesbury Park) - (Appendices Q & R)

- 7.26 Informal public consultations on the proposed extension of the Zone KS CPZ, as approved by the Committee on 3rd June 2003, were underway at the time of writing this report. A copy of the scheme consultation is appended to this report as Appendix R and a plan of the area at Appendix Q. The results of the consultation will be reported at Committee with officers' recommendations. A copy of the scheme design proposals will be available at Committee for inspection.

Zone KS Brondesbury Area – Cross boundary permit system

- 7.27 Committee is informed of a request received from local residents and a local ward member for the introduction of 'cross boundary' permits, to enable resident permit holders to park in adjacent CPZs. A number of residents have raised concerns regarding their personal safety on occasions when they have used local rail and tube stations, and have returned late or at a time when it is unsafe to walk back to their homes. Consequently they have requested that they be permitted to park in dual use or pay & display bays in adjacent CPZs near rail and tube stations, without charge, provided they display their permits.

- 7.28 A similar request was received from the Mapesbury Residents' Association in October 2001 to 'pilot' the use of a cross boundary permit scheme in the 'M' Zones (Willesden) to allow permit holders to park in neighbouring sub zones on a short stay basis. The request was reported to the 8 October 2001 meeting of the Transportation Sub Committee, and Committee agreed that officers consider investigating a scheme which will allow residents and businesses with a valid permit for one sub zone of a Controlled Parking zone (CPZ) to park for short terms in another sub zone with the same CPZ prefix letter (MA, MW, MK for example).
- 7.29 Investigations to evaluate the feasibility of cross boundary permits were undertaken and reported to the 4 December 2001 Transportation Sub Committee. The report suggested that in principle a system of short stay parking in adjacent sub zones could be made to operate using a system of scratch cards or clocks, similar to those used by Orange/Blue badge holders. However the report also indicated that, if introduced, the scheme could encourage commuting within zones which would create pressure on parking around local amenities, such as shops and stations. Committee considered the option of such a scheme but decided not to proceed.
- 7.30 Committee will be aware that the current system of operation of permit schemes in Brent is that a permit (resident, business or visitor) is only valid in the sub zone for which it is applied for. The main aim is to secure easy access to parking in close proximity to the applicant's home or base. Currently small to medium sized sub zones are developed specifically to prevent any internal commuting of permit holders to high demand areas such as shops or stations in order to ensure easy access to parking. It should be noted that other London Borough's which have progressed larger zones have experienced difficulties with residents or businesses living in areas of high parking demand where competition from permit holders within the zone can still prevent them from parking in close proximity to their premises. CPZ's progressed to date have demonstrated that the system adopted by Brent has succeeded in that it has made parking easily available to the majority of residents and businesses close to their premises.
- 7.31 Currently if residents want to make a local journey to another destination within another sub zone during the operational hours of that particular CPZ then parking would be permitted through either "pay and display" or a visitors permit provided by a resident being visited.
- 7.32 The request from the Brondesbury area is to allow permit holders to park unrestricted in pay & display bays in adjacent zones, particularly close to shops and rail/tube stations. The implications of allowing this concession are highlighted in 7.28 above and would be contrary to the principles of the parking strategy to "restrain the making of unnecessary vehicle trips made by private cars". Committee is requested to consider the following options:
- (a) Do not introduce the scheme
 - (b) Instruct officers to further investigate the request and to report back to the next meeting of this Committee.

Zone QA, Queensbury Station Parade Area - (Appendix S)

7.33 The Highways Committee approved the Zone QA CPZ for statutory consultation and implementation on the 15th April 2003. 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 December 2003/January 2004.

P&D Zone Old Kenton Lane, Kingsbury - (Appendix T)

7.34 Implementation of the 'pay & display' scheme is substantially complete and is anticipated to be operational in August 2003.

8.0 BACKGROUND INFORMATION

Details of Documents:

- 8.1 Environment Committee 29th July 1998 (report No. 53)
Transportation Sub Committee 12 December 2001
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 £856,000	Zone GB (Willesden)	£84,000*
	Zone GH (Willesden)	£134,000*
	Zone NS (Neasden) – (completed)	£42,500
	Zone KL (Kensal)	£80,000
	Zone GC (Willesden)	£90,000
	Zone GD (Willesden)	£85,000
	Zone HW (Harlesden)	£125,000
	Zone HS (Harlesden)	£185,000
Revenue funds (parking account) (CPZ implementation) £214,000	Zone ST (Sudbury) - (completed)	£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.

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

TfL Congestion Charging Capital 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.

TABLE 2

Areas in bid for funds	Initial design	Consultation	Detail design	Implementation
INNER ZONE CPZ's: 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)	£106,000 (£106,000)	£1,000,000 (£1,000,000)
MIDDLE ZONE CPZ's: New CPZ's in the vicinity of Harlesden, Kenton, Stonebridge, Wembley Park and Kingsbury stations.	£80,000 (£80,000)	£100,000 (£100,000)	£10,000 (£120,000)	£175,000 (£950,000)

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.

Consultations on all schemes have now been completed and Table 1 gives details of the all the funding allocations for approved schemes. The budget for Inner Zone CPZ's has now been fully released. Only one Middle Zone CPZ was approved (HS zone) and this budget has only been partially utilised. No further funding approvals will be granted by TfL as a part of this original bid.

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 identified 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