

## Progress Report On Controlled Parking Zones Programme APPENDIX A

### General

The funding allocations and scheme budgets for CPZ's in 2003/2004 financial year from Revenue funds (parking account), Transport for London (Congestion Charging) Capital funds and Main Programme Capital funds are summarised in the following sections. All three funding streams are separate and relate to different schemes and initiatives.

### Revenue funds

These funds are a proportion of the surplus generated by the Council's Parking Account annually which is provided to the Transportation Service Unit for the implementation costs of CPZ's. These are schemes funded by Brent directly. Table 1 details the use of these funds in 2003/2004.

**TABLE 1**

Funding Source	Schemes	Budget
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 (petition)	£10,000
	Zone KD, Willesden Lane amendments (petition)	£10,000
	Zone KS extension (petition)	£20,000
	Zone GM & MC review (petition)	£30,000
	Zone KS review (petition)	£54,000
	Zone MA, MK, MW review	*
	Zone KG, KR, KM review	*
	Zone NS review	*
	Zone ST review	*
	Zone GM extension	*

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

Currently there is a proliferation of schemes to be funded from the Transportation Service Unit Revenue budget for CPZ's (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

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**Capital funds (TfL Congestion Charging complimentary measures)**

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. Consultations on all schemes have been completed and Committee approval granted. All schemes are now being progressed through statutory consultation (traffic orders) and implementation stages. All schemes are required to finish in the 2003/2004 financial year in accordance with the bid. No further funding approvals will be granted by TfL as a part of this original bid.

**TABLE 2**

<b>Funding Source</b>	<b>Schemes</b>	<b>Budget</b>
Transport for London (Congestion Charging) Capital funds £856,000	Zone GB (Willesden)	£75,000
	Zone GH (Willesden)	£125,000
	Zone NS (Neasden)	£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

**Capital funds (Brent Main Programme)**

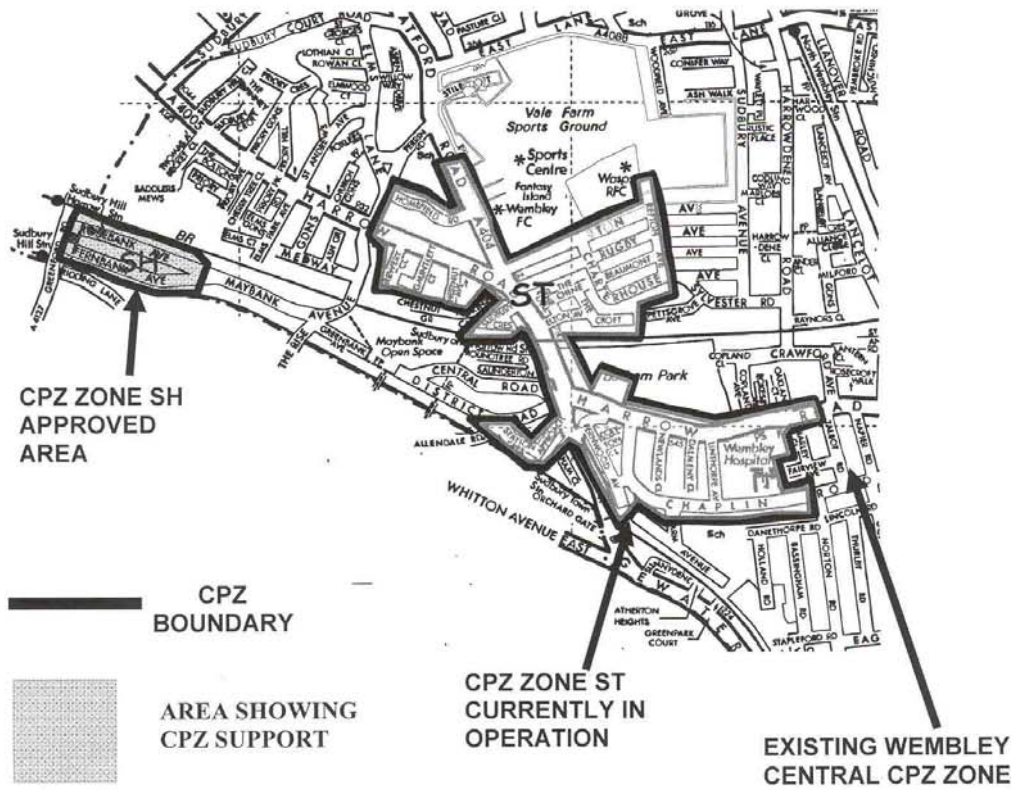
Table 3 shows the main programme capital funding which has been allocated to schemes with associated parking control measures. The funding for the Neasden Town Centre scheme is allocated for a wider regeneration initiative for the town centre which includes a CPZ. The CPZ element of the scheme is currently estimated at £60,000. A future report to the executive is required to approve budgets and tenders received from contractors before any implementation work commences.

**TABLE 3**

<b>Funding Source</b>	<b>Schemes</b>	<b>Budget</b>
Main Programme Capital funds	Zone NT (Neasden Town Centre) (CPZ costs for commercial / shopping area covered in wider regeneration project)	£598,778

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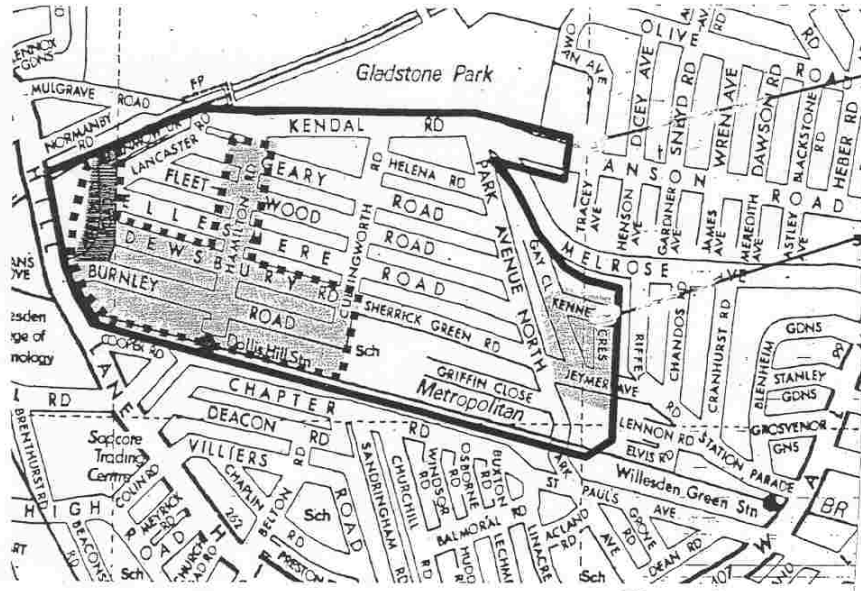
**SUDBURY AREA**  
**Controlled Parking Zones - Zone ST and SH**



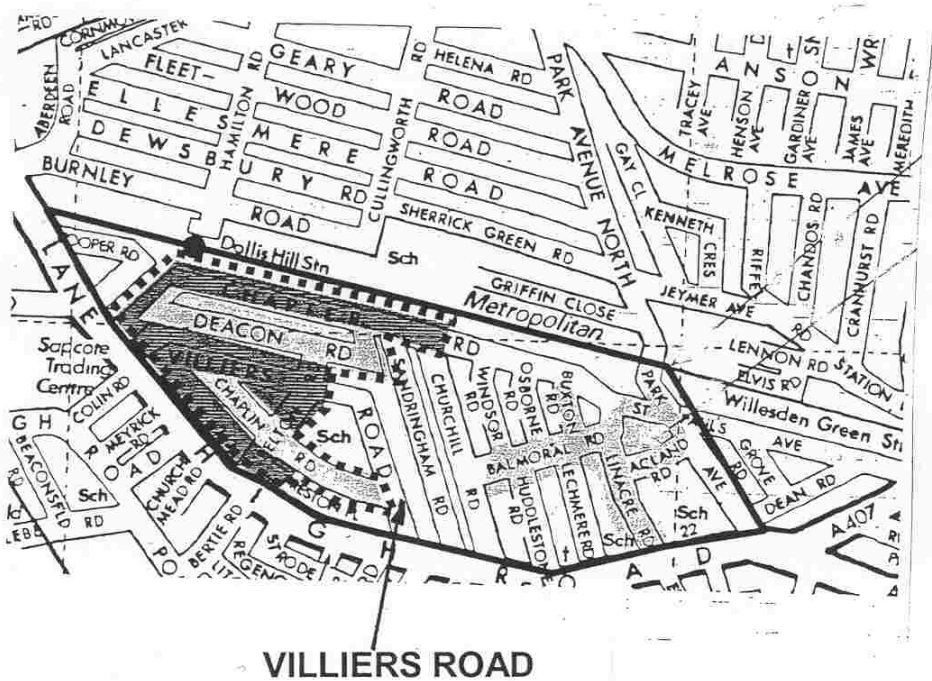


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**ZONE GB**



**ZONE GC**



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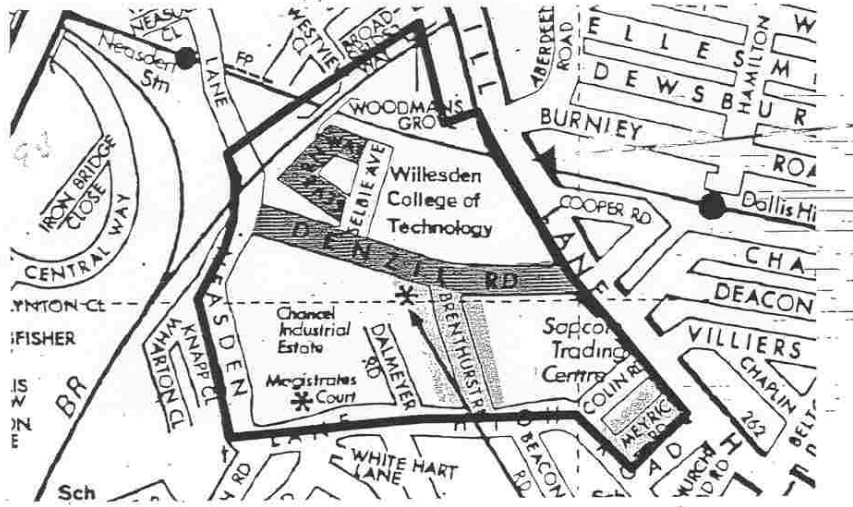
**DOLLIS HILL STATION AREA CPZ - ZONE GC  
SUMMARY OF OBJECTION AND OFFICERS' RESPONSES**  
(Reference Date: 30 October 2003 to 20 November 2003)

SUMMARY OF OBJECTIONS RAISED BY R A YEWDALE, 36B BELTON ROAD	OFFICERS' RESPONSE
<ol style="list-style-type: none"> <li>1. Site notices placed in inappropriate places.</li> <li>2. Belton Road, Chaplin Road and the upper parts of Villiers Road and Deacon Road are not in the "Dollis Hill Station area". Neither are Fleetwood Road, Kendal Road or Mulgrave Road</li> <li>3. Not enough site notices.</li> <li>4. I am aware of a petition containing 979 signatures objecting to the scheme during initial consultation. It is maladministration to continue with the CPZ.</li> <li>5. I am aware that your claims to have support from local residents are already demonstrated to be false.</li> <li>6. You have attempted to install a Bus Lane in High Road, Willesden etc.</li> </ol>	<ol style="list-style-type: none"> <li>1. Comments do not relate to the Traffic Management Order.</li> <li>2. Reference is for descriptive purposes only. The streets named are close to Dollis Hill Station, hence the reference to the Station.</li> <li>3. No regulatory requirements to put up site notices. However, Brent Council places additional notices on site to give additional publicity.</li> <li>4. Petition submitted during the initial consultations for the proposed CPZ schemes were considered by Brent Council's Highways Committee along with initial consultation results. The Committee recommended amendments to the CPZ which have been incorporated in the scheme proposed.</li> <li>5. ----- Do -----</li> <li>6. Comments do not relate to the Traffic Management Order or the CPZ. For information, the Council has recently carried out informal consultations on proposals to introduce a bus lane in the High Road as part of a bus priority scheme for Route 52.</li> </ol>

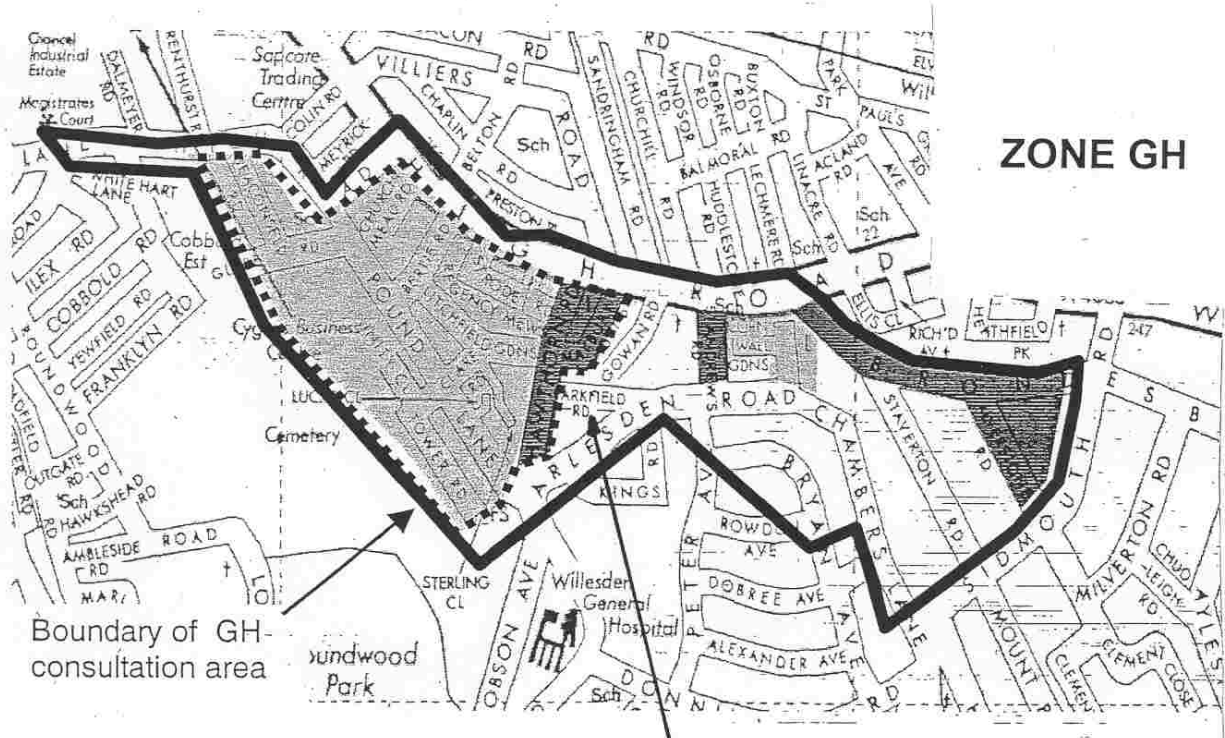
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<p>7. You must declare openly any and all contacts and communications that have taken place with Transport for London. This should include any previously secret discussions.</p> <p>8. You have failed to make proper provisions to facilitate the parking of cars belonging to people attempting to travel to work.</p> <p>You have been negligent of your duties to facilitate and maintain the infrastructure of our society at minimum cost to the residents and house holders.</p> <p>You have not provided facilities for the parking of larger vehicles.</p>	<p>7. Brent Councils Transport Plans and Policies are regularly reported to the Council's Committees and these are available for public to view.</p> <p>There are no 'secret' discussions.</p> <p>8. The proposed CPZ follows national and local transport policies which are aimed to reduce non essential private car journeys and encourage greater use of sustainable transport. The proposed CPZ seeks to deter commuter parking and prioritise parking for local residents, businesses and 'short – term' visitors, in line with the Council's parking policy.</p> <p align="center">----- do -----</p> <p>Designated parking spaces allow Loading and Unloading using the goods carrying vehicles.</p>
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**ZONE GD**



**ZONE GH**

**PARKFIELD ROAD**



