

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

Funding Source	Schemes	Budget
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)

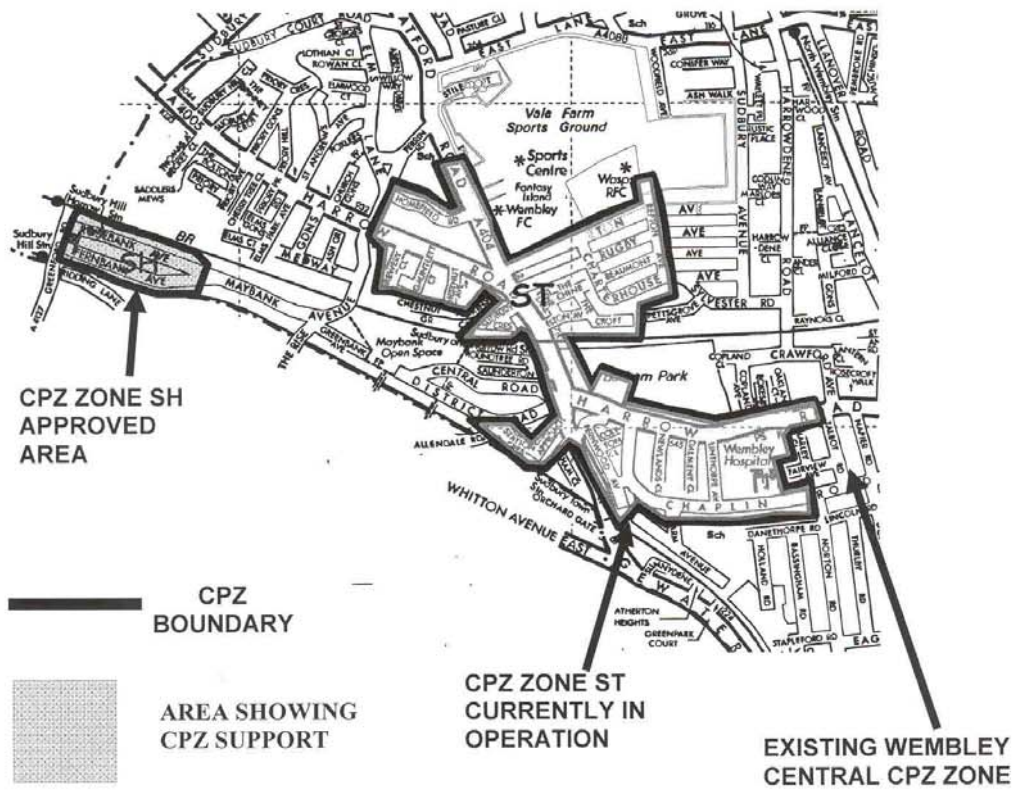
Table 3 shows the main programme capital funding which has been allocated to schemes with associated parking control measures. The funding for the Neasden Town Centre scheme is allocated for a wider regeneration initiative for the town centre which includes a CPZ. The CPZ element of the scheme is currently 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

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

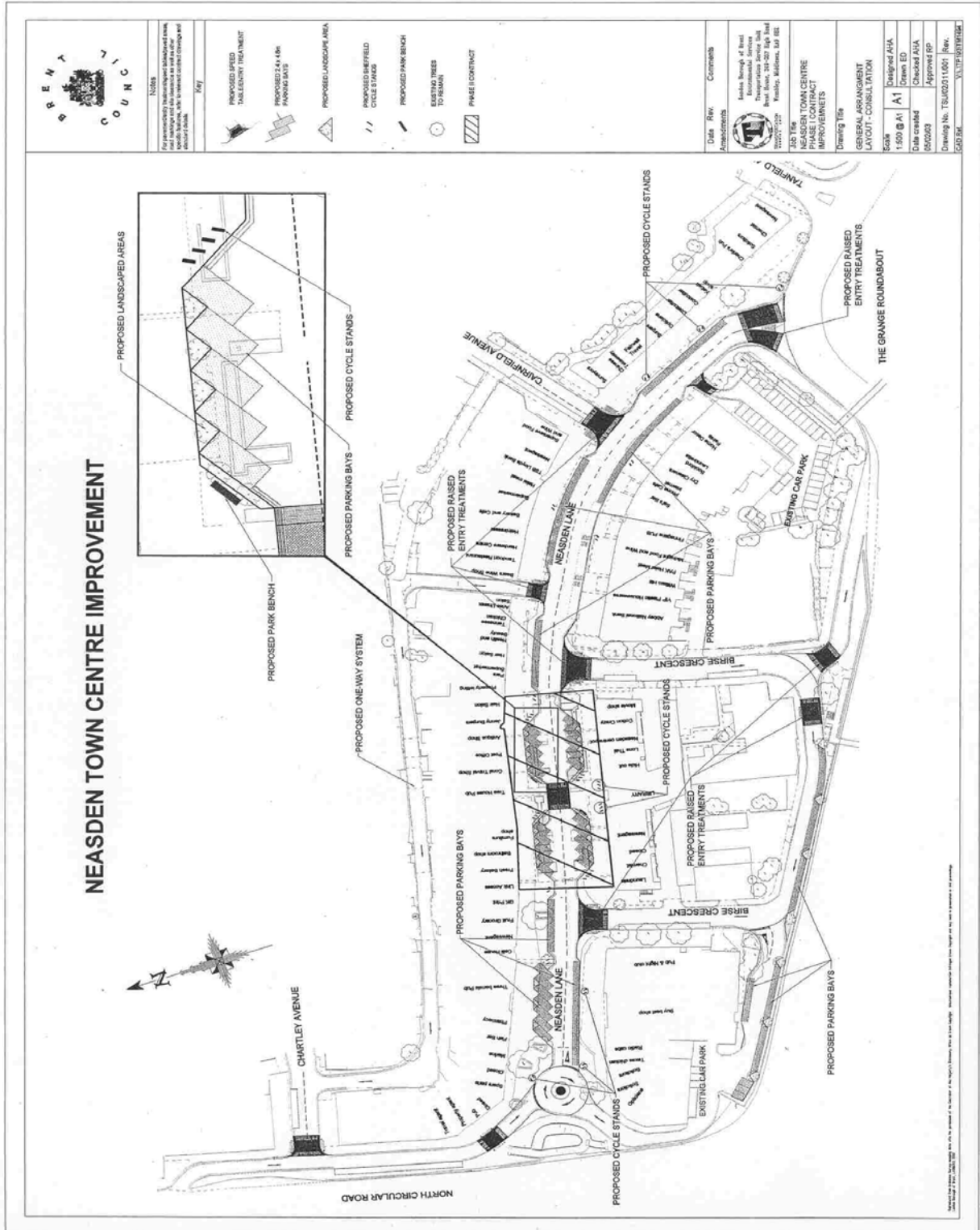
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SUDBURY AREA
Controlled Parking Zones - Zone ST and SH



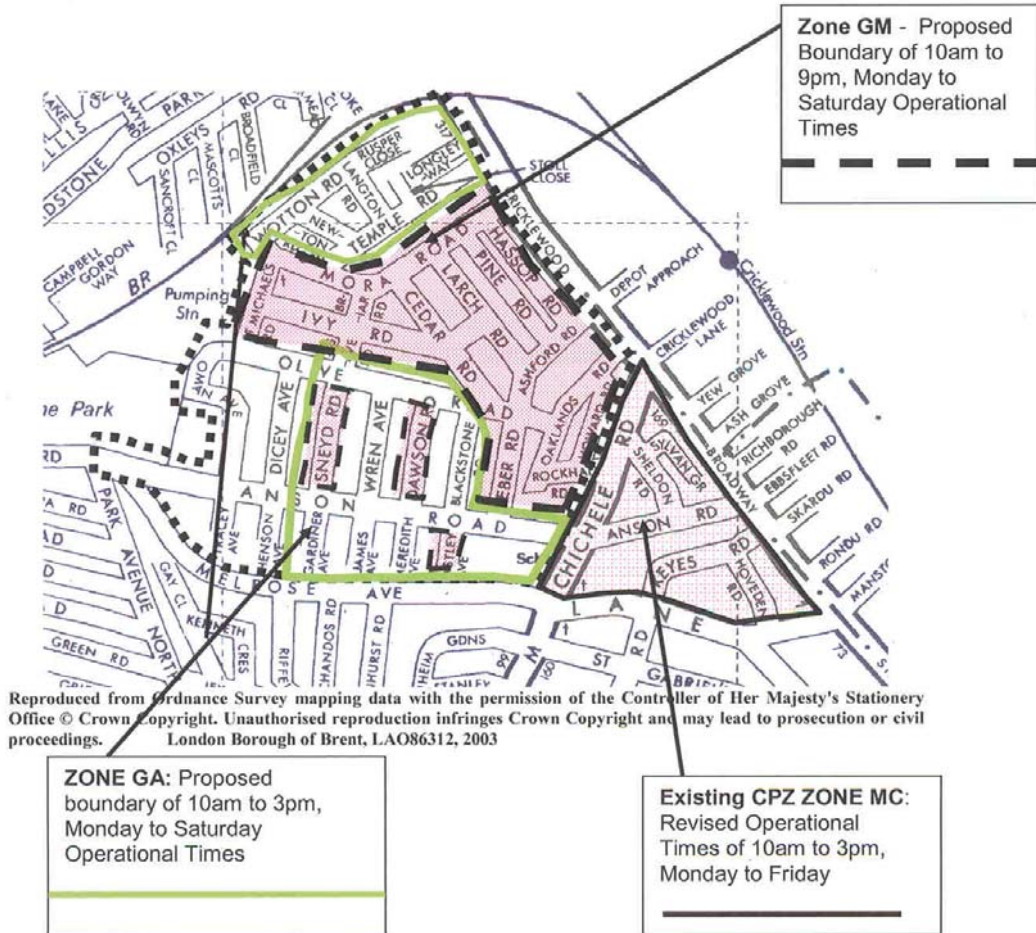
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NEASDEN TOWN CENTRE CPZ



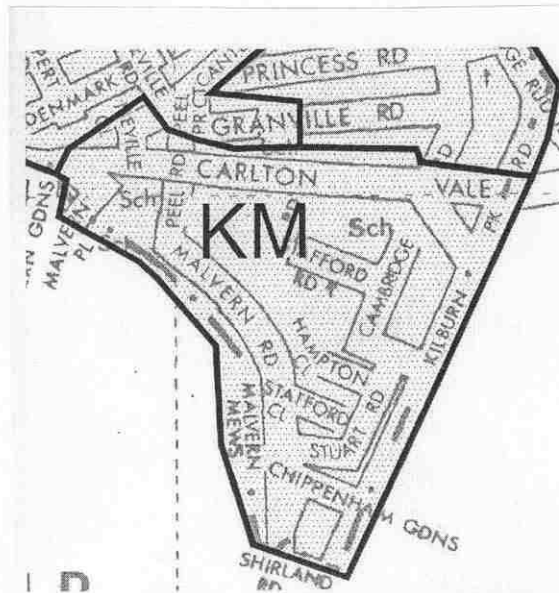
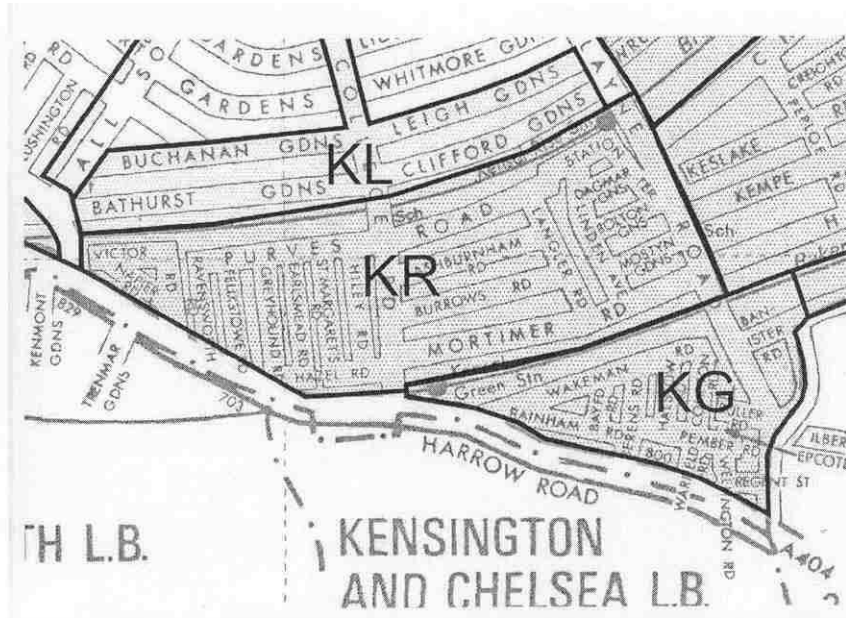
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ZONES GM, MC & MA



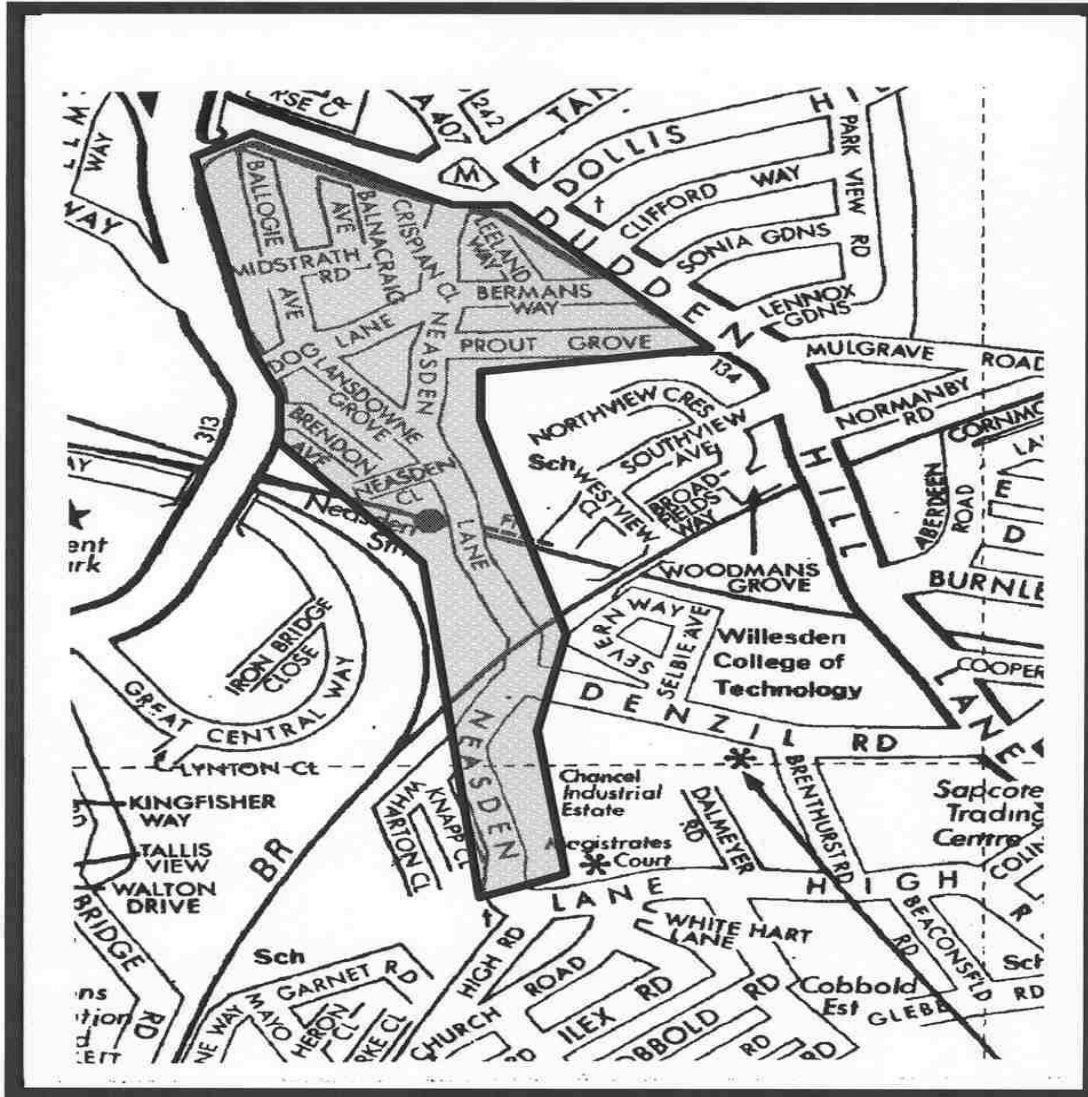
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ZONES KG, KM & KR



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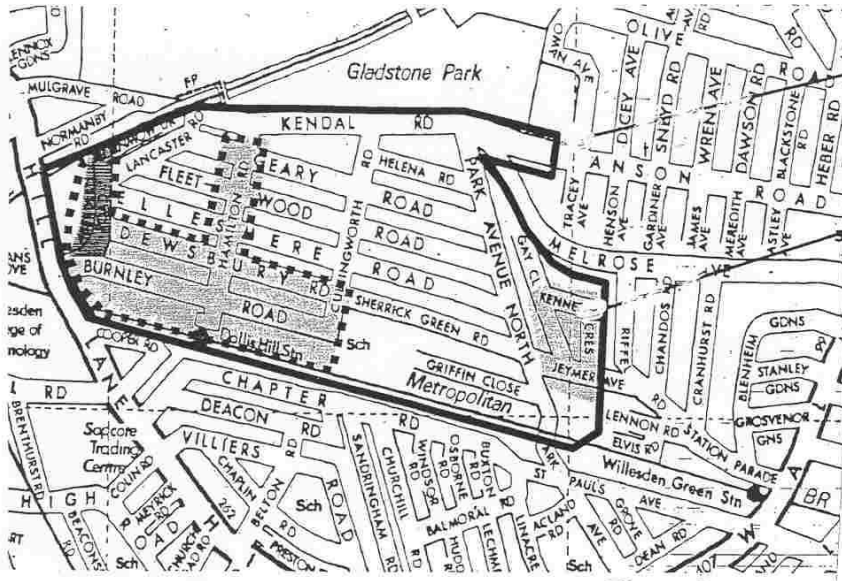
ZONE NS



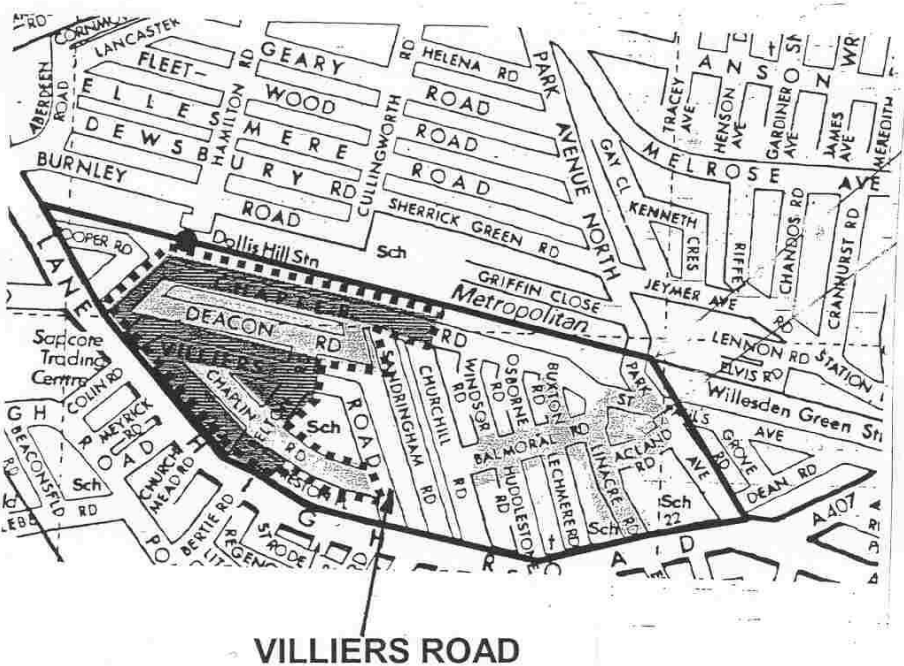
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ZONES GB & GC

ZONE GB

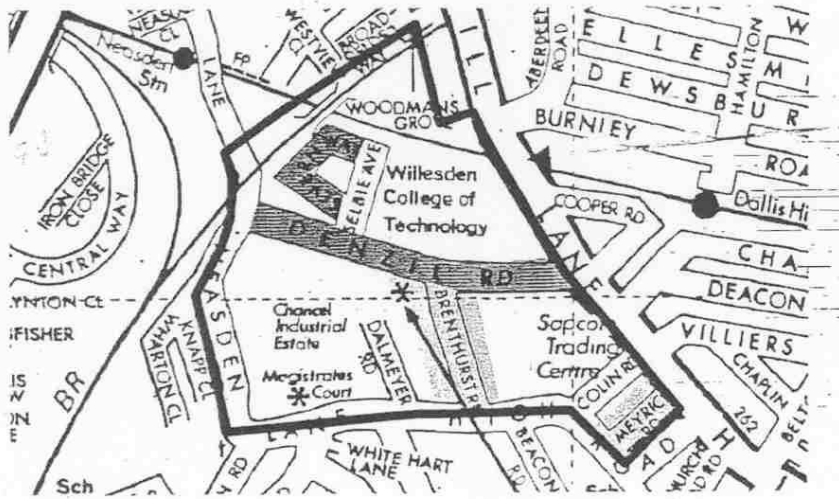


ZONE GC



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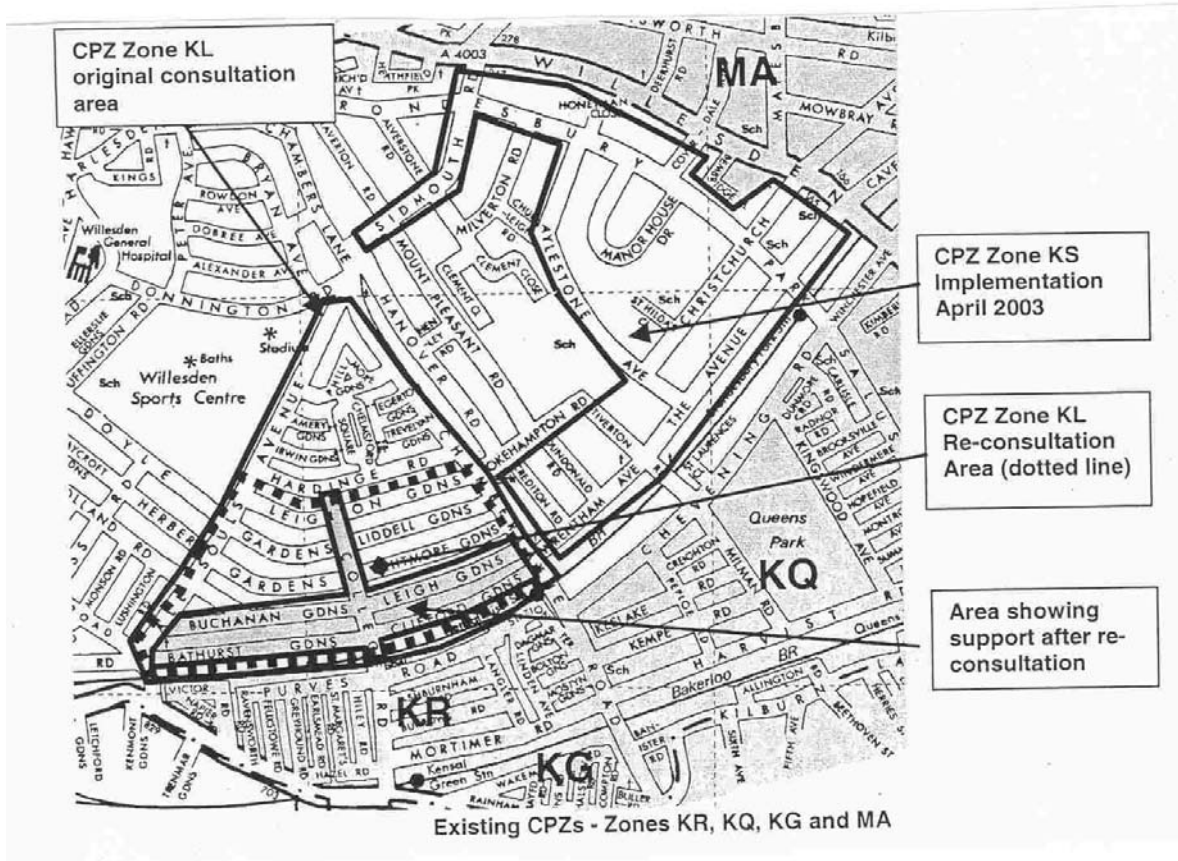
ZONE GD



ZONE GD

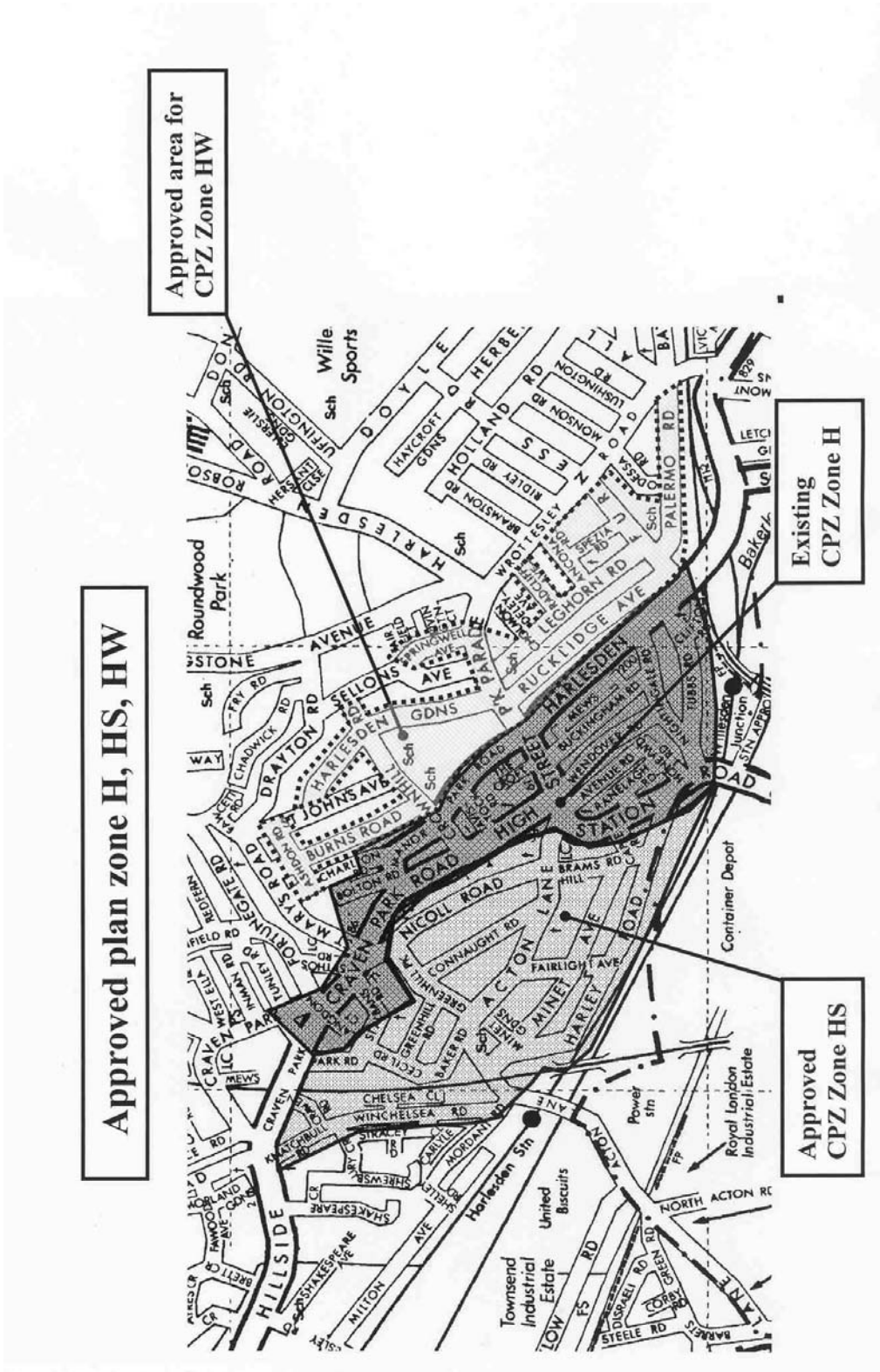
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ZONE KL



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ZONES H, HW & HS



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ZONE HW – COMMENTS ATTACHED TO PETITION

The reasons we disagree with the proposal of Controlled Parking Zone-TP153 HW.

Firstly, it has been raised that there is double parking in the street at night, but we would like to know what would happen to the overflow of cars if the controlled parking is enforced.

Secondly, I am one of the residents amongst others, who did not receive any correspondence regarding this issue until the letter last week, which still did not contain the stated diagram.

Thirdly, if it is imposed will it be just in the morning during peak hours 8-10 that it will be introduced.

Fourthly, what will the cost be to visitors coming into the controlled zone.

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**HARLESDEN AREA CPZ - ZONE HW
SUMMARY OF OBJECTION AND OFFICERS' RESPONSES**

<p align="center">SUMMARY OF OBJECTIONS RAISED BY Miss Lola Nolan-Bennett</p>	<p align="center">OFFICERS' RESPONSE</p>
<p>The signatories do not agree with the proposal to make the following streets subject to any form of control parking be it resident or pay and display:</p> <ul style="list-style-type: none"> a. Palermo Road b. Rucklidge Avenue c. Leghorn Road d. Spezia Road e. Furness Road f. Ancona Road g. Radcliffe Avenue h. Harlesden Gardens i. Crownhill Road j. Springwell Avenue k. Park Parade l. Burn's Road m. Ashdon Road 	<p>Comments of the lead petitioner do not reflect the wishes of the majority of residents who responded to the informal consultation on the CPZ proposals in November 2002. The results of the consultation showed that the majority of the respondents from the streets included in the petition were in favour of the CPZ proposals, as listed below:</p> <ul style="list-style-type: none"> • Palermo Road – 69%, • Rucklidge Avenue – 75%, • Leghorn Road – 57%, • Spezia Road – 64%, • Furness Road – 53%, • Ancona Road – 70%, • Radcliffe Avenue – 73%, • Harlesden Gardens – 61%, • Crownhill Road – 82%, • Springwell Avenue – 60% • Park Parade – 61% <p>Also from a further informal consultation carried out in October 2003 the results showed that:</p> <ul style="list-style-type: none"> • 56% of the respondents from Burn's Road and • 75% of the respondents from Ashdon Road indicated their support for inclusion in the CPZ. <p>The results of the November 2002 consultation were reported to the 11 December 2002 Highways Committee and the scheme was approved for statutory consultation and implementation. The Burns Road and Ashdon Road results were approved by the 17 December 2003 Highways Committee.</p>

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<p>It has been raised that there is double parking in the street at night, but we would like to know would happen to the overflow of cars if the controlled parking is enforced.</p>	<p>The CPZ operational hours will be Monday to Saturday 8.00am to 6.30pm, which will restrict parking to marked parking bays and only those displaying a valid permit or 'pay & display' ticket would be eligible to park. Outside the controlled hours residents and visitors will have the opportunity to park in the parking bays and on single yellow line areas but in areas with double yellow lines parking will not be permitted at any time. Residents and visitors will have the opportunity to use the single yellow line areas throughout the zone for parking outside the CPZ operational times. During the controlled hours residents and visitors will have the opportunity to park in marked bays in others streets within the zone while displaying a valid permit or ticket.</p>
<p>I am one of the residents amongst others, who did not receive any correspondence regarding this issue until late last week, which still did not contain the stated diagram.</p>	<p>The Council holds a database of addresses which is used in consulting and sending information to residents and businesses. The same database was used in sending the letter which the petitioner confirms receipt of. A copy of the CPZ boundary map has been forwarded separately to the petitioner organiser.</p>
<p>If it is imposed will it be just in the morning during peak hours 8 – 10 am that it will be introduced.</p>	<p>Subject to satisfactory statutory consultation, the period when the CPZ (Zone HW) will be enforced will be Monday to Saturday 8.00 am – 6.30pm. Earlier consultation with residents of Zone HW showed there was majority support for these operational times.</p>
<p>What will the cost be to visitors coming into the controlled zone.</p>	<p>Visitors' Permits (vouchers) have to be purchased in advance and will be available in books of 10 at a cost of £5 per book (50pence per voucher). Each voucher will permit parking for a whole day. Alternatively, those residents who receive regular visitors, such as on a daily basis, may wish to purchase an Annual Visitor Permit at a cost of £75.</p>
<p>This issue needs more consultation. It would be fair to give all the chance to voice their views</p>	<p>Consultations and subsequent re-consultations have identified majority support for the CPZ approvals, the outcomes of which have been approved by Committee. Although the petition complies with the Council's Standing Orders, it is noted that of the 75 signatories to the petition, only 37 are from addresses within the approved area of the CPZ.</p>

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QUEENSBURY STATION PARADE AREA CPZ – ZONE QA

