



Resources and Public Realm Scrutiny Committee

Thursday 12 March 2020 at 6.00 pm

Boardrooms 3-5 - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Kelcher (Chair)
Kansagra (Vice-Chair)
Aden
S Choudhary
Gbajumo
Johnson
Kabir
Mashari
Nerva
Stephens

Substitute Members

Councillors:

Afzal, S Butt, Ethapemi, Hector, Knight, Shahzad,
Ketan Sheth and Thakkar

Councillors:

Colwill and Maurice

For further information contact: Kunwar Khan, Governance Officer, Tel: 0208 937 2037, Email: Kunwar.Khan@brent.gov.uk

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The press and public are welcome to attend this meeting

Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also significant enough to affect your judgement of a public interest and either it affects a financial position or relates to a regulatory matter then after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

***Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect of expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences** - Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

****Personal Interests:**

The business relates to or affects:

- (a) Anybody of which you are a member or in a position of general control or management, and:

- to which you are appointed by the council;
- which exercises functions of a public nature;
- which is directed is to charitable purposes;
- whose principal purposes include the influence of public opinion or policy (including a political party or trade union).

- (b) The interests of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting the well-being or financial position of:

- you yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who is the subject of a registrable personal interest.

Agenda

Introductions, if appropriate.

Item	Page
1 Apologies for absence and clarification of alternate members	
2 Declarations of interests Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda and to specify the item(s) to which they relate.	
3 Deputations (if any) To hear any deputations received from members of the public in accordance with Standing Order 67.	
4 Minutes of the previous meeting To approve the minutes of the previous meeting as a correct record.	1 - 10
5 Matters arising (if any) To consider any matters arising from the minutes of the previous meeting.	
6 Chair's Report To note a report from the Chair of the Resources and Public Realm Scrutiny Committee.	11 - 16
7 Violence Against Women (Task Group) Membership To appoint the membership of the Scrutiny Task Group on Violence Against Women.	17 - 18
8 Brent Cycling Strategy To review the implementation of the Brent cycling strategy.	19 - 36
9 Brent Parks Strategy To consider the policy and strategies for Brent Parks.	37 - 46

To note the Scrutiny Recommendation Tracker - a table to track the progress of recommendations made by the Committee.

11 Any other urgent business

Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 60.

Date of the next meeting: Tuesday 21 April 2020



Please remember to set your mobile phone to silent during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.



MINUTES OF THE RESOURCES AND PUBLIC REALM SCRUTINY COMMITTEE **Wednesday 29 January 2020 at 6.00 pm**

PRESENT: Councillor Kelcher (Chair), Councillor Kansagra (Vice-Chair) and Councillors Aden, S Choudhary, Gbajumo, Kabir, Mashari, Nerva and Thakkar

In attendance: Councillor McLennan (Deputy Leader of the Council and Lead Member for Resources)
Councillor Tatler (Lead Member for Regeneration, Property & Planning)
Councillor Tom Miller (Lead Member for Community Safety and Engagement)
David Ewart (Independent Chair of Audit and Standards Advisory Committee and the Pensions Board)

1. Apologies for absence and clarification of alternate members

- Councillor Stephens (substituted by Councillor Thakkar)
- Councillor Johnson

2. Declarations of interests

In relation to agenda item 10, Brent Pension Fund Policy on Responsible Investment, the following councillors declared a personal interest.

- Councillor Kabir - A Pension Board Member, (did not participate in discussion).
- Councillor Choudhary - The Chair of Pension Fund sub-committee.
- Councillor Aden - Member of Pension Fund sub-committee, (did not participate in discussion).
- Councillor Nerva - Member of an advisory transport consultative body.

3. Deputations (if any)

The Chair informed the Resources and Public Realm Committee (the Committee) that two requests to speak from members of the public had been received, which were heard at the start of the respective agenda items.

- Alison Durant (Brent Trees) spoke in relation to agenda item 8, Budget Scrutiny Task Group Report.
- Simon Erskine (Co-ordinator of Divest Brent) spoke concerning agenda item 10, Brent Pension Fund Policy on Responsible Investment.

4. **Minutes of the previous meeting**

RESOLVED that the minutes of the previous meeting held on 4 December 2020 be approved as a correct record, subject to Councillor Gbajumo's name being added in the list of those present.

5. **Matters arising (if any)**

None.

6. **Chair's Report**

The Chair, Councillor Kelcher, introduced the report.

The Committee considered the Chair's report, which set out details regarding the selection of topics for the current meeting, as well as, work undertaken by the Committee outside of public meetings.

RESOLVED that the Chair's report be noted.

7. **Violence Against Women (Task Group) Membership and Terms of Reference**

The Committee received a report on the establishment of Violence Against Women (Task Group). The report was presented to establish a Scrutiny Task Group, in accordance with Part 4 paragraph 5 of the Council Constitution.

Councillor Tom Miller (Lead Member for Community Safety and Engagement) welcomed the partnership work and the establishment of this Task Group.

During the discussion, the following key points were noted:

- This Task Group should cover not only matters relating to violence but also the abuse against women.
- Attitudes to women, misogyny, domestic abuse and forced marriages should be looked at.
- The previous Scrutiny Task Group report on violence against women, which was published in 2014, should be considered.
- Relevant statistics about violence against women should be monitored.
- Councillor Donnelly-Jackson should chair the Task Group. The Chair stated that he would be meeting Councillor Donnelly-Jackson to discuss the scrutiny inquiry.

RESOLVED that a Violence Against Women Scrutiny Task Group be established with the following terms of reference:

To consider the Safer Brent Partnership's approach and progress in reducing violence against women in Brent and make a report and recommendations for the Partnership in addressing this issue.

Specifically, the approach and progress in:

- i. raising awareness and providing protection from domestic abuse and violence;
- ii. supporting victims of violence against women and bringing the perpetrators to justice;
- iii. raising awareness of Female Genital Mutilation and strengthening pathways for support; and
- iv. supporting exiting sexual exploitation (including Human Trafficking & Prostitution).

8. Budget Scrutiny Task Group Report

The Chair presented the cross-party Budget Scrutiny Task Group report for adoption by the Committee. The detailed report was attached as Appendix 1 to the report.

The Committee then discussed the Cabinet's draft budget and in particular asked questions about funding for children with SEN, ensuring that budget mitigation decisions were member-led and highlighted the provision about ring-fenced money to tackle the climate emergency.

At the invitation of the Chair, Alison Durant (Brent Trees) spoke in relation to agenda item 8, Budget Scrutiny Task Group Report specifically focussing on the provision for trees, environment and air quality. During her representation, she made the following points:

- Brent viewed trees in terms of their immediate and future potential cost to the Council.
- The Council failed to calculate the value of its mature street trees.
- Brent Trees held a public meeting with the Council, attended by 150 residents, which demonstrated the strength of feeling about the lack of care of street trees, removal of healthy street trees, lack of replacement of trees, and stumps being left in the place of removed trees. At the public meeting, Brent Trees made a presentation on the value of mature trees: amenity, carbon sequestration, air quality control, air-cooling and storm-water run-off. Small replacement trees and new small trees would provide relatively little in terms of climate change mitigation compared to large mature trees.
- Brent Council had declared a climate and ecological emergency; Brent aspired to be the "cleanest and greenest" London borough; and yet it removed mature healthy trees that mitigate climate change in order to save money.
- Brent Council had historically underfunded trees; the Council had admitted that it removed trees because it could not afford to maintain them and yet the environment department had underspent year after year.

- There was a compelling case for committing additional funds to the maintenance of street trees, replacement of street trees, replacement of street trees removed historically.
- Brent Trees was of the view that the recent money/funds (£700,000 lump sum as highlighted on pages 16 and 17 of the Budget Scrutiny Report before the Committee) acquired by Regeneration and Environment be committed to street tree maintenance, replacement, tree pit technology and stump removal. Alison Durant asked the Committee to make this proposal to the Cabinet.
- Brent Trees strongly supported recommendation 8 of the report before the Committee which stated 'the council should ring-fence the money generated by the one-off sale of additional burial plots for a programme of street tree planting and maintenance.'

The Committee noted the contribution. During the detailed discussion, which ensued, the Committee also noted the following key points:

- Councillor McLennan (Deputy Leader of the Council and Lead Member for Resources) welcomed thorough scrutiny of the budget proposals. She added that the budget would be considered, debated and then agreed accordingly by the Full Council.
- The Chair mentioned that a continued underspend was not appropriate for the R&E department. In this case, it should stay within the department and support other environmental priorities and trees would be a good avenue to spend this underspend. He added that he would discuss this issue with the Budget Panel and send an appropriate response.
- A Member commented that Special Educational Needs (SEN) funding had not seemed to increase in the last five years - if correct - this was very concerning. It was clarified that schools funding and the council budget/general fund were separate matters. However, pressure and concerns on this issue had been building and a banding review within the Borough was underway. The Chair stated that this matter should be brought for a pre-decision scrutiny discussion.
- Children's Social Care and Adult Social Care areas continued to present challenges. Cllr McLennan informed that relevant growth in these areas was now being factored in the budget. Minesh Patel, Director of finance, stated that volatility was a big issue in Children's Social Care as well as pressure in terms of growth together with a big spike in the complexity of cases involved. In terms of a different approach, he said that he was not aware of any relevant trends that could be considered.
- A longer strategic view of finance vis-à-vis the realities of a 12-month budget always presented different challenges.
- Councillor Tatler (Lead Member for Regeneration, Property & Planning) assured that the Council was undertaking a great deal of work to improve the environment and air quality in Brent and all relevant point of views and details would be considered by the Cabinet. She added that many trees had been

funded through neighbourhood Community Infrastructure Levy (CIL) and there was a need to undertake a strategic view about air quality, greenery, environment and trees in and around the borough - the Executive was considering this.

- Despite valid complexity, urgency and nature of some service delivery work required in a few areas, the overall reliance on agency workers seemed a continued cause for concern.
- The Chair stated that a clear process, accountability and transparency was critical for credibility and proper scrutiny. It was therefore very important to know who made a given decision and when was it made.

RESOLVED that the Budget Scrutiny Report and recommendations be adopted and referred to the Cabinet for consideration.

9. **Property and Capital Strategy**

Nick Ljustina (Operational Director Property and Assets) introduced the report that provided a summary overview of the Brent Council property and capital strategy for review in response to key lines of enquiry from members of the committee.

Councillor Tatler (Lead Member for Regeneration, Property & Planning), also contributed to the introduction.

The following appendices to the report provided the detailed information and breakdown to the Committee:

- Appendix A - Brent Asset List
- Appendix B - Investment Strategy Report 2019/20
- Appendix C - Capital Strategy Report 2019/20
- Appendix D - Brent Council's physical and tangible assets
- Appendix E - Review of Community Asset Transfers Policy
- Appendix F - Brent properties let at a peppercorn rent

The Committee scrutinised Brent's capital and assets strategy. During the discussion, the following points were noted:

- Councillors Mashari and Nerva raised several concerns relating to accountability, tenancy/leases, peppercorn rents, lack of consistency, due diligence and missing information in the report. Councillor Mashari highlighted that the report failed to provide answers to questions raised by the Committee at a previous meeting some 12-18 months ago and now the report contained less information. In view of the concerns raised by Members of the Committee regarding the information provided within the report, officers confirmed that the details provided were factually correct and responded to the key lines of enquiry before the Committee. It was, however, recognised that the officers present had not been at a previous meeting referred to, when some of the issues and concerns highlighted had originally been raised.
- The Committee members felt that the report seemed to be more of a statement of the current position than a meaningful transformative strategy.

- The way the Council managed its assets and spent its capital budget could have a huge impact on its wider strategic objectives and the way Brent's partners in the voluntary sector operate across the Borough.
- The Chair highlighted the importance of democratic oversight of historic decisions and corporate social value responsibilities based on the Social Value Act. He gave an example of a community organisation looking after elderly residents and noted that any help the Council gave would, in turn, support lesser isolation of elderly in the Borough and therefore would prevent future costs and issues.
- Cllr Tatler (Lead Member for Regeneration, Property & Planning) said that there were contrasting and often challenging needs and demands. She added that supporting vulnerable people was a priority and she would be happy to have a further conversation about any specific issues.
- Councillor McLennan (Deputy Leader of the Council and Lead Member for Resources) informed that the Ethical Procurement and Social Value Strategy was in the final stages of being drafted and would be available in the next few months.
- Concerning peppercorn rent and the process, Nick Ljustina (Operational Director Property and Assets) commented that a guidance note could be issued to Members. This issue was being looked at, however, the Council did not have many levers. Appendices A to F (six in total) provided some of the requested details. He added that the Council's rental stream was around £2m, mostly based in and around the Civic Centre and there were a very few voids in short-term rents which was operating at 96%.
- In response to a query from Councillor Mashari about how the Council valued its assets, Nick Ljustina (Operational Director Property and Assets) advised that these were valued on a rolling five yearly cycle (20% per annum) with the larger assets such as the Civic Centre valued every year. Glen Miller (Head of Property) added that external consultants, who were chartered surveyors and registered valuers, valued the Council's property assets annually. These valuations were then audited by the Council's auditors and thereon had to be approved by them before the Council's accounts could be closed without qualification.

After detailed discussion and deliberation, it was proposed that the Committee recommend that the Cabinet include in its Property and Capital Strategy the measurement of the social value generated through the properties that Brent gave to charities and other organisations at a peppercorn or discounted rent. This would help the Council to measure the extent to which the choice to forego rental income was paid back in community benefits. It would also provide an appropriate reminder of what would be given up if the Council were to consider disposing of these assets in future. This should include a consistent and transparent policy for when the Council gave out such discounts and support to community groups and a 'one public estate' approach.

Data/Information request

The Committee requested information data on how much rent the Council received from charities where it was also the client.

RESOLVED:

That it be recommended to the Cabinet that the Council's Property and Capital Strategy should include the following:

1. Measurement of the social value generated through the properties that Brent gave to charities and other organisations at a peppercorn or discounted rent.
2. A consistent and transparent policy for when the Council gave out such discounts and support to community groups.
3. A 'one public estate' approach towards the allocation of funding.
4. The Asset Strategy is brought back to Scrutiny Committee for consideration.

10. Brent Pension Fund Policy on Responsible Investment

Simon Erskine (Co-ordinator Divest Brent) spoke in relation to this item. After thanking the Chair for allowing him to address the meeting, he made the following points relating to this item:

- An advance email was sent to all members of the Resources and Public Realm Scrutiny Committee highlighting key points, copies of which were handed out to the Committee at the meeting.
- The report acknowledged the risk to the Pension Fund's fossil-fuel investments but it also acknowledged that global warming could affect all asset classes. It was clear from IPCC reports that if global heating exceeded 2 degrees centigrade - which all the major oil and gas companies had based their business plans on - that impact was virtually guaranteed. In other words not only would there be a reduction in the value of the fossil-fuel investments but also potentially most of the Pension Fund's other assets could lose value.
- The London Collective Investment Vehicle Fund was not yet in a position to divest from fossil fuels but this was changing. There was no reason why the Council could not agree to divest when appropriate fossil-free funds were available to move to better environment-friendly categories.
- The Pension Fund Sub-committee had been undertaking plenty of excellent interim work, studying how the Fund was likely to be affected by the climate emergency. The Sub-committee meeting on 25 February would be receiving the results of that study.
- It was hoped that the this Committee would encourage the Pension Fund Sub-committee to be open to protecting the value of the Fund and also to follow the commitments in the Council's resolution to declare a climate emergency – by divesting from risky fossil fuels.

The Committee noted the contribution.

Rav Jassar (Head of Finance) then presented the report, which provided an overview of the Brent Council pensions policy.

Councillor McLennan (Deputy Leader of the Council and Lead Member for Resources) welcomed the report and informed that the Council had been considering the issue for the past three years.

During the discussion, the following key points were noted:

- Concerning Brent Pension Fund for 2018/19, the value of the Fund's investments increased from £831.1m to £856.4m, despite a backdrop of continued uncertainty in the global economy, Total contributions received from employers and employees totalled £52.1m for the year, and total benefits paid to scheme beneficiaries, in the form of pensions or other benefits, totalled £45.9m.
- The focus of the Committee's questions was on how Brent could make sure its investments were more ethical and took account of the climate emergency.
- The Committee was pleased to note that the Council did not have any direct investments in fossil fuels although there might be some money in the tracker or passive funds.
- At present, the legislation guidance was slightly unclear and all pension funds were doing things differently.
- The Chair of Pensions Board, David Ewart, stated that the Pensions Board considered a risk report and the final decision rested with the Pension Sub-Committee. He stated that Brent was slightly behind the curve on this issue but it was fast catching up. He added that the risks were high and must be carefully evaluated by the decision-makers.

RESOLVED that the Committee recommended that the Council's Pension Fund Policy on Responsible Investment emphasise proactive investment in renewable and green technology, rather than simply divesting from polluting firms.

11. **Recommendations Tracker**

The Chair introduced the Scrutiny Recommendation Tracker table (Appendix 1 of the report), which tracked the progress of recommendations made by the Committee.

The Committee requested timely responses and update from the Cabinet and relevant services.

RESOLVED that the Resources and Public Realm Scrutiny Committee note the progress of the previous recommendations of the Committee.

12. **Any other urgent business**

None.

The meeting closed at 8:05 pm

M KELCHER
Chair

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 Brent	Resources and Public Realm Scrutiny Committee 12 March 2020
	Report from the Assistant Chief Executive
Report from the Chair of the Resources and Public Realm Scrutiny Committee	

Wards Affected:	All
Key or Non-Key Decision:	Non Key Decision
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	Appendix 1 - Chair's Report – report from the Chair of the Resources and Public Realm Scrutiny Committee
Background Papers:	None.
Contact Officer(s): <small>(Name, Title, Contact Details)</small>	Michael Carr - Senior Policy and Scrutiny Officer 02089372855, Michael.Carr@brent.gov.uk

1.0 Purpose of the Report

- 1.1 The purpose of this report is to present the Chair's Report; a report from the Chair of the Resources and Public Realm Scrutiny Committee.

2.0 Recommendation(s)

- 2.1 That the Chair's Report: report from the Chair of the Resources and Public Realm Scrutiny Committee be noted.

3.0 Financial Implications

- 3.1 There are no financial implications for the purposes of this report.

4.0 Legal Implications

- 4.1 There are no legal implications for the purposes of this report.

5.0 Equality Implications

- 5.1 There are no equality implications for the purposes of this report.

6.0 Consultation with Ward Members and Stakeholders

6.1 None for the purposes of this report.

Report sign off:

Shazia Hussain
Assistant Chief Executive

Chair's Report

Resources and Public Realm Scrutiny Committee

March 2020

Good evening, and welcome to the March meeting of the Resources and Public Realm Scrutiny Committee.

Budget Update

As our last committee meeting focussed particularly on Brent's budget for 2020/21, I'd like to begin this report by updating members on my work to push the budget scrutiny recommendations we agreed on the night.

I attended Cabinet on 10 February to present these recommendations in person and to ask the Cabinet to accept them.

Before the Budget Council meeting on 19 February, I received a draft written response outlining the administration's response to each of our points. This is now due to go to Cabinet to be formally adopted and then will be sent back to our committee for consideration at our April meeting.

Therefore, the process of budget scrutiny continues even after the budget is formally set, and backbenchers will continue to have an opportunity to highlight issues or concerns if they attend those two meetings.

The recommendation which has attracted most contention and attention was recommendation 8. To recap, this read: **'The council should ringfence the money generated by the one-off sale of additional burial plots for a programme of street tree planting and maintenance.'**

To give some context to this recommendation, the Regeneration and Environment Department often spends less than its headline budget for the year. This is not because it declines to spend all of the money allocated to it, but more often because it generates more income than it spends through fees and charges. These include access to swimming pools, collection of large bulky waste items and funeral services.

However, normally this is just used to make up overspends in other departments (usually Children and Young People).

We are anticipating another overspend this year. The original recommendation in our budget scrutiny panel report was some of this overspend from 2019/20 (specifically that bit of the overspend raised by the sale of additional burial plots, which we heard in evidence would be approximately £700k) be ring-fenced for tree planting and no other purpose.

This was precisely because we understood it would be a one off sum (you can't re-sell burial plots every year!) and trees can be planted as a capital project and help to aid the climate emergency and the air quality crisis we have in Brent. It could also be used

to help overcome the tree inequality in Brent whereby some of our poorest and most polluted wards have the lowest number of trees on their streets.

I knew this was quite ambitious, but we have an air quality crisis and we need to push ambitious plans to tackle it.

At the meeting where I presented these recommendations to Cabinet, the Leader of the Council made the following change to the budget: **'To note the report from the Budget Scrutiny Panel in Appendix D of the report. In addition, Cabinet agreed at the meeting to recommend to Council that any overall underspend across the General Fund accrued at the end of March 2020 be ringfenced and bought forward as proposals for spending on the climate change emergency.'**

This was then added to the papers that budget council approved. This is different to what we initially asked for in two main ways.

Firstly, it refers to the general fund, so any total underspend left over in March (i.e. once money from R&E has already been used to fill in overspends in other department) rather than a specific fund.

Secondly, it guarantees the money will be spent on the climate emergency as a whole - policies to combat climate change would include tree planting but not be limited to it.

This means that ultimately the outcome will be determined by whether we have an overall underspend or not, and how the cabinet decides to spend it. But at least we know that any extra money will not simply be moved around the existing departments but will be dedicated to this most important of issues.

I do believe, and I said this in my speech at Budget Council on 19 February, that next year's budget will need to prioritise funds to combat the air quality crisis in particular. This may require top slicing of budgets, ring fencing of funds and prioritisation of capital spend.

The Air Quality Task Group - commissioned by my committee and ably chaired by Cllr Stephens - will play a leading role in this work. I know some colleagues were disappointed that the Cabinet only 'noted' this report when it was presented to them in January, rather than giving responses to each recommendation.

However, I can assure them that serious attention is being given to the report by officers and a full in-depth response is being produced which we should be able to share with you soon. This work will have a key influence on the Climate Change Emergency Strategy which is due to be produced this year. I have also spoken to the Cabinet member responsible to ensure that this strategy comes back to my committee for pre-scrutiny when ready. This is an issue I will keep working on.

Recommendations tracker

On a similar note, I have had some very fruitful recent meetings with Brent's new Assistant Chief Executive, Shazia Hussain. She has taken over responsibilities for scrutiny.

The main issue I have asked her to address is follow up of recommendations. When recommendations are contained within a task group report we have been able to get a full response and follow up on implementation down the line, as described above in relation to the budget scrutiny panel. However, when recommendations are made orally at a public committee meeting follow up is patchy at best. There needs to be a standing item at Cabinet meetings – 'consideration of recommendations from scrutiny' where these are properly responded to. These responses also need to be written down and sent back the committee, so all are clear on what is happening.

Shazia's team are working with me to finalise a system which will achieve this, and I hope to be able to report back to all members soon.

Mattress Tagging

Speaking of recommendations made by this committee, many members will remember the site visit to Brent's Household Recycling Centre in early 2018 where we came face to face with the mountain of dumped mattresses which had been collected from Brent's streets.



This led to a lot of thinking amongst committee members on how we could disincentivise such dumping and our recommendation that the council should initiate a scheme of mattress tagging, so mattresses could be traced back to the person who bought them if illegally dumped.

You can read more about this idea in an article from the time here: <https://www.harrowtimes.co.uk/news/16347543.brent-councillor-cooks-up-mattress-tagging-idea/>.

I was also interviewed on BBC Radio London at the time about this idea, the first time a scrutiny recommendation has gained radio coverage across the capital, as far as I am aware.

I am pleased to say that, once again, where Brent leads Britain follows, and the Local Government Association have now called for mandatory mattress tagging as a disincentive against mattress dumping. You can read more here:

<https://www.local.gov.uk/lga-mandatory-mattress-recycling-needs-imposing-manufacturers-reduce-fly-tipping>

Now that we have some national impetus around the plan, I hope that Brent council can play a leading role in making this a reality and coordinate with other councils to tackle this blight.

Tonight's Agenda

Finally, I want to highlight some of the key items we will be examining tonight.

Firstly, will be finalising the membership of the task group we initiated in January, with Cllr Fleur Donnelly-Jackson as chair, to look at domestic abuse and violence against women in girls, in line with the council's priorities.

Then we will move on to scrutinise the council's cycling strategy. This strategy is due to come to an end in early 2021 and so now is an opportune moment for the committee to review how the previous strategy has succeeded, and what additional steps may be required in future.


The committee has demonstrated a sustained and long standing interest in air quality, and there is no doubt that getting people out of their cars is a key way to improve the situation. Making it easier for people to cycle is obviously one way to achieve this, and so it will remain an important issue for the committee and people of Brent.

Finally, we will examine Brent's parks strategy. Enough time has now elapsed since the council adopted its new "meadows" scheme for us to be able to consider the impact this has had in our many parks. We are also interested in the strategies that the council will adopt to make best use of our parks as we hope to attract more visitors through our year as the London Borough of Culture.

To help prepare committee members for this particular item, we arranged a site visit to a local park on Friday 6 March, where we were able to question those officers involved in setting our parks strategy.

Cllr Matt Kelcher

Chair, Resources and Public Realm Scrutiny Committee

 Brent	Resources and Public Realm Scrutiny Committee 12 March 2020
	Report from the Assistant Chief Executive
Violence Against Women Scrutiny Task Group Membership	

Wards Affected:	All
Key or Non-Key Decision:	Non Key Decision
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	None.
Background Papers:	None.
Contact Officer(s): <small>(Name, Title, Contact Details)</small>	Michael Carr - Senior Policy and Scrutiny Officer 02089372855, Michael.Carr@brent.gov.uk

1.0 Purpose of the Report

- 1.1 The purpose of this report is for the Committee to appoint the membership of the Violence Against Women Scrutiny Task Group, which was established by the committee on 29 January 2020.

2.0 Recommendation(s)

- 2.1 That the following members be appointed to the Violence Against Women Task Group established on 29 January 2020:

1. Councillor Fleur Donnelly-Jackson (Chair)
2. Councillor Sandra Kabir
3. Councillor Roxanne Mashari
4. Councillor Anita Thakkar

3.0 Detail

- 3.1 The Resources and Public Realm Scrutiny Committee established a Scrutiny Task Group to consider violence and abuse against women on 29 January 2020, in accordance with Paragraph 5, Part 4 , *Membership and Terms of Reference of Council Committees and Sub-Committees*, of the Brent Council Constitution.

- 3.2 It is anticipated that the Task Group will convene between March 2020 to May 2020 to receive oral and written evidence and report back to the Resources and Public Realm Scrutiny Committee with a report and recommendations to the Council and Cabinet.

4.0 Financial Implications

- 4.1 There are no financial implications for the purposes of this report.

5.0 Legal Implications

- 5.1 Paragraph 5, Part 4 , *Membership and Terms of Reference of Council Committees and Sub-Committees*, of the Brent Council Constitution enables scrutiny committees to establish task groups, panels or Commissions.

6.0 Equality Implications


- 6.1 There are no equality implications for the purposes of this report.

7.0 Consultation with Ward Members and Stakeholders

- 7.1 The Scrutiny Task Group may consider any consultation having been or currently being undertaken on this topic.

Report sign off:

Shazia Hussain
Assistant Chief Executive

	Resources and Public Realm Scrutiny Committee 12 March 2020
	Report from the Strategic Director of Regeneration & Environment
Brent Cycling Strategy	

Wards Affected:	All
Key or Non-Key Decision:	Non-Key
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	1. Appendix 1: Key Lines of Enquiry and Detailed Questions
Background Papers:	Brent Cycling Strategy 2016 – 2021
Contact Officer(s): <small>(Name, Title, Contact Details)</small>	Tim Martin Principal Transport Planner 020 8937 6134, Tim.Martin@brent.gov.uk

1.0 Purpose of the Report

1.1 This report provides an update on how the Council is progressing with the implementation of the Brent Cycling Strategy (2016 – 2021).

1.2 The report provides:

- An overview of the Strategy and how it aligns with various Council and Mayoral plans and priorities;
- An update on the implementation of the Strategy objectives, action plan and targets;
- Current and future plans and budgets for delivering cycle improvements and promoting cycling; and
- How different groups and organisations are consulted on the Strategy and the plans and programmes.

1.3 Answers to a series of key lines of enquiry and detailed questions are included in Appendix 1 to this report.

2.0 Recommendation(s)

2.1 To note the progress with the implementation of the Brent Cycling Strategy as set out in Appendix 1 and the Council's plans to continue to improve provision

and conditions for cyclists as a means of encouraging a modal shift towards more active and sustainable forms of travel.

3.0 Brent Cycling Strategy – Overview and Objectives

- 3.1 The Brent Cycling Strategy was published in 2016. It outlines the Council's priorities for securing improvements to the local cycling network and facilities available to cyclists, as a means of increasing the number of cycle trips taking place in the borough.
- 3.2 The strategy - developed following extensive consultation with residents, businesses and other stakeholders, covers a five year period to 2021. It comprises a set of objectives, a programme of interventions and a series of targets.
- 3.3 The vision for cycling in Brent, as set out in the Cycling Strategy is:
- To make Brent a borough where everyone can cycle safely, in comfort and with confidence;
 - To enable people of all ages and abilities from every section of Brent's diverse society to see cycling as a good option for everyday travel.
- 3.4 To achieve this vision the following objectives have been set:
- Objective 1: Develop a coherent network of direct, comfortable and attractive cycle routes;
 - Objective 2: Promote cycling as a convenient, safe, healthy, enjoyable and inclusive activity;
 - Objective 3: Reduce the number of accidents on Brent's roads involving cyclists;
 - Objective 4: Improve access to cycling for all Brent residents and Businesses;
 - Objective 5: Address the specific concerns that may reduce the ability of some groups to take up cycling.

4.0 Links to Other Plans and Strategies

- 4.1 The Borough Plan and the Council's Long Term Transport Strategy (2015 – 2035) provide the broad framework and vision for the Brent Cycling Strategy. Similarly, the strategy is consistent with a range of other plans and strategies, including the draft London Plan and Mayor of London's Transport Strategy (MTS), as well as the borough's emerging Local Plan and our Environment and Health and Wellbeing strategies.

5.0 Progress on Delivery

- 5.1 The Council is making steady progress towards achieving the objectives and targets set out in the Cycling Strategy. For example, in 2013, only 1% of all trips

in Brent were made by bike. The current modal share for cycling is 3% - amongst the highest for all outer London boroughs. Notable achievements since 2017 include:

- Implementation of new cycling infrastructure – including 6km of new cycle routes and 20 bike hangers;
- Delivery of over 800 events and activities as part of the Bike It Plus programme, reaching around 23,000 pupils. This has led to a 117% increase in the number of pupils cycling to school every day;
- Provision of cycle training for over 740 adults and 3,300 school pupils in 2017/18 – an increase of around 50% on the previous year;
- Creation of weekly adult bike clubs at Carlton Vale Infant School and expansion of Dr Bike sessions at 9 schools;
- Winning the ‘Excellence in Cycling and Walking’ category at the 2019 London Transport Awards for the successfully delivery of a number of transformational walking and cycling schemes and initiatives across the borough.

6.0 Current and Future Programmes

6.1 The development and delivery of a range of cycling infrastructure and behaviour change schemes, aimed at increasing the number of journeys made by cycle and improving safety and accessibility for cyclists, is planned. Priorities include:

- Quietway Cycle Route 3 (Regents Park to Gladstone Park) and 9 (Wembley Park to Harrow Weald);
- Healthy Streets Wembley Corridor (Wembley to Willesden Junction);
- A Liveable Neighbourhood schemes in Park Royal;
- Trailing further School Streets schemes to encourage active travel, following the successful completion of two pilot schemes;
- Expansion of dockless cycle hire scheme;
- Roll-out of additional secure cycle parking facilities – including working with the Council’s housing team to install hangers on our housing estates;
- Continuation/expansion of cycle training/active travel programmes;
- Delivery of a series of ‘quick win’ measures to remove barriers to cycling - for example, removing the bylaw which prevents cycling in the borough’s parks; installing cycle gaps in road closures; improving signage/wayfinding.

7.0 Approach to Engagement

7.1 The Council is committed to ensuring that the proposals within the Cycling Strategy are delivered in partnership with those who live, work and travel in the borough. Typical methods of engagement include:

- Workshops/meetings involving Council Members and officers, local businesses and representatives of local interest/amenity groups;
- Transport forums, such as the recently renewed Active Travel Forum which meet regularly to consider transport issues in the borough;
- Partnership arrangements with health, education, social services authorities and transport operators to work on joint interest projects;
- Joint working with other departments within the Council, neighbouring local authorities and other organisations;
- Workshops/events/surveys seeking the views of the wider public on individual schemes and the transport issues that most affect them.

8.0 Financial Implications

8.1 Funding for the development and implementation of cycling infrastructure and promotion/behaviour change schemes is predominantly provided by TfL through the LIP and Cycling Improvements Programme. Another significant funding source includes developer contributions as part of S106 agreements.

8.2 In 2019/20 the Council secured the following funding:

- £165,000 for a range of cycle training and cycle promotions;
- £160,000 towards new cycle parking – including 38 bike hangers;
- £75,000 for a cycling in parks initiative.

8.3 The council has also bid for funding in 2020/21 for the following:

- £380,000 LIP funding for the delivery of safe routes to schools and for a range of cycle training initiatives and cycle promotions;
- £150,000 from S106 for a range of localised 'quick win' cycle improvements.

8.4 Consideration is being given as to how and where strategic CIL could be used to deliver cycling infrastructure along with other priorities in the Infrastructure Delivery Plan which forms part of the Council's emerging Local Plan. The Council's Neighbourhood CIL fund provides opportunities for residents and local community groups to apply for funding to help improve infrastructure and remove barriers to cycling in their areas as a means of encouraging greater levels of cycling.

9.0 Legal Implications

9.1 There are currently no statutory obligations on Local Authorities to provide cycle routes however where cycle lanes are provided The Traffic Signs Regulations and General Directions (TSRGD) 2016 prescribe the standards and conditions of use for traffic signs, including road markings, traffic signals and pedestrian, cycle and equestrian crossings used on or near roads.

- 9.2 It will be necessary for contracts required to deliver the range of cycling infrastructure is to be procured in accordance with the Council's Contracts Standing Orders.

10.0 Equality Implications

- 10.1 The public sector duty set out in Section 149 of the Equality Act 2010 requires the Council, when exercising its public functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 10.2 The Cycling Strategy makes a predominantly positive contribution to the Council's Equalities objectives. In particular:
- It is focussed on securing improvements to cycling in the borough for all. In particular, measures aimed at improving connectivity by bike and creating better streets and places are likely to benefit all target groups;
 - Improving safety and security is a key aim of the Cycling Strategy - often of particular significance for the welfare of more vulnerable groups, such as the young, elderly and women;
 - Whilst measures to promote cycling as a healthy, sustainable mode of travel will benefit everyone, they are likely to have a more differential impact for certain target groups (e.g. the young and the elderly).

11.0 Consultation with Ward Members and Stakeholders

- 11.1 Consultation and partnership working have been central to the development of our cycling programmes and strategies and ongoing engagement will continue to inform the planning and implementation of our cycling schemes and initiatives, with a strong emphasis on ensuring that decisions and delivery more closely reflect the needs of residents and businesses. The recently reconvened Brent Active Travel Forum in particular provides a platform for Ward Members, community and transport campaign/user groups and a range of other local stakeholders to shape the future of cycling provision in the borough.

Report sign off:

AMAR DAVE

Strategic Director of Regeneration
and Environment

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Resources and Public Realm Scrutiny Committee
Thursday 12 March 2020

Brent Cycling Strategy

Appendix 1: Key Lines of Enquiry and Detailed Questions

1. What is the current strategy and objectives for cycling in Brent?

The vision for cycling in Brent, as set out in the Cycling Strategy is:

- To make Brent a borough where everyone can cycle safely, in comfort and with confidence;
- To enable people of all ages and abilities from every section of Brent's diverse society to see cycling as a good option for everyday travel.

To achieve this vision the following objectives have been set:

- Objective 1: Develop a coherent network of direct, comfortable and attractive cycle routes;
- Objective 2: Promote cycling as a convenient, safe, healthy, enjoyable and inclusive activity;
- Objective 3: Reduce the number of accidents on Brent's roads involving cyclists;
- Objective 4: Improve access to cycling for all Brent residents and Businesses;
- Objective 5: Address the specific concerns that may reduce the ability of some groups to take up cycling.

i). What are the statutory requirements and definitions for cycling infrastructure?

The main statutory requirement regarding the provision of cycling infrastructure is the Traffic Signs Regulations and General Directions (TSRGD). This prescribes the designs and conditions of use for traffic signs, including road markings, traffic signals and crossings used on or near roads. Beyond this there is a range of non-statutory, best practice guidance that has been produced for the provision of cycling infrastructure. The principle document used by the Council for the design and implementation of cycling schemes is the London Cycling Design Standards.

ii). How does the cycling strategy fit in with the wider Brent Council Priorities and Borough Plan?

The Borough Plan sets out the long-term vision for Brent and how it will build on the borough's position as a focus for growth and ensure this change benefits its resident. Among the issues identified in the Plan is the need for a more joined-up, sustainable transport network if the borough's growth, environmental and health and well-being ambitions are to be met.

The objectives and commitments set out in the Cycling Strategy are closely aligned to the Borough Plan in that they work to support the climate emergency and promote better air quality as set out in the recent air quality task group report 'Brent Breathes'; and seek to promote healthy, sustainable travel and create safer, more welcoming streets and places for cyclists.

iii). How does the cycling strategy fit with Brent Council's Local Plan?

The ambitious growth plans set out in the draft Local Plan, including significant new housing and employment provision, will bring new populations into the borough and intensify the use of the transport network in the area. In this context, the Cycling Strategy highlights the need for investment in the transport network - including the need for high quality, safe cycling connections into, out of and through the borough and the provision of supporting infrastructure that maximises opportunities for cycling.

iv). Brent Cycling Strategy expires in 2021 – what is being done to draw up a subsequent strategy? Is this being prepared? How can we feed into this?

A timetable for the production of a subsequent cycling strategy (or similar) will be produced by the end of 2020. This will include information on the processes/steps involved, including how relevant stakeholders and the public can be involved in the development and implementation of the strategy. We would aim to bring the strategy to scrutiny for input before adoption.

2. How does Brent's cycling strategy link with other Council strategies and programmes and partner organisation's strategies?

i). How does this fit with the London Plan? (current and prospective) and the Mayor's Transport Strategy?

The draft London Plan places a strong emphasis on sustainable infrastructure, efficiency and resilience and seeks to capitalise on 'good growth' opportunities to become a smart and sustainable city, requiring developments to contribute towards becoming a zero-carbon city by 2050. The Cycling Strategy advocates close partnership working with a range of stakeholders, including developers, to ensure the delivery of good quality and well connected cycling infrastructure that facilitate residents making shorter, regular trips by cycling.

A key aim of the Mayor's Transport Strategy is for 80% of all journeys to be made on foot, by cycle or by public transport by 2041. A central tenet of the strategy is the 'Healthy Streets' Approach – with the view to making health and personal experience the priority for London. Providing safe and secure infrastructure to encourage greater levels of cycling, especially for shorter journeys, represents one of the best ways of achieving this and this forms a key part of the Cycling Strategy. An example of this is the Wembley to Willesden Healthy Streets corridor scheme where we are working closely with TfL, residents and businesses to deliver significant improvements to people's cycling experience.

ii). How does the cycling strategy contribute to the local transport strategy? (LIP).

The Brent third Local Implementation Plan (LIP3) outlines the Council's strategy for improvements to the transport network and services in the borough, including the implementation of measures and interventions which will help connect people and places; promote healthy, sustainable travel; improve safety and security; and create better streets and places – key LIP objectives.

The Cycling Strategy is helping to contribute to these objectives through the creation of a network of safe, continuous cycle routes and supporting facilities; and the continuation of the Council's highly successful cycle training programme. Notable examples are provided in section 3, below.

iii). How can we get people to stop using cars and using bikes instead?

There are various opportunities for securing modal shift away from private cars to cycling, including:

- Creating streets and places that enable cycling - including improving street environments to make it safer to cycle;
- Providing secure parking where it is most needed – including more cycle parking at key destinations and providing secure, convenient places for people to store cycles where they live;
- Making it easy for people to obtain a bike – including through the provision of bike share or rental programmes;
- Making it easy to plan a journey – including provision of up-to-date maps and signage;
- Promoting cycling to all – including through the provision of training and equipment for people of all ages, abilities and backgrounds;
- For developments in areas of high PTAL, there is an expectation of low car/car free developments with inclusion for cycling provision within the development.

In addition, and in order to deliver a significant step-change in levels of cycling, it may be necessary to introduce more radical solutions, specifically aimed at

reducing the number of cars on the borough's roads, including the possibility of Low Emission Zones.

iv). How does the cycling strategy fit with the Climate Change agenda?

The Cycling Strategy is closely aligned to that of the Climate Change agenda. A key aim of the strategy is to make Brent cleaner, greener and more resilient. This can be achieved by:

- Making the borough's streets and public spaces accessible to cyclists, rather than just for cars (for example, through the introduction of new, safe, segregated cycle routes and filtered permeability schemes);
- Introducing more opportunities for people to cycle (including through the provision of new safe, secure on-street cycle parking facilities, the introduction of a dockless hire cycle scheme and the provision of a range of cycle training programmes).

As part of the development of the Council's Climate Emergency Action Plan, a study has recently been commissioned to produce a vision and roadmap identifying what measures/steps will be required to achieve as close to net zero carbon emissions from road transport in Brent by 2030. This work is likely to highlight a range of opportunities for increasing levels of cycling in the borough.

The objectives and commitments set out in the Cycling Strategy are also closely aligned to the recent air quality task group report 'Brent Breathes' in that they work to promote better air quality across the borough.

v). How does the cycling strategy contribute to health and wellbeing strategies for the Borough's residents?

The Cycling Strategy has an important role to play in helping to deliver the objectives of the Council's Health and Wellbeing Strategies, including increasing the life expectancy of the borough's residents and promoting physical activity. For example, the implementation of new cycling schemes and infrastructure; and the continuation of our highly successful cycle training programmes will help facilitate healthier travel practices amongst children and adults.

vi). How does the cycling strategy contribute to sports promotion and facilities in the borough?

The Council's priorities around sports promotion and provision of sports facilities are embedded into the Cycling Strategy. Securing investment in our cycle network and supporting infrastructure is a key priority, as is improving access by cycling to local sports and leisure facilities. In particular, the Cycling

Strategy contains an ambition to develop a network of safe, continuous cycle routes in the borough, including to and through our parks and green spaces.

vii). To what extent does the cycling strategy contribute to cycling promotion and facilities for young people, eg via Brent schools?

A key ambition of the Cycling Strategy is to make it easy for the borough's residents, in particular children and young people, to live safer, healthier and more sustainable everyday lives. This is being achieved, in part, through the delivery of improvements to Brent's streets and places to facilitate safe cycling (e.g. through the creation of 'school streets' and 'safe routes to schools') and via the continuation of our highly successful school cycle training programmes.

3. Please provide an update on the implementation of the five objectives in the Brent Cycling Strategy and the specific action plan targets and outputs, describing, in each case, what happened and whether or not each one was implemented. ([Brent Cycling Strategy](#) p.19)

The Council is making steady progress towards achieving the objectives and targets set out in the Cycling Strategy. TfL data reveals that in 2013, only 1% of all trips in Brent were made by bike. The current (2018) modal share for cycling is 3% - amongst the highest for all outer London boroughs. Other notable achievements include:

Infrastructure:

- 6km of cycle routes delivered since January 2017 (including 1km under construction in Kingsbury);
- 20 bike hangers have been installed across the borough since 2017, with 30 more planned in 2020.

Bike It Plus End of Year Report results (2017-2018 academic year):

- A total of 22,988 pupils participated in 827 separate activities and events;
- Pupils cycling regularly (once or twice a week or more) increased from 354 to 644 (85% increase);
- Pupils cycling to school every day increased from 139 to 301 (117% increase);
- The number of pupils who never cycle to school decreased from 4,509 to 3,086.

Cycle training results (FY 17/18):

- 742 adults trained (a 53% increase from previous year, and 87% increase from 15/16);
- 3,345 school pupils and under 15s trained (a 42% increase from previous year).

Big Pedal 2018:

- Dr Bike sessions at 9 schools. Huge turnout, with Uxendon Manor receiving 190 bikes and scooters;
- Learn to ride and cycle skills across five schools.

Bike Clubs:

- Weekly adult bike clubs at Carlton Vale Infant school and working with five year 8/9 girls at Convent language school - The girls are now confident to cycle on the road, and may look at doing Bikeability level 3 next year.

i). How do we assess how well we are doing against national, regional and local objectives for cycling and how does this compare? How do we measure the performance of the cycling service against Brent Council objectives and statutory requirements? What is the recent performance and how does it compare with similar local authorities?

Monitoring performance is an essential element of our cycling service and helps contribute to understanding progress in delivering borough and Mayoral priorities and objectives. For example, through the Brent 3rd Local Implementation Plan (LIP3) the Council is required to work towards a number of key Mayoral targets, including:

- Increasing walking, cycling and public transport mode share from 62% to 78% by 2041;
- Increasing the percentage of people doing at least 20 minutes of active travel a day from 30% to 70% by 2041;
- Ensuring zero killed and seriously injured (KSI) casualties from road collisions by 2041.

Data and information on LIP indicators/targets is collated by TfL and published on an annual basis in its Travel in London Report. Full data for 2018/19 is not yet available, but initial reports indicate that Brent's overall walking, cycling and public transport mode share has increased slightly from 65% to 67% - the highest active, efficient and sustainable mode share of all outer London boroughs.

Initial casualty data indicates an increase in the overall number of people killed or seriously injured on the borough's roads – up to 155 in 2018 from 132 in 2017. Cyclists accounted for 15 of those casualties. A key aim of schemes such as the Wembley to Willesden Healthy Streets corridor scheme is to design a street environment that will look to improve safety for cyclists and reduce the number of casualties.

ii). How many cyclists/journeys does Brent cycling have annually and how does this compare with the last few years?

Data on cycle journeys/cyclist numbers is recorded via a network of automatic counters located at various sites across the borough road network. However, analysis of this data is yet to be completed and details on the total number of cyclists/journeys is unknown at this stage. We aim to update Committee later this year once this data is available.

iii). How has the Lime Bikes scheme worked? What are the issues? How can we measure success?

A dockless electric cycle hire scheme operated by Lime began operating in the borough in November 2019. Data from the operators has revealed that in the last year there were 70,000 trips made within the borough, averaging around 20 minutes per trip (equivalent to around 4 miles) – the majority of which appeared to be commuter trips originating from areas in the south of the borough and travelling to/from central London. There are currently around 12,000 registered riders in the borough.

The scheme appears to be operating well and has received largely positive feedback from users, who cite it as being a cheap, convenient mode of travel for short journeys. There have been some issues for residents around inconsiderate parking of bikes in parts of the borough and requests from users for more regular servicing/charging of bikes, but generally the scheme is well managed. Operator responsibilities/requirements are set out clearly in a Memorandum of Understanding with the Council. London Councils is currently working on developing a London-wide Bylaw which will help address issues around illegal/inconsiderate parking.

Lime has indicated they are looking to expand their operations in London over the next few years, including increasing network coverage in Brent. Future indicators of success might include an increase in the number of borough riders; an increase in journey trips/time; and a reduction in the number of complaints received.

iv). Have any of our cycling strategy / projects received any national awards/recognition?

The Council was a winner at the 2019 London Transport Awards, winning the 'Excellence in Cycling and Walking' category for its project 'Cycling and Walking in Brent: Meeting the Challenge' which has successfully delivered a number of transformational walking and cycling schemes and initiatives across the borough.

4. How does Brent's cycling strategy contribute to the Council's Equalities objectives?

The Cycling Strategy makes a predominantly positive contribution to the Council's Equalities objectives. To a large extent this is to be expected because:

- It is focussed on securing improvements to cycling in the borough for all. In particular, measures aimed at improving connectivity by bike and creating better streets and places are likely to benefit all target groups;
- Improving safety and security is a key aim of the Cycling Strategy - often of particular significance for the welfare of certain groups, such as the young, elderly and women;
- Whilst measures to promote cycling as a healthy, sustainable mode of travel will benefit everyone, they are likely to have a more differential impact for certain target groups (e.g. the young and the elderly or those with visual or mobility impairments).

i). What cross sections of the community use cycling the most/least? (CR to protected characteristics).

Data collected by TfL as part of the London Travel Demand Surveys reveals that levels of cycling within Brent vary significantly, with those living in the south of the borough making significantly more cycle trips than those who live in the north. Men are also still making more cycle trips than women throughout the borough, predominantly due to perceptions around safety and the lack of segregated cycle routes and supporting cycling infrastructure.

ii). What are the barriers for particular sections of the community and how can we overcome them?

The results of previous engagement surveys suggest that some groups find it easier to take up cycling than others. There are a large variety of factors involved in this, including gender and where in the borough individuals are located. The two main factors that appear to be influencing this are:

- Physical infrastructure barriers, such as the North Circular which make travelling by cycle more difficult. This category may also include a lack of facilities at destinations;
- Societal and psychological factors, such as fear of crime and lack of a cycling culture or role models.

5. How do we consult residents, local interest groups, partner organisations and cross departmental stakeholders on our cycling strategies?

Consultation and partnership working have been central to the development of our cycling programmes and strategies and ongoing engagement will continue to inform the planning and implementation of our cycling schemes and initiatives, with an emphasis on ensuring that decisions and delivery more closely reflect the needs of residents and businesses. The emerging Wembley to Willesden Healthy Streets corridor scheme is typical of this approach. Other methods of engagement include:

- Workshops/meetings involving Council Members and officers, local businesses and representatives of local interest/amenity groups;
- Transport forums, such as the recently reconvened Active Travel Forum which meet regularly to consider transport issues in the borough;
- Partnership arrangements with health, education, social services authorities and transport operators to work on joint interest projects;
- Joint working with other departments within the Council, neighbouring local authorities (e.g. Camden in respect of on-going highways improvements in Kilburn) and other organisations (e.g. OPDC as part of the recent Park Royal Liveable Neighbourhoods bid);
- Workshops/events/surveys seeking the views of the wider public on individual schemes and the transport issues that most affect them (e.g. the recently completed Kingsbury High Streets Improvements scheme).

i). Who is formally consulted on the cycling strategy in Brent?

A range of statutory and local stakeholders and the wider public are formally consulted on our cycling programmes and strategies. Key consultees include:

- TfL and various local transport operators;
- The Police;
- Local access and amenity groups;
- Neighbouring London boroughs.

ii). Is cycling referenced in the recent Brent Residents Survey? What other surveys on cycling undertaken in Brent?

An engagement survey to inform the development of the Cycling Strategy was undertaken in 2015. TfL also undertakes a London Travel Demand Survey - a survey of personal travel by London residents on an annual basis, with 8,000 households across the Capital surveyed.

6. What is the organisational structure for delivering this service?

i). How is the cycling promotion and planning delivered operationally?

Responsibility for the development/delivery of the Council's cycling programme is split between the Transportation Planning and the Highways & Infrastructure teams within the Regeneration & Environment Directorate.

The Transportation Planning team is principally responsible for the more strategic transport issues around policy, strategy and programme development

and working with transport operators and developers to secure major transport infrastructure improvements in the borough.

The Highways & Infrastructure team is largely responsible for the design and delivery of a range of transport schemes and initiatives and working with the local community and partners to promote active, sustainable travel.

7. What is the budget for cycling promotion and planning in Brent?

Funding for the development and implementation of cycling infrastructure and promotion/behaviour change schemes is predominantly provided by TfL through the LIP and Cycling Improvements Programme. Another significant funding source includes developer contributions as part of S106 agreements.

In 2019/20 the Council secured the following funding:

- £165,000 for a range of cycle training and cycle promotions;
- £160,000 towards new cycle parking – including 38 bike hangers;
- £75,000 for a cycling in parks initiative.

The council has also bid for funding in 2020/21 for the following:

- £380,000 LIP funding for the delivery of safe routes to schools and for a range of cycle training initiatives and cycle promotions;
- £150,000 from S106 for a range of localised 'quick win' cycle improvements.

i). Is there money from the Community Infrastructure Levy (how much)?

Consideration is being given as to how and where strategic CIL could be used to deliver cycling infrastructure along with other priorities in the Infrastructure Delivery Plan which forms part of the Council's emerging Local Plan. The Council's Neighbourhood CIL fund provides opportunities for residents and local community groups to apply for funding to help improve infrastructure and remove barriers to cycling in their areas as a means of encouraging greater levels of cycling.

8. What are the future plans for cycling promotion and planning in Brent?

i). What are the future plans for the development of cycling promotion and planning in Brent (inc new statutory requirements etc)?

The development/delivery of a range of cycling infrastructure and behaviour change schemes aimed at increasing the number of journeys made by cycle and improving safety and accessibility for cyclists is planned. Priorities include:

- Quietway Cycle Route 3 (Regents Park to Gladstone Park) and 9 (Wembley Park to Harrow Weald);
- Healthy Streets Wembley Corridor (Wembley to Willesden Junction);
- Liveable Neighbourhood schemes in Park Royal and Kilburn;
- Trailing further School Streets schemes to encourage active travel, following the successful completion of two pilot schemes;
- Expansion of dockless cycle hire scheme;
- Roll-out of additional secure cycle parking facilities – with 47 to be delivered this year;
- Continuation/expansion of cycle training/active travel programmes;
- Delivery of a series of ‘quick win’ measures to remove barriers to cycling.

ii). How might we improve our cycling promotion and planning and offer to local residents?


Despite the good results and achievements achieved to date, there is room for further improvements, particularly if Brent is to achieve its ambitious cycling objectives and targets. The Council will need to look how it funds ideas, but key challenges/opportunities to achieving this might include:

- Additional cycling clubs/led rides for residents to improve cycle confidence;
- Using neighbourhood CIL to remove local barriers to cycling;
- Introduction of a blanket 20mph limit to improve safety;
- More healthy streets/liveable neighbourhoods – apply concept more widely to make local streets more attractive/greener for cycling;
- Reducing crime/fear of crime and tackling anti-social hot spots – e.g. better street lighting, CCTV, greening etc.;
- Regular/ongoing maintenance of roads/cycle infrastructure;
- Reaching out to communities – e.g. through regular events.

Background documents

- [Brent Cycling Strategy 2016-2021](#)
- [Brent Long Term Transport Strategy 2015-2035](#)
- [Brent Third Local Implementation Plan \(LIP 3\)](#)

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 Brent	Resources and Public Realm Scrutiny Committee 12 March 2020
	Report from the Strategic Director of Regeneration and Environment
BRENT PARKS	

Wards Affected:	All
Key or Non-Key Decision:	Non Key
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	None
Background Papers:	<ul style="list-style-type: none"> ▪ How to Create Quality Parks and Green Spaces. ODPM Publications. ODPM (2005). ▪ Mayor of London's Environment Strategy 2018 ▪ The London Plan ▪ Open Space, Sports and Recreation Study 2019
Contact Officer(s): <small>(Name, Title, Contact Details)</small>	Chris Whyte - Operational Director Environment Services, 020 8937 5342, Chris.Whyte@brent.gov.uk

1.0 Purpose of the Report

- 1.1 The purpose of this report is to provide a summary of Brent Council's policy, strategy, management and performance for Brent Parks for review by the Resources and Public Realm Scrutiny Committee.

2.0 Recommendation(s)

- 2.1 That the report on Brent Parks be noted.

3.0 The Parks Service

- 3.1. The Parks service within the council consists of seven officers. A Parks Manager, two Project Managers (who look after NCIL and s106 projects), a Senior Horticulture Officer (who monitors the grounds maintenance contract with Veolia), a Parks Officer (who looks after allotments, playgrounds, outdoor gyms and meadows), and two Support officers (who manage all sport bookings, tenancy agreements for allotments and answer all calls and enquiries).

- 3.2. The grounds maintenance operational side is provided by Veolia; who have 40 grounds staff split across 90 parks and open spaces. This includes five wardens. The five parks wardens are employed by Veolia and work on a shift basis. They have responsibility for open and closing park gates (where applicable, as not all parks are locked), opening pavillions for sports bookings and inspecting playground equipment. They also frequently are the first staff to identify and assist with resolving issues such as updating information in notice boards, spotting damage to items across our parks or patrolling parks where incidents of anti-social behaviour is happening or has recently occurred; i.e. illegal BBQ's in parks and illegal fishing in Welsh Harp.

4. Brent Council Priorities

- 4.1. Parks support the aim in the borough plan for a cleaner, more considerate Brent, with the development of increased biodiversity in the borough, as well as provision of areas where air quality is improved. Our Parks also support the council priorities by providing areas for increased tree planting. However, Parks are more than that. They are places where residents can improve their health by undertaking exercise in a structured way, by booking our football and cricket pitches or tennis courts, or partaking in a Park Run or informal event. They are places that include Children's playgrounds, outdoor gyms, where people walk their dog, take a breath from urban lifestyles, enjoy nature, breathe cleaner air, relax and have a picnic. They are places to manage rainwater and flooding and provide alternative methods for assisting to manage the detrimental and adverse impacts of climate change. There are so many benefits to the boroughs parks and open spaces that are available to all borough residents and visitors, whether human or birds, bees, insects or mammals.
- 4.2. There is no current Parks Strategy being prepared. Colleagues in planning recently produced an Open Space, Sports and Recreation Study to support the emerging Brent Local Plan, which highlights many of the challenges that are faced by the Parks Service at the moment. The aim is to produce a Biodiversity and Integrated Management Plan, rather than an overarching strategy. The current aim and focus of the Parks Service is to improve Brent's Parks by way of introduction of reduced pesticide use, increase biodiversity by way of different planting strategies and developing parks to meet the challenges of climate change, with flood management and alleviation, drought resistant planting and the provision of 'cool zones' where people are able to escape the heat of summer.

5. The London Plan

- 5.1. The prospective London Plan identifies issues such as Urban Greening and the supporting and enhancement of existing green spaces to allow the target set out in the Mayor's Environment Plan of 50% of London to be green by 2050. It makes mention of the need to reduce conflict for use of space and ensure that new developments seek to provide green spaces that are sufficient for local residents and enhance the local environment. None of this is at odds with the direction of the Parks Service; however, the real impact on existing parks and open spaced remains to be seen once the large housing projects are completed, with the potential for increased demand and usage.
- 5.2. The existing London Plan (2016) has support for the development of green areas designated as Sites of Importance for Nature Conservation (SINCs) which allow our planning teams to fully consider locations that need to be protected. This impacts new developments with the requirement to conduct bat surveys, for example, in the local

area and ensure that new developments do not adversely impact our parks and green spaces by gaining an understanding of the existing levels of biodiversity in an area.

6. Brent Council's draft Local Plan

- 6.1. The protection and enhancement of the borough's parks and open spaces is of great importance and the draft Brent Local Plan includes planning policy on ensuring this protection particularly in response to significant population growth and increased development. The more flats that are built with no access to their own green space or limited access; the more people will visit Brent's parks. This is not an issue in itself as we welcome an increase in visitors to the parks and open spaces, however increased demand will potentially increase the requirement for more maintenance and a more careful balance of use of those spaces by all who wish to use them for differing purposes. In some cases where there are new developments, financial contributions from developers will be sought to improve local park facilities and/or improve access to local parks. The Parks team will work closely with Planning to ensure financial contributions are relevant in a way that will benefit all park users.

7. Health and Wellbeing

- 7.1. Whilst not measured specifically in Brent, unless by the Public Health Team, there is a wealth of supporting data and research available which confirms that access to green spaces actively reduces cortisol levels in people; cortisol being a stress hormone. Access to nature and green spaces have a reported and well-researched evidence base that demonstrates an improvement in both mental and physical health. Well-maintained green spaces are highly beneficial for Brent's residents, by providing spaces for nature watching and connection, being able to breathe cleaner air, see the sky and relax in a green environment. In addition, provision to areas where people can play games and improve their health by using our sports facilities or even just walking around the parks for free offer positive health benefits for residents.
- 7.2. The outdoor gyms that we have in our parks offer residents the opportunity to exercise for free, an opportunity that many residents utilise on a frequent basis. There are 19 free gyms, which assist many residents who would not otherwise join a paid for gym, exercise in the open air and also meet others; reducing social isolation.

8. The Local Transport Strategy

- 8.1. Brent Parks teams works closely with colleagues in Highways and Transport and as a result of the recent work undertaken by those teams, cycling prohibition bylaws in parks and open spaces have just been revoked. As a result, signage is being introduced in parks to advise residents that cycling is now permitted in parks. We fully support the use of parks and open spaces as facilitators of methods of sustainable travel. We need to ensure that cyclists using parks as a thoroughfare are not causing detriment to other parks users. Respectful use of shared paths is something that will be monitored by both teams. As there are many entrances to the majority our parks, they remain very easily accessible for walkers and joggers seeking to exercise for free.

9. Biodiversity and Climate Change

- 9.1. Our parks and open spaces are integral to the biodiversity and climate change agenda. We are developing a completely holistic approach to both aspects, to ensure that we have the greatest effect. Trees and plants that are planted are selected for their

biodiverse nature and to ensure that that they are resistant to climate change as much as possible, as well as disease resistant and offer flowers or fruit that are of benefit to insects and birds. We are looking at the balance of biodiversity in our parks, by ensuring there is a varied habitats for wildlife, including leaving dead trees; where they pose no health and safety risk, encouraging bats, planting hedgerows which provide food and shelter for birds and of course the meadows which provide habitat and food for bees and butterflies and other insects.

- 9.2. The recent implementation of the award winning Bee Corridor hugely affected the council's drive to increase biodiversity and made clear that a different approach was possible. The creation of meadow areas in 21 of our parks was the first step in developing areas of biodiversity. The second was to commit to a programme of wildflower sowing in the same areas. The creation of drifts; using only machinery and not pesticides was a break in tradition from the established practice of wildflower meadow creation and one that led to a large increase in colour, wildflower variety, insects, bees, butterflies and visitors to the parks who loved walking through the meadows. The meadows programme is having a huge impact on biodiversity, with butterflies visiting Brent's parks that have not been seen here for over 20 years. We are undertaking monitoring of our meadows year on year; to understand the positive impact that they are having on biodiversity. Even in some of the meadow areas where the grass has been left long; such as at Silver Jubilee, we have discovered types of grass that has laid dormant for years, which is now flowering, seeding, and increasing the range of diverse habitats in the meadows.
- 9.3. The largest challenge with increased tree planting is maintenance; with newly planted trees requiring three years' worth of regular watering to allow them to establish well. Parks generally do not water any plants in our parks, and planting of perennials and shrubs are undertaken in the autumn and winter to allow for the best chance for survival. An increase in planting of reasonable sized trees in our parks is possible, but these also require careful location and understanding of future impact and the need to balance the use of each space for all park users. We have planted over 800 saplings in our parks with local community groups in the last two years, which is a great achievement, but to have a sustained impact for climate change the size of the tree that is planted needs to be much larger.

10. Allotments

- 10.1. Brent has 21 allotment sites across the borough of varying size. There are long waiting lists for all sites and demand far outweighs provision. Since the departure of the dedicated allotments officer in 2016, there has been no permanent replacement. Instead, the allotments service is managed within the existing resources of the Parks Service, by one member of staff who has responsibility for this service as well as playgrounds and the meadow area programme.
- 10.2. There is no dedicated allotments officer any more. The officer who looks after allotments works on this as part of his role. His role involves maintaining the allotments and clearing disused plots, getting tenants on available plots, identifying non cultivated plots via a twice yearly inspection of all sites, carrying out site meetings to show people available plots, identifying and actioning improvements to each site, working with site representatives where we have them, ensuring the rules of each allotment site are adhered to. The Support Officers work in conjunction with him to update the allotments database, arrange site meetings, send out tenancy agreements and provide keys to new tenants.

11. Economic Development and Regeneration

- 11.1. How Brent's parks and green spaces contribute to economic development and regeneration is not something that is currently measured. However, it can only be assumed that economic development would be enhanced by the provision of well maintained, highly utilised green spaces.

12. Crime and Anti-social Behaviour

- 12.1. Crime is not a particular problem in Brent's parks, although the perception of crime is much higher. Crime is more likely to occur on the streets of Brent than in the parks directly and the deal is developing closer links with Community Protection to understand the issues of crime across our parks and open spaces.
- 12.2. However, some parks in Brent attract anti-social behaviour; such as drinking and littering, drug taking and dealing, rough sleeping, illegal use of BBQ's and the subsequent damage to the ground caused by these, flytipping, excessive feeding of wildlife; illegal use of motor vehicles; including quad bikes and dirt bikes and vandalism to property including the pavillions, fencing and outdoor gym equipment.
- 12.3. Public Space Protection Orders have recently been passed; which will allow enforcement action to be taken against most of the above behaviours by the Environmental Enforcement Team by the issuing of a £100 Fixed Penalty Notice. Signs are in the process of being installed and a communications campaign will launch in the spring to make visitors to parks aware of how they need to behave in our parks and open spaces. The effect of the PSPO's will be closely monitored this spring and summer.

13. Sports Activities

- 13.1. There are a number of training facilities and official marked sports pitches for use by clubs who pay to book a pitch for football, rugby, cricket or Gaelic football. These pitches are well used at weekends but not so much during the week. In addition to formal booked sports activities throughout the year, residents use our parks for Park runs, yoga and sports activities for young children.

14. Schools and Youth Associations

- 14.1. Brent schools use some of our parks more than others, for example Woodcock Park is well used by local schools. Unless we receive a formal booking for the use of parks land, we are not necessarily aware of usage of our parks by a particular group.

15. Community Cohesion

- 15.1. The demand on parks by many different users with different needs, means that as spaces they lend themselves to be areas where people have to respect the needs of others in those spaces. Key messages that will be communicated about our parks and the implementation of PSPO's this coming year will ensure that the key message is one of respect for all park users and we hope that this attitude is one which aids and supports community cohesion. Furthermore the involvement of members of the community from very different backgrounds in local Friend of Parks groups or even allotments, demonstrates what benefits are possible when a community comes together to improve a space or grow some plants.

16. Performance

- 16.1. Parks for London conduct an annual survey of all London Boroughs, and compile the findings in a report called Good Parks for London. It acts as a benchmark for London Boroughs across many areas of parks management. In terms of comparison, Brent is currently measured at the top of the bottom third, with Southwark as the top scoring borough. Consideration is given to the following categories: Public Satisfaction, Awards for Quality, Collaboration, Events, Health, Fitness and Wellbeing, Supporting Nature, Community Involvement, Skills Development, Sustainability and Strategic Planning. Our current position though allows for great improvement across our parks and open spaces in the coming years across all of these categories. It is difficult to identify similar local authorities as the types and size of park in each borough is vastly different.
- 16.2. Brent is not alone in not being able to identify how many visitors it has to its parks every year. Some boroughs use entry counters to determine visitor numbers; but these are not particularly accurate and almost impossible to use where there is more than one entrance to a park; such as is the case with most of Brent's Parks. Any indication as to increase in use can only be perceived rather than accurately recorded, but with the number of flats being built around our open spaces, demand for green spaces will only increase.

National Awards

- 16.3. A number of Brent's parks have been entered for the London in Bloom competition. We have won the following awards over the last two years.
- 16.4. 2018: 10 awards of which four were Gold awards, two were best in class, three were Silver Gilt and one was Silver for the borough as a whole.
- 16.5. 2019: 11 awards of which five were Gold awards, two best in class and two silver Gilt and two Silver of which one was for the borough as a Large City Award.
- 16.6. Furthermore, Brent won the Parks Innovation Award 2019, organised by the Association of Public Sector Excellence (APSE), a national award for our wildflower meadows/bee corridor initiative and the parks manager is giving many talks on a national scale to other authorities about the viability and success of our meadows. The Bee Corridor across 21 parks, has received international recognition.

Brent Residents Survey

- 16.7. The 2018 resident's survey suggested that Parks, Open Spaces and trees declined in its popularity as a priority for residents when spending council budgets from 22% to 14% of those surveyed. In fact, the service was seen as one of the lowest priorities of the sample surveyed. However, since the declaration of the Climate Emergency, there has been no follow up to see whether this perception has now changed. A Public Realm satisfaction survey undertaken by Veolia last year, which asked questions on parks as well as other areas including street cleansing and household waste collections, showed that 87% of those surveyed were satisfied with local parks.

17. The Budget for Parks and Green Spaces

- 17.1. The annual cost of the contract for Grounds maintenance as provided by Veolia is £1.6M. This includes maintenance of all verges as well as parks maintenance. Veolia undertake all basic maintenance in parks and open spaces; which includes mowing the grass, maintaining and marking out sports pitches, planting, trimming hedges and emptying litter bins and clearing fly tips. They also carry out minor repairs to play equipment. Any improvements to be made to the Parks Service has to come from the council's parks budget, which is separate. This budget also has to cover the cost of any repairs due to vandalism or wear and tear of items such as benches, fencing, gates, securing access and preventing anti-social behaviour. The annual budget for the Council's Parks Service team is £470,000. There is no set cost for maintenance at each park as the amount spent depends on the size and type of park, the infrastructure at each site and the options for improvement as well as to maintain the park due to damage caused.

The Community Infrastructure Levy

- 17.2. The amount available from the Neighbourhood element of the Community Infrastructure Levy depends on how much the parks service applies for and what projects it is seeking to develop. We have recently been awarded £275,000 that has been spent in King Edward VII Park, Wembley from s.106 funds due to the development of Chesterfield House. The Parks Service works closely with the CIL team to identify opportunities for funding as and when the need arises. Community Infrastructure Levy money is very rarely solely available to the parks service; but we do encourage residents to submit Neighbourhood CIL bids. These are fantastic for getting new projects and improvements off the ground. However the challenge is finding suitable funding opportunities to be able to maintain new initiatives.

Income

- 17.3. The parks service receives around £60,000 income from sports pitches bookings and from filming, however this is not profit making. Implications with the quality of the pitches and the ability to maintain pitches in public open spaces, where people also walk their dogs and play informal games without paying, can mean it is challenging to meet income targets, as paying clubs have recently cancelled booked games due to problems with pitch maintenance, leading to a shortfall in income. There is scope to hire our pavillions in parks without the need to also book a sports pitch; but investment is required in the pavillions before they would be truly marketable assets for event hire. We are also working with the Lawn Tennis Association to develop our tennis courts across the borough, with the introduction of a new booking system and promotion of coaching opportunities, which has the potential to increase our income.
- 17.4. We receive around £50,000 from events currently booked in our parks. There is scope to allow more events to take place within our parks and open spaces, although there are limits to the size of the event we are able to support in each park. Large groups of people can lead to the requirement to reinstate the ground; particularly if there is adverse weather, which can occur at any time of year. There is no legal constraint to prevent the parks service from marketing its facilities through for weddings, photography and smaller events.

18. Future Plans

- 18.1. The future plans for our development of Parks in Brent involves a turnaround in the way they are managed. Reduced funding over the years has led to our parks becoming purely green spaces; with little colour. The aim of the service is to change the way that we plant in the borough. Introduce climate change resilient planting by the use of perennial plants that are hardier, but offer a brighter mix of colours and at the same time offer habitat for insects, birds and mammals. Our parks also need to facilitate flood alleviation measures and we are already looking at projects this coming year to be able to develop swales and bog garden meadows that will allow for the retention of water from wetter winters and allow for flooding from nearby highways to be utilised within green spaces. We are looking at becoming more sustainable; making our pavilions more environmentally friendly; for example by using grey water from the building to water the cricket table in one location where we have water pressure problems.
- 18.2. The designation of London as a National Park City is fantastic, as it offers Brent the opportunity to really share the benefits of its green spaces with all of its visitors. It allows a fantastic opportunity to raise awareness of our green spaces; for example, Brent are working very closely with Thames 21, the GLA, Canal and Rivers Trust and Barnet Council to make improvements to the Welsh Harp and Neasden recreation ground; the only SSSI in the borough and a location well known to bird watchers.
- 18.3. We are also looking to develop a biodiversity centre in King Edward VII Park, which will allow residents to learn the skills needed to grow plants and vegetables and to be able to teach those skills to others. The aim is to create a park mentality for any space within the borough for residents and empower them to turn around disused or misused pieces of land and create mini parks in alleyways and corners of land that are currently unloved. The Parks Service aims to be a catalyst for change in the mindset of residents towards the benefits of green spaces; however small they may be.
- 18.4. We are also looking to make improvements to the children's play areas and seeking to integrate them more with nature and a natural environment, as we have done in King Edward VII Park, offering an educational opportunity for young people as well as the provision for safe and engaging play.
- 18.5. The only downside to the designation of National Park City is that it provides no will to make parks a statutory service and no additional funding for any parks service in London. There are multiple opportunities to highlight the, now, well documented, health benefits to individuals who spend time in a natural environment and the cleared documented chemical reaction of a reduction in cortisol; the stress hormone; when people spend time in a meadow area or more particularly a forested area. These benefits will be championed to residents across the borough as well as our work to develop a database of flora and fauna that lives in Brent parks and open spaces. We also look forward to the recommendations of the Green Spaces Commission that was set up by the GLA as a result of the Mayors Environment Plan.
- 18.6. The suggestions above should provide some idea of how we aim to improve our parks service. Residents and visitors have many requirements of a park and open space; many overrun in the same space. People want to play sport, relax, meet with friends, enjoy time in nature, have a picnic, walk their dog or just sit in quiet contemplation in a natural environment. We also need our parks to be beacons of good practice for climate change and the actions designated in the Mayors Environment Strategy, by

being places that offer proactive flood alleviation and ways to manage climate change. We need to plant for climate changes, including wetter winters and drier summers, offer improved air quality, increase levels of biodiversity, be havens for all types of nature, including but not exclusively plants, bees, butterflies, moths, birds, foxes and bats. We also need to recognise that with an increase in population, many of whom will be living in blocks of flats, our parks will see an increase in demand and usage and this will involve an increase in the need to maintain the parks in the most cost effective manner and methods. Our parks need to be all things to all people as well as havens and sanctuaries for wildlife.

19. Financial Implications

19.1 None for the purposes of this report.

20 Legal Implications

20.1 There are no statutory requirements for parks. 7% of Brent has land with parks on it that are classified as Metropolitan Open Land (MOL); which is land that is intended to be protected as a basis for nature conservation or recreation. The land is protected in the same way as green belt land. The Parks Service uses the terms Park, Open Space and Pocket Park to define its green spaces, but there are no legally binding definitions behind these terms. The London Plan specifies a definition for a piece of green open space based on the size of the area. The categories are Regional Parks, Metropolitan Parks, District Parks, Local Parks and Open Spaces, Small Open Spaces, Pocket Parks and Linear Open Spaces.

21. Equality Implications

21.1 As we do not monitor usage of our parks, we are not currently aware of the cross sections of our community who most use our parks and open spaces. There is no record of complaints received suggesting that our parks are not accessible to everyone; irrespective of any protected characteristics. We seek to ensure that all members for the community can use our parks, for example, our most recently upgraded play area in King Edward VII Park has had equipment installed that is disability friendly.


22 Consultation with Ward Members and Stakeholders

22.1 There is no current park strategy, but if there were, the groups that would be consulted in the main would be Friends of Groups, Brent Parks Forum, Parks for London and members. Any document would be shared with colleagues who worked on climate change initiatives and flood management, as well as those in Public Health and planning and regeneration.

Report sign off:

**Amar Dave -
Strategic Director of the Strategic
Director of Regeneration and
Environment**

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 Brent	Resources and Public Realm Scrutiny Committee 12 March 2020
	Report from the Assistant Chief Executive
Scrutiny Recommendation Tracker	

Wards Affected:	All
Key or Non-Key Decision:	Non Key Decision
Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
No. of Appendices:	Appendix 1 - Scrutiny Recommendation Tracker 2019-2020
Background Papers:	None.
Contact Officer(s): (Name, Title, Contact Details)	Michael Carr - Senior Policy and Scrutiny Officer michael.carr@brent.gov.uk

1.0 Purpose of the Report

- 1.1 The purpose of this report is to present the Scrutiny Recommendation Tracker table, which tracks the progress of recommendations made by the committee.

2.0 Recommendation(s)

- 2.1 That the progress of the previous recommendations of the committee be noted.

3.0 Detail

- 3.1 In accordance with Part 4 of the Brent Council Constitution (Standing Orders of Committees) Brent Council scrutiny committees may make recommendations to the Full Council or the Cabinet with respect to any functions which are the responsibility of the executive or of any functions which are not the responsibility of the executive, or on matters which affect the borough or its inhabitants. The Community and Wellbeing Scrutiny Committee may also make recommendations to the relevant NHS bodies or relevant health service providers or Full Council.
- 3.2 Scrutiny committees may not make executive decisions and scrutiny recommendations therefore require consideration and decision by the

appropriate decision maker; usually the Cabinet, but also full Council for policy and budgetary decisions and the NHS where it is the decision maker.

- 3.3 The Scrutiny Recommendation Tracker table attached at Appendix 1 provides a summary of scrutiny recommendations made during the municipal year, so that the scrutiny committee can track the progress of the recommendations made.
- 3.4 Scrutiny recommendations include through Scrutiny Task Groups and scrutiny reports agreed by the committee, as well as other scrutiny recommendations agreed in committee.
- 3.5 The Scrutiny Recommendation Tracker table includes each scrutiny recommendation made and the date it was made, (which will be as is recorded in the committee minutes), identification of the decision maker (e.g. Cabinet), the Executive Response (the actual Cabinet decision), which may be different from the scrutiny recommendation and which will be minuted in the Cabinet minutes, the date the Executive Response/decision was made and an implementation review date.
- 3.6 The Scrutiny Recommendation Tracker enables the scrutiny committee to track whether their recommendations have been agreed, what actually was agreed (if different) and ask about any outcomes arising from the scrutiny recommendations, for example, service improvements, value for money savings and outcomes for residents.
- 3.7 If the relevant respective executive decisions and actions have been implemented, they will not be referred over to the scrutiny recommendation tracker report for the next municipal year, but that any that have not been implemented may be referred to the scrutiny recommendation tracker for the next committee cycle.

4.0 Procedure for Recommendations from Scrutiny Committees

- 4.1 Where scrutiny committees make reports or recommendations to the Cabinet, as soon as this has been confirmed, these will be referred to the Cabinet requesting an Executive Response and the issue will be published on the Council's Forward Plan. This will instigate the preparation of a report to Cabinet and the necessary consideration of the response, the technical feasibility, financial implications, legal implications and equalities implications etc.
- 4.2 Where scrutiny committees make reports or recommendations to full Council (e.g. in the case of policy and budgetary decisions), the same process will be followed, with a report to Cabinet to agree its Executive Response, and thereafter, a report will be prepared for Council for consideration of the scrutiny report and recommendations along with the Cabinet's Response.
- 4.3 Where scrutiny committees have powers under their terms of reference to make reports or recommendations external decision makers (e.g. NHS bodies), where they do this, the relevant external decision maker shall be notified in writing, providing them with a copy of the committee's report and recommendations, and requesting a response.

- 4.4 Once the Executive Response has been agreed, the scrutiny committee shall receive a report to receive the response and the committee may review implementation of the executive's decisions after such a period as these may reasonably be implemented (review date).

5.0 Financial Implications

- 5.1 There are no financial implications for the purposes of this report.

6.0 Legal Implications

- 6.1 Section 9F, Part 2 of the Local Government Act 2000, *overview and scrutiny committees: functions*, requires that Executive Arrangements by a local authority must ensure that its overview and scrutiny committees have the power to make reports or recommendations to the authority or the executive with respect to the discharge of any functions which are or are not the responsibility of the executive, or on matters which affect the authority's area or the inhabitants of that area.
- 6.2 Section 9Fe, *duty of authority or executive to respond to overview and scrutiny committee*, requires that the authority or executive;-
- (a) consider the report or recommendations,
 - (b) respond to the overview and scrutiny committee indicating what (if any) action the authority, or the executive, proposes to take,
 - (c) if the overview and scrutiny committee has published the report or recommendations, publish the response, within two months beginning with the date on which the authority or executive received the report or recommendations.

7.0 Equality Implications

- 7.1 There are no equality implications for the purposes of this report.

8.0 Consultation with Ward Members and Stakeholders

- 8.1 None for the purposes of this report.

Report sign off:



**Shazia Hussain –
Assistant Chief Executive**



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
Resources and Public Realm Scrutiny Committee Scrutiny Recommendation Tracker 2019-2020

(A key and explanatory note for this tracker table is provided at the end of this report).


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

Subject	Scrutiny Recommendation	Decision Maker & Executive Response	Department, Cabinet Member and lead officer	Implementation Status	Review Date status
The Safer Brent Partnership and Annual Report	That data on: police performance; public satisfaction in policing; and confidence in partnerships be included in the next SBP Annual report	Cabinet The Safer Brent Partnership Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment The Safer Brent Partnership <i>Cabinet Member:</i> Cllr Tom Miller – Cabinet Member for Community Safety and Engagement <i>Strategic Director:</i> The Strategic Director Regeneration and Environment	Recommendations will be included in the 2020 SBP Annual Report due to be presented at the July Scrutiny Committee. (12 March 2020)	July 2020 
The Safer Brent Partnership and Annual Report	That the Council participate fully in the national debate and supports a Nordic legislative model for the sex industry to criminalise purchasers and protect workers by responding to Home Office consultations where possible.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment The Safer Brent Partnership <i>Cabinet Member:</i> Cllr Tom Miller – Cabinet Member	Since this recommendation, there has been no Home Office consultations. This action is included on the VAWG action plan. NIA were commissioned through the MOPAC Grant as part of the Councils' VVP to provide an	July 2020 


			for Community Safety and Engagement <i>Strategic Director:</i> The Strategic Director Regeneration and Environment	Exiting Sex Working Service. These work closely with the police and link in with relevant Council Services' through the Community Protection Team. (12 March 2020)	
The Safer Brent Partnership and Annual Report	That the Council undertake a borough-wide review of street furniture and makes every effort to “design out” parts of the street furniture that allows sex work to happen, for example by removing public phone boxes.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment The Safer Brent Partnership <i>Cabinet Member:</i> Cllr Tom Miller – Cabinet Member for Community Safety and Engagement <i>Strategic Director:</i> The Strategic Director Regeneration and Environment	Since this recommendation a monthly meeting is coordinated through the Community Protection Team to explore areas of concern utilising available data and intelligence. Through this meeting a problem solving approach is adopted and area assessments are conducted with recommendations, which include a review of street furniture. NIA also conduct direct outreach to locations flagged through the monthly meeting. (12 March 2020)	July 2020 
Police Tri-borough BCU Reconfiguration	That the Lead Member for Community Safety and Engagement request the Police to review the existing communication arrangements between the Police and elected representatives in order to ensure more effective liaison and sharing of information. That the result of this meeting is fed back to the committee in writing.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment The Safer Brent Partnership <i>Cabinet Member:</i> Cllr Tom Miller – Cabinet Member for Community Safety and Engagement	A review from the Metropolitan Police is currently being explored regarding information sharing pan London. This review and relevant revised agreements are due in Spring/Summer 2020. Lead Member for Community Safety is included in critical incident updates and invited to	July 2020 

			<i>Strategic Director:</i> The Strategic Director Regeneration and Environment	attend Gold Meetings following a critical incident. (12 March 2020)	
Police Tri-borough BCU Reconfiguration	That the Lead Member for Community Safety and Engagement reviews and shortlists appropriate ward panel models in Brent and sets up a meeting to discuss best model to replicate.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment The Safer Brent Partnership <i>Cabinet Member:</i> Cllr Tom Miller – Cabinet Member for Community Safety and Engagement <i>Strategic Director:</i> The Strategic Director Regeneration and Environment	A review of community safety engagement is underway. Through the PTT reallocation an agreement was made to recruit a Community Safety Engagement Officer to enhance working with communities which will be in post for April 2020. The Safer Neighbourhood Board currently oversee ward panels (12 March 2020)	July 2020 


12 September 2019

Subject	Scrutiny Recommendation	Decision Maker & Executive Response	Department, Cabinet Member and lead officer	Implementation Status	Review Date status
Knife Crime Scrutiny Task Group Report and recommendations	<u>Knife Crime Scrutiny Task Group Report</u> and recommendations RESOLVED: The Resources and Public Realm Scrutiny Committee: agreed the report and	<u>Cabinet 14 October 2019</u> Cabinet Decision/Response: Decision: RESOLVED: that the recommendations set out in	Regeneration and Environment The Safer Brent Partnership <i>Cabinet Member:</i> Cllr Tom Miller –	A report on the progress of the implementation of the agreed scrutiny recommendations is anticipated for the RPRSC meeting on 21 April 2020. (12 March 2020)	21 April 2020 



	recommendations of the Knife Crime Scrutiny Task Group and that the report now be referred to the Cabinet for consideration.	the report of the Knife Crime Task Group be agreed. (Cabinet 14 October 2019)	Cabinet Member for Community Safety and Engagement <i>Strategic Director:</i> The Strategic Director Regeneration and Environment		
Brent Statement of Licensing Policy	That the council takes action to encourage key night time economy locations (primarily Wembley and Kilburn) to attain the appropriate status reflecting the best practice, for example, the Home Office's Purple Flag Standard.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment <i>Cabinet Member:</i> Cllr Shama Tatler - Cabinet Member for Regeneration, Property & Planning <i>Strategic Director:</i> The Strategic Director Regeneration and Environment	A Kilburn vision and plan is in development to boost the local economy and in particular with a focus on the evening economy. The aim is to maximise the opportunity in Kilburn to promote its food, drink and cultural offer. The plan is currently in consultation with the local community and is due to be published in the Spring 2020.	Sept 2020 
Carlton and Granville Centre Site	That the Council to vigorously promote the fact that the units at Granville will be 'council' housing to better inform the public who have concerns about the provision of affordable housing at the site.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment <i>Cabinet Member:</i> Cllr Shama Tatler - Cabinet Member for Regeneration, Property & Planning <i>Strategic Director:</i> The Strategic Director Regeneration and	<ol style="list-style-type: none"> 1. Information about Council housing included in the planning proposals and report. 2. Next South Kilburn newsletter to feature a section on this 3. Website updated accordingly with housing information 4. South Kilburn ballot public events had boards containing this information. Over 200 residents attended. 	21 April 2020 





			Environment		
Carlton and Granville Centre Site	That the Cabinet ensure that social enterprise spaces offer business space to those groups in the area who find it hard to reach work (e.g. elderly etc.) and bring forward an action plan to achieve this objective.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	Regeneration and Environment <i>Cabinet Member:</i> Cllr Shama Tatler - Cabinet Member for Regeneration, Property & Planning <i>Strategic Director</i> The Strategic Director Regeneration and Environment	<ol style="list-style-type: none"> 1. Some of the social enterprises in the current Enterprise Hub in The Granville target services and support at these groups. This includes the London Basketball Association, who work mainly with young people, the Somali Women's Association and Supreme Care, who both train and support home carers. 2. The local support offered in the Enterprise Hub in The Granville is supplemented and enhanced through a Community Giveback Programme, organised by the South Kilburn Trust. This includes supported traineeships and work placements for local people, visits to the Hub by local schools and talks in schools by social entrepreneurs, mentoring and on-the-job training. 3. The South Kilburn Trust is also planning employability support to local people (to be launched in the spring of 2020). This will use the expertise and contacts of the enterprises based at The Granville to offer sectoral information, careers advice, 	21 April 2020 


				<p>job search, interview preparation and orientation.</p> <p>4. The Granville also hosts regular support sessions for people with diabetes, older people and those suffering social isolation. The advice and practical support includes employment advice and support. There are also a range of homework clubs and youth activities which help steer young people away from gangs and into socially constructive activities, including work.</p> <p>5. The business advice offered by the South Kilburn Trust is open to all, not just those enterprises already in the Enterprise Hub</p> <p>6. The South Kilburn Trust has recently launched a monthly newsletter, which delivers free to over 4,000 households in the area. This informs people of activities and services and is part of a community engagement strategy that will ensure the services offered are those that are actually needed.</p> <p><i>A full action plan is currently being developed.</i></p>	
Council Tax Support and Local Welfare Assistance	That the Cabinet look into the gross/net disparity based on legacy about income thresholds and report back on	Cabinet Cabinet Decision/Response:	Customer and Digital Services, Customer and Digital Services		Sept 2020



	the resolution.	<i>Not considered at Cabinet yet.</i>	<p><i>Cabinet Member:</i> Cllr Eleanor Southwood - Cabinet Member for Housing and Welfare reform</p> <p>Strategic Director Customer and Digital Services, Customer and Digital Services</p>		
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4 December 2019


Subject	Scrutiny Recommendation	Decision Maker & Executive Response	Department, Cabinet Member and lead officer	Implementation Status	Review Date status
Tourism in Brent	That the Council produce and promote a Tourism Strategy for Brent to articulate a clear vision for tourism in Brent and which builds on the borough's unique local brands and aims to increase tourism, maximise the benefits of tourism and mitigate against the negative externalities.	<p>Cabinet:</p> <p>Cabinet Decision/Response:</p> <p><i>Not considered at Cabinet yet.</i></p>	<p>Regeneration and Environment</p> <p><i>Cabinet Member:</i> Cllr Shama Tatler - Cabinet Member for Regeneration, Property & Planning</p> <p><i>Strategic Director</i> The Strategic Director Regeneration and Environment</p>	<p>The London Borough of Culture 2020 is actively promoting Brent's tourism offer including its arts, heritage, food, and communities.</p> <p>An approach to tourism in Brent will be considered as part of the legacy to the LBOC to continue to bolster the brand of the area.</p>	<p>Dec 2020</p> 
Tourism in Brent	That the Council utilise the London Borough of Culture 2020 brand and publicity as a launch pad to create and	<p>Cabinet</p> <p>Cabinet Decision/Response:</p>	"	A wide range of the borough's cultural and heritage institutions and landmarks, local stories, music, art and theatre, as well	<p>Dec 2020</p> 


	advertise a comprehensive tourism offer, identifying and promoting the particular potential tourist attractions in neighbourhoods around the borough, including, food and dining experiences, festivals and street art.	<i>Not considered at Cabinet yet.</i>		as the food, drink offer have been widely promoted by the LBOC. This includes the Harlesden Weekender, Kilburn High, Museum of All Brent Life, and the Culture Fund.	
Tourism in Brent	That the Council undertake a local survey to collect up to date information on tourism patterns to inform the tourism strategy.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	“	Not completed to date.	Dec 2020 
Tourism in Brent	That the Council identify unique aspects of local areas to inform the tourism strategy, marketing them through wider place-promotion.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	“	In 2020 the unique identity and character of Brent is being promoted via the LBOC. The legacy of LBOC will consider how this can be built upon to promote Brent as a tourism destination.	Dec 2020 
Tourism in Brent	That the Council improve the public realm space around key tourist attractions and gateway locations, including a review of the transport nodes, upgrading physical infrastructure and leisure facilities for tourists, signposting to provide clear directions and accessible information about attractions and places of interest.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	“	Brent aspires to have a high quality of public realm across the borough including at its key transport nodes. This activity is considered within the prioritisation of its capital programme alongside investment in housing, property, regeneration, and public realm. <i>Continued at Appendix A</i>	Dec 2020 
Tourism in Brent	That the Council's tourism strategy include strategies to capture and retain Wembley event footfall and spend in the borough.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	“	The council works closely with the FA and Wembley Park to ensure that event footfall is managed safely, and that a clean environment is maintained	Dec 2020 


				<p>for Brent's communities.</p> <p>The Wembley High Road Traders Association work in partnership to promote their businesses' offer on Wembley event days to capture footfall and spend in the local town centre. They meet monthly as a business association with the FA, SSE, and London Designer Outlet (LDO) attending each meeting. Information is provided to local businesses prior to each major event and local businesses provide information to the Wembley hotels to promote local food and drink in particular.</p>	
Tourism in Brent	<p>That the Council work with regulatory and enforcement partners (police, highways and licensing) to adopt a fresh approach to pre and post-event activity, to maximise the economic and social benefits of footfall in the area by allowing people to spend time using the food, drink, leisure and shopping facilities surrounding the Stadium and Arena and to mitigate against and manage any negative externalities such as environmental impact, crowd control, crime and anti-social behaviour.</p>	<p>Cabinet</p> <p>Cabinet Decision/Response:</p> <p><i>Not considered at Cabinet yet.</i></p>	“		<p>Dec 2020</p> 

Tourism in Brent	The Council should develop an accessible toilet strategy.	Cabinet Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i>	“		Dec 2020 
Air Quality Scrutiny Report	RESOLVED: 1. That the Air Quality Scrutiny Report and recommendations be adopted and referred to the Cabinet for consideration. 2. That the implementation of the report's recommendations agreed by the Cabinet be brought back to the Committee for review in 2020-2021.	Cabinet 14 January 2020 Cabinet Decision/Response: RESOLVED that Cabinet note the Air Quality Scrutiny Report and recommendations. (Cabinet 14 January 2020) The full Executive Response to the recommendations is currently being taken through the formal decision-making process and will be referred to Cabinet in April.	Regeneration and Environment <i>Cabinet Member:</i> Cllr Krupa Sheth - Cabinet Member for Environment <i>Strategic Director</i> The Strategic Director Regeneration and Environment	The intention is to bring back progress on the recommendations this year.	Jan 2021 

29 January 2020

Subject	Scrutiny Recommendation	Decision Maker & Executive Response	Department, Cabinet Member and lead officer	Implementation Status	Review Date status
Budget Scrutiny Task Group Report	RESOLVED that the Budget Scrutiny Report and recommendations be adopted and referred to the Cabinet for consideration.	Cabinet 10 February 2020 Budget & Council Tax 2020/21-2022/23 (Appendix D) Council 19 February 2020 Cabinet Decision/Response:	Finance <i>Cabinet Member:</i> Cllr Margaret McLennan - Resources and Deputy Leader of the Council	It is anticipated that a detailed response to the scrutiny report and recommendations will be considered by Cabinet on 20 April 2020 and referred to the scrutiny committee for information on 21 April 2020. (12 March 2020)	Dec 2020 

		<p>RESOLVED that Cabinet: To note the report from the Budget Scrutiny Panel in Appendix D of the report. In addition, Cabinet agreed at the meeting to recommend to Council that any overall underspend across the General Fund accrued at the end of March 2020 be ringfenced and bought forward as proposals for spending on the climate change emergency. (Cabinet 10 February 2020)</p> <p>Council Decision: AGREED (6)To note the report from the Budget Scrutiny Panel in Appendix D of the report and approve the recommendation from Cabinet that any overall underspend across the General Fund at the end of March 2020 is ring fenced and that proposals are brought forward for spending on the climate change emergency. (Council 19 February 2020)</p>	<p><i>Strategic Director:</i> The Strategic Director of Finance</p>		
Property and Capital Strategy	<p>That it be recommend to the Cabinet that the Council's Property and Capital Strategy should include the following: 1.Measurement of the social value generated through the properties that Brent gave to charities and other organisations at a</p>	<p>Cabinet</p> <p>Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i></p>	<p>Finance</p> <p><i>Cabinet Member:</i> Cllr Shama Tatler - Cabinet Member for Regeneration, Property & Planning.</p>		<p>Dec 2020</p> 

	<p>peppercorn or discounted rent.</p> <p>2.A consistent and transparent policy for when the Council gave out such discounts and support to community groups.</p> <p>3.A 'one public estate' approach towards the allocation of funding.</p> <p>4.That the Asset Strategy is brought back to Scrutiny Committee for consideration.</p>		<p><i>Strategic Director:</i> The Strategic Director of Finance</p>		
Brent Pension Fund Policy on Responsible Investment	<p>That the Council's Pension Fund Policy on Responsible Investment emphasise proactive investment in renewable and green technology, rather than simply divesting from polluting firms.</p>	<p>Pension Fund Sub-Committee (under delegated authority from the Council via the General Purposes Committee).</p> <p>Cabinet Decision/Response: <i>Not considered at Cabinet yet.</i></p>	<p>Finance</p> <p><i>Cabinet Member:</i> Cllr Margaret McLennan - Resources and Deputy Leader of the Council</p> <p><i>Strategic Director:</i> The Director of Finance</p>		<p>Dec 2020</p> 

Notes

This is a table to track the progress of scrutiny recommendations made by one of the formal scrutiny committees at Brent Council. It is a standing item on the Committee's agendas, so that the Committee can keep track of the recommendations it has made, the decisions made, implementation status and provoke consideration of outcomes that have for residents, the Council and its statutory partners.

The tracker lists the recommendations made by the committee throughout a municipal year and any recommendations still not fully implemented from previous years since June 2019.

The tracker documents the scrutiny recommendations made, the dates when they were made, the decision maker who can make each decision in respect of the recommendations, the date the decision was made and the actual decision taken. The executive decision taken may be the same as the scrutiny recommendation (e.g. the recommendation was “agreed”) or it may be a different decision, which should be clarified here. The tracker also asks if the respective executive decisions have been implemented and this should be updated accordingly throughout the year.

Scrutiny Task Group report recommendations should be included here but referenced collectively (e.g. the name of the scrutiny inquiry and date of the agreement of the scrutiny report and recommendations by the scrutiny committee, along with the respective dates when the decision maker(s) considered and responded to the report and recommendations. The Committee should generally review the implementation of scrutiny task group report recommendations separately with stand-alone agenda items at relevant junctures – e.g. the Executive Response to a scrutiny report and after six months or a year, or upon expected implementation of the agreed recommendation of report. The “Expected Implementation Date” should provide an indication of a suitable time for review.

Key:

date of scrutiny committee meeting - For each table, the date of scrutiny committee meeting when the recommendation was made is provided in the subtitle header.

Subject – this is the item title on the committee’s agenda; the subject being considered.

Scrutiny Recommendation – This is the text of the scrutiny recommendation as it appears on the minutes – **in bold**.

Decision Maker – the decision maker for the recommendation, (**in bold**), eg the Cabinet (for Council executive decisions), full Council (for Council policy and budgetary decisions), or an NHS executive body for recommendations to the NHS. In brackets, (date), the date on which the Executive Response was made.

Executive Response – The response of the decision maker (eg Cabinet decision) for the recommendation. This should be the executive decision as recorded in the minutes. The Executive Response should provide details of what, if anything, the executive will do in response to the scrutiny recommendation. Ideally, the Executive Response will include a decision to either agree/reject/amend the scrutiny recommendation and where the scrutiny recommendation is rejected, provide an explanation of why. In brackets, provide the date of Cabinet/executive meeting that considered the scrutiny recommendation and made the decision.

Department – the Council directorate (and/or external agencies) that are responsible for implementation of the agreed executive decision/response. Also provided, for reference only, the relevant Cabinet Member and strategic director.

Implementation Status – This is the progress of any implementation of the agreed Executive Response against key milestones. This may cross reference to any specific actions and deadlines that may be provided in the Executive Response. This should be as specific and quantifiable as possible. This should also provide, as far as possible, any evidenced outcomes or improvements resulting from implementation.

Review Date and status - This is the expected date when the agreed Executive Response should be fully implemented and when the scrutiny committee may usefully review the implementation and any evidenced outcomes (eg service improvements). A “traffic light” indicator, red, amber and green, is provided to assess implementation progress. (Note: this is the implementation of the agreed Executive Response, which may not be the same as the scrutiny recommendation).



not implemented



partly implemented



implementation complete

Continued from table, 4 December 2019, Tourism in Brent, implementation Status (Recommendation: That the Council improve the public realm space around key tourist attractions...)

The following work has been completed or is planned across the borough:

Kilburn High Road

Officers are working in partnership with Camden to develop and fund an extensive public realm improvements to Kilburn High Road. Brent have already allocated £1m of investment towards wider area improvements and anticipate a similar level of contribution from Camden. The proposed scheme will go to consultation early in the next couple of months and subject to the outcome of consultation and the allocation of funding, we envisage that improvements will commence in the summer. A healthy street approach will be taken in the design and the scheme will provide wider high quality pavements, cycle lanes and cycle parking, trees and greening as well as new street furniture.

As a first phase of improvements, officers recently consulted on proposals to improve the area outside Kilburn Underground station, which will include a new wider pavement at Exeter Road, new trees and undercover cycle parking with a cycle pump and repair station. We anticipate that this work outside Kilburn station will commence this financial year and be completed ahead of the Brent Borough of Culture mile long street party on 11th July 2020 with wider improvements starting in September 2020

There is also Neighbourhood Community Infrastructure Levy secured to deliver new murals and lighting near the gateway from Kilburn station.

Kingsbury

There has been £2.1m of investment in Kingsbury to deliver public realm improvements to the high street including new pavements, trees and cycle lanes. There are also plans to convert the existing zebra crossing on Fryent Way to a pelican crossing to improve safety and accessibility in the spring and develop improvement to Kingsbury roundabout.

Alperton

A £0.7m improvement scheme near Alperton Station and Alperton Community School, at the gateway to Ealing road shopping area and the Alperton regeneration area is substantially complete. This has improved safety for pedestrians and cyclist with wider and better quality footways, relocated bus stops, new street trees and street furniture, and better located and improved pedestrian crossings. Officers are liaising with Transport for London on improving the surfacing to Alperton Station forecourt.

Local Shopping Areas

A £20m capital investment in improving the boroughs footways will include improvements to some of our local shopping areas, decluttering, providing street trees, greening and designing out problems such as vehicle override, to minimise future demands on maintenance. The locations identified include; Preston Road, Sidmouth Road, Church Lane, College Road and Neasden Lane

Kensal Corridor

Further to the development of a masterplan for Kensal Rise in 2018, officers consulted local residents and businesses in the area in July 2019 on a design to improve the public realm on the Kensal Corridor and Station Terrace. Overall there was a positive response to the proposals to provide wider high quality pavements, new pedestrian crossing facilities, new street trees and greening, relocate bus stops and stands, provide bus shelters, introduce new inset parking and loading bays and restrictions, improve bus movements and reconfigure traffic signals to reduce bus journey times. The Delegated Decision report has recently been published on the Brent consultation hub. £0.9m of Bus Priority Funding has been allocated. Once additional funding has been secured, improvements will be implemented over the next 2 years. Phase 1 begins in March 2020 in conjunction with Westminster's plans to improve the signal junction at the Harrow Road / Ladbroke Grove / Kilburn Lane.

Colourful crossings

Officers are introducing our first colourful crossings in the borough to support our Borough of Culture 2020 celebrations. Colourful crossings are providing colourful surfacing where in busy locations pedestrians cross the road such as at traffic signals or adjacent to zebra crossings to help create vibrant spaces and encourage walking and sustainable travel. This year's programme has been agreed and there will be two new NCIL funded colourful crossings in Ealing Road and near Willesden Green Library on Willesden High Road. These will be by artists working with the community.

Following Brent's first colourful LGBT+ rainbow crossing outside the Brent Civic Centre, 2 additional rainbow crossings are planned, one outside Kingsbury Station, planned for May 16/17th to coincide with the completion of the George Michael mural, and one outside the Kiln Theatre, Kilburn High Road planned for June. The colourful LGBT+ rainbow crossings will also promote diversity and social inclusion and further opening will be planned this year.

Wembley Park – Olympic Way

Investment in Wembley Park has seen the introduction of new paving, lighting and trees at the foot of Wembley Park station and along the full length of Olympic Way.

Wembley to Willesden Healthy Streets Corridor

TfL in partnership with the Council are now developing a Healthy Streets Corridor between Wembley and Willesden. Pre-engagement meetings with members were held in January 2020, with pre-engagement surveys with residents and businesses taking place in February 2020. A report will be taken to Cabinet in the late spring 2020 with wider public consultation planned towards the end of 2020. The scheme will include improvements for walking, cycling, public transport accessibility, as well as greening along the corridor.

Wembley Signage

The Council are currently working with the FA on a signage strategy for the stadium. This will include enhanced pedestrian wayfinding signage around stadium. There are also plans to install digital traffic information signs on main routes into Wembley including the A406 and A40 to warn motorists of congestion in the area and encourage alternative routes.