

**London Borough of Brent – Decisions taken at the Extraordinary Council held as an online meeting on Friday 16 October 2020**

PRESENT (in remote attendance): Councillors Ezeajughi (Mayor), Colacicco (Deputy Mayor), Abdi, Aden, Afzal, Agha, Ahmed, Akram, M.Butt, S.Butt, Chan, Chappell, Chohan, S.Choudhary, A.Choudry, Colwill, Crane, Daly, Dar, Denselow, Dixon, Donnelly-Jackson, Ethapemi, Farah, Gbajumo, Georgiou, Gill, Hassan, Hirani, Hylton, Johnson, Kabir, Kansagra, Kelcher, Kennelly, Knight, Lloyd, Lo, Long, Mahmood, Mashari, Maurice, McLeish, McLennan, Miller, Murray, Naheerathan, Nerva, M.Patel, Perrin, Sangani, Shah, Shahzad, Ketan Sheth, Krupa Sheth, Southwood, Stephens, Tatler & Thakkar.

Agenda Item No	Item	Decision
1.	Apologies for Absence	An apology for absence was received from Councillor Conneely.  Apologies for lateness were received from Councillors Ethapemi and Hirani.
2.	Declarations of Interest	None received.
3.	Deputations	NOTED the following deputations received at the meeting: <ul style="list-style-type: none"> <li>• Joel Davidson, on behalf of the Brondesbury Park Residents Association objecting to the Local Traffic Neighbourhood proposals in their area.</li> <li>• Mark Falcon, on behalf of Brent Cleaner Air Campaign highlighting their support for the principles and objectives behind Brent’s Active Travel Programme alongside the need for effective local engagement and monitoring.</li> <li>• Charlie Fernandes, on behalf of the Brent Cycling Campaign highlighting their support for Healthy Low Traffic Neighbourhoods.</li> </ul>
4.	Petitions	NOTED <ol style="list-style-type: none"> <li>1. the following petitions presented at the meeting: <ul style="list-style-type: none"> <li>• Yogi Pandya – objecting to proposals within the Brent Active Travel Plan: Preston Area (PM29).</li> <li>• Alexandra Kelly – objecting to the Low Traffic Neighbourhood proposals in the Kensal, Brondesbury &amp; Queens Park Area (LTN 19).</li> </ul> </li> </ol>

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		<ul style="list-style-type: none"> <li>• Christopher Mahon (on behalf of Kilburn Village Residents Association) – objecting to the Low Traffic Neighbourhood proposals in the Kilburn Area (LTN20).</li> </ul> <p>2. The response from the Lead Member for Regeneration, Property &amp; Planning to both the deputations and petitions, which highlighted:</p> <ul style="list-style-type: none"> <li>• the experimental nature of the proposals, which had been designed to address the climate emergency and encourage more active local modes of travel;</li> <li>• the need, whilst taking account of the discussions undertaken to date and planned moving forward, to ensure further cooperation and collaboration in recognition of the concerns raised around engagement and consultation;</li> <li>• the fast tracked nature of the government’s conditional funding made available to support the initiative and context within which the proposals had needed to be developed. Whilst this had required consultation and engagement to be undertaken as part of the active trials, the Council was keen to encourage further local active participation and engagement as the experimental Healthy Neighbourhood schemes continued to be developed.</li> </ul>
5.	Motions - Healthy Neighbourhoods Schemes	<p>Council RESOLVED to approve the following substantive motion (as amended):</p> <p><b><u>Healthy Neighbourhoods and their part in addressing air quality and climate change</u></b></p> <p>That this Council:</p> <ul style="list-style-type: none"> <li>▪ embraces its obligations to ensure that every possible intervention against climate change is considered and explored;</li> </ul>

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		<ul style="list-style-type: none"> <li>▪ recognises that air quality in this borough falls well below the standards that should be expected, not least in relation its impact on the physical health and wellbeing of its residents;</li> <li>▪ endorses the intention underpinning Brent’s experimental ‘Healthy Neighbourhoods’;</li> <li>▪ acknowledges the unorthodox conditions attached to conditional government funding necessitating public consultation and engagement within the six-month period of these low traffic trials and not prior to them as might more commonly be expected;</li> <li>▪ welcomes the many lessons that have been, are being, and will continue to be learned throughout this programme with regards to the initiative itself and the manner in which the organisation interacts with the communities it serves;</li> <li>▪ highlights the progress already made through planned and promoted public meetings, thanks each and every participant for their invaluable contributions thus far;</li> <li>▪ thanks those responsible within the organisation for their efforts to date, and commits itself – in light of the importance of these measures as a first tangible foray against climate change set in the context of the new behaviours and habits that they are designed to encourage – to continue providing comprehensive updates to the appropriate forums and committees, this one included, at the earliest opportunity, covering, but not limited to, the following:</li> </ul>

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		<ul style="list-style-type: none"> <li>- Clarity of the rationale for the introduction of these temporary measures in the various areas;</li> <li>- Details about how these areas are chosen;</li> <li>- How we anticipate that they will impact on the council’s active travel, clean air, and climate change targets;</li> <li>- What stakeholder engagement is involved;</li> <li>- Comment on how the relative real or perceived pros and cons of these schemes will be weighted and proposed mitigations for addressing concerns of those residents that might feel that others’ ‘gains’ are their ‘losses’;</li> <li>- Consideration of the risk that some measures may increase congestion elsewhere and the implications that may have on emissions;</li> <li>- An explanation of overall methodology —including ensuring an adequate baseline for evaluating outcomes, including the goal of lower overall traffic how these schemes will be monitored, and how their viability will be assessed.</li> </ul> <p>Councillors Colwill, Kansagra and Maurice abstained from voting on the amendment to the original motion and substantive motion (as amended) set out above, advising that as an alternative they supported the wording of the original motion.</p>