

London Borough of Brent
Summary of Decisions taken by the Cabinet held in the Conference Hall, Brent Civic Centre on Monday 19
May 2025 at 10am

PRESENT: Councillor Muhammed Butt (Chair), Councillor Mili Patel (Vice-Chair) and Councillors Benea, Donnelly-Jackson, Farah, Grahl, Nerva Rubin and Krupa Sheth.

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1.	Apologies for Absence		There were no apologies for absence submitted at the meeting.
2.	Declarations of Interest		No declarations of interest were made during the meeting.
3.	Minutes of the Previous Meeting		Cabinet RESOLVED that the minutes of the previous meeting held on Monday 7 April 2025 be approved as a correct record of the meeting.
4.	Matters Arising (if any)		None identified.
5.	Petitions (if any)		<p>Cabinet NOTED the comments made by Connor Woodman (as a representative of the Liddell Gardens Residents Association and residents living along Liddell Gardens, Doyle Gardens & College Road) in support of a petition containing over 50 signatures relating to concerns and the negative impact arising from changes in operation of the 28 and 187 bus routes along the streets identified and requesting that the Council intervene on behalf of residents to lobby TfL and Metrolink to consider alternative solutions and rerouting of the services.</p> <p>In introducing the petition, Connor Woodman highlighted the impact the changes in the 28 and 187 bus routes were having on residents along Liddell Gardens, Doyle Gardens & College Road in terms of their quality of life and property condition which, he advised, had</p>

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			<p>been raised on numerous occasions via email with representative of the Council, TfL and Metrolink. Despite highlighting these issues, members were advised no action had been taken to date to alleviate the concerns outlined.</p> <p>In order to support the concerns being raised, Mr Woodman advised that residents had commissioned (at their own cost) independent surveys that demonstrated the impact the change in bus routes were having locally. The first survey, from an independent specialist (KP Acoustics) had assessed the potential impact of vibrations in terms of disruption to residents and physical damage to their properties. This had found evidence of property damage linked to use of the roads by buses, supported by video footage taken over two 24 hour periods. Referring to the outcome of the survey, members were advised that over a 24-hour period in April 2025 40 examples had been recorded of the vibrations caused by passing buses exceeding British Standard BS22581 (described as being at a level at which “disruption would likely cause complaint”). As a further concern, it was reported that on five occasions over the same period the vibrations from passing buses on Liddell Gardens had been recorded as exceeding the level at which they could be expected to cause structural damage in unreinforced buildings, which he highlighted would include all properties along the streets identified.</p> <p>In referring to the second survey, Mr Woodman advised this had been commissioned to assess the perceived impact on local</p>

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			<p>residents arising from the use of the roads by buses as an access route. Based on the responses received to date, the findings had identified 64% of parents reporting that their children were being woken each night by the buses, which he highlighted would also have an effect on the each families health and wellbeing, as well as 96% of households with vulnerable residents having experienced property damage or disruption to their lives which they felt 'powerless' to prevent. As specific examples, individual testimonies were provided from a 70-year-old resident, highlighting how the buses kept her awake each night as well as from the parent of a newborn baby outlining damage to their property (in the form of cracks appearing in their walls) since the services had been rerouted and the newly introduced and much heavier electric bus fleet had been introduced on the 128 route. This had been supported by other residents advising of damage to woodwork, paintwork and plaster in their properties.</p> <p>In seeking a way forward, Mr Woodman identified the need for immediate action to address the disruption and nuisance being caused. Residents felt this needed to include an immediate halt to all bus activity on Liddell & Doyle Gardens pending a full assessment of the damage already caused and a permanent solution being found. In terms of potential solutions residents had proposed the removal of speed humps on the road, which it was felt were amplifying the vibrations, and their replacement with an alternative form of traffic calming and speed reduction measures. They were also calling for bus operations to be permanently limited</p>

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			<p>during the early morning and late night schedule in order to prevent empty buses using Liddell & Doyle Gardens as access to Willesden Bus Garage rather than the main roads. Highlighting that neither Liddell Gardens or Doyle Gardens had been constructed to include a reinforced concrete sublayer, as had been the case with main roads in the area (such as Harrow Road and Chamberlayne Road) residents felt that their roads either needed to be reinforced to a similar standard or the buses rerouted permanently to roads that were of suitable construction.</p> <p>In closing his presentation, Connor Woodman advised Cabinet that whilst residents were not opposed to public transport and supported the drive for greener transport solutions they were concerned to ensure a fair balance was achieved with introduction of the newer and heavier electric buses matched by the necessary infrastructure and neither Liddell or Doyle Gardens identified as suitable for the type of journeys or buses using them for access. As a result, he ended by advising that the petitioners were calling upon the Council to review the evidence provided and work with them, TfL and the bus operator in order to find a permanent, practical and sustainable solution that would those residents affected some respite with the request also made for a single point of contact to be identified moving forward with authority to effect change given the strength of local feeling in the area and need identified to find an immediate and permanent solution.</p> <p>In response, Councillor Krupa Sheth (as Cabinet Member for Public</p>

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			<p>Realm and Enforcement) thanked Connor Woodman and the residents for attending Cabinet to ensure the views of residents at Liddell Gardens and Doyle Gardens were represented. Confirmation was provided that members had received the emails from residents outlining their concerns and understood their frustrations over the issues and ongoing problems being faced with an assurance provided of the Council's commitment to working with TfL and Metroline to find a workable solution. Councillor Krupa Sheth felt it important to highlight that the Council had previously lobbied TfL and Metroline seeking changes to the running arrangements for route 28, including a request that they explore alternative routes avoiding predominantly residential roads such as Liddell Gardens and Doyle Gardens, which unfortunately had not been successful due to various operational, legislative and financial reasons identified by Metroline as the bus operator. Whilst recognising the disappointment expressed by local residents at this outcome, an assurance was provided that the Council remained committed to exploring other alternative options to mitigate against the concerns highlighted. These included seeking a commitment (backed up by relevant enforcement activity) to ensure Metroline drivers adhered to the 20mph speed limit along Liddell and Doyle Gardens and drove more considerately when navigating the traffic calming measures. As further assurance residents were advised that Liddell Gardens had also been included for consideration on the programme for resurfacing works, which it was hoped would improve conditions and reduce some of the disruption experienced. In response to the request for a dedicated liaison officer, Councillor</p>

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			<p>Krupa Sheth confirmed that would be also actioned moving forward.</p> <p>The Leader then invited Councillor Neil Nerva to speak (as a local Queens Park ward councillor) who., having visited the area, advised he fully supported the concerns being raised by local residents. Whilst supportive of the move to an electric bus fleet, it was recognised that the buses being introduced were much heavier with associated consequences on roads in use along the routes, which he was keen to ensure the operators were required to assess and review given the impact on local residents and the surrounding infrastructure and properties. Similarly, he took the opportunity to highlight his concern at the use of Liddell & Doyle Gardens for the running of empty buses (particularly during the early hours of the morning and late at night) in order to access Willesden Bus Garage, which it was pointed out had arisen as a result of contractual changes in the operation of the 28 route involving the relocation of the terminal from Westbourne Park to Willesden Bus Garage. In highlighting that TfL was only required to consult on changes to the operational part of bus routes and not the “light running” element, Councillor Nerva also took the opportunity to outline his strong objections to the current process given, he pointed out, that bus operations would have a continued impact beyond a defined route and in this case had resulted in additional miles adversely impacting on and offering no benefits to local residents. Given concerns relating to the way TfL and Metrolink had been able to implement the changes without engagement or consultation with the Council</p>

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			<p>and local residents, he supported the efforts being made to lobby for a change in approach relating to the way these type of changes were introduced as well as action in seeking a specific solution to the issues highlighted within the petition, working closely with Councillor Krupesh Hirani (as the Brent & Harrow London Assembly Member), local MP and TfL.</p> <p>Responding in her capacity as local ward councillor for Harlesden and Kensal Green, Councillor Mili Patel also spoke to highlight her commitment to continue working with Councillor Krupa Sheth (as lead member) and other ward councillors to take the concerns raised by local residents forward in seeking to find a solution with TfL and Metroline.</p> <p>In summing up and ending consideration of the petition, Councillor Muhammed Butt (as Leader of the Council) also took the opportunity to thank Connor Woodman and the other residents present for attending the meeting in order to outline their concerns. Recognising the impact in terms of the issues highlighted on the health and wellbeing of local residents and their families, a commitment was made to continue working for a solution involving not only TfL and the bus operator Metroline but also the London Assembly Member, which would include lobbying to restrict the timing of buses using the roads for access at early or late hours and review of traffic management arrangements. This, along with the measures outlined by the Cabinet Member for Public Realm and Enforcement would also be supported through a proposed site visit</p>

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			to understand the issues and anxieties of residents more fully, with the Leader once again assuring petitioners that their concerns would be taken seriously in seeking a solution with all relevant stakeholders.
6.	Reference of item considered by Scrutiny Committees (if any)		There were no items referred from either the Community Wellbeing or Resources & Public Realm Scrutiny Committees.
7.	The Future of Islamia Primary School	All Wards	<p>Cabinet RESOLVED:</p> <p>(1) To note the historical context and background set out in the report.</p> <p>(2) To note that the Yusuf Islam Foundation (YIF) had issued eviction notices to its Voluntary Aided Islamia Primary School and that the future options for the school were for the school to either relocate or close.</p> <p>(3) To note the proposal to relocate Islamia Primary School to the Gwenneth Rickus site as a 2FE school, subject to statutory consultation.</p> <p>(4) To note that the Governing Board would be responsible for making the proposal through statutory consultation, with Cabinet the final decision-maker.</p> <p>(5) To note that if the school relocated to the Gwenneth Rickus</p>

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			<p>site, the site could be transferred into the name of the YIF, who would be required to hold the site for the benefit of the Islamia Primary School. Further details in terms of ownership would be set out in a Trust Deed. This would ensure that the primary school would be protected from eviction in future.</p> <p>Eligible for call-in: Yes</p> <p>Deadline for submission of call-in: 6pm on Tuesday 27 May 25</p>
8.	Brent Local Implementation Plan (LIP) Three-Year Delivery Plan: 2025/26 - 2027/28	All Wards	<p>Cabinet RESOLVED:</p> <ul style="list-style-type: none"> (1) To note the LIP funding position and programme delivery arrangements for the three-year period 2025/26 – 2027/28. (2) To approve the LIP Delivery Plan for 2025/26 – 2027/28 and programme delivery arrangements detailed within the report and: <ul style="list-style-type: none"> (a) Give approval for to the Head of Healthy Streets & Parking to deliver this programme of schemes and initiatives using the allocated budgets and resources available. (b) Authorise the Head of Healthy Streets & Parking to undertake any necessary statutory and non-statutory consultations in consultation with the Cabinet Member for

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			<p>Public Realm & Enforcement, and to consider any objections or representations regarding the proposed schemes.</p> <p>(c) Delegate authority to the Head of Healthy Streets & Parking in consultation with the Cabinet Member for Public Realm and Enforcement, as appropriate, to make the decision on whether to deliver the proposed schemes following consideration of the objections and representations in the consultation process. If, in the opinion of the Head of Healthy Streets & Parking significant objections are raised, they be authorised to refer such objections to Cabinet for further consideration on whether to deliver the proposed schemes.</p> <p>(d) Authorise the Head of Healthy Streets & Parking, in consultation with the Cabinet Member for Public Realm and Enforcement, to amend scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, and in accordance with the Council's financial regulations.</p> <p>(e) Authorise the Head of Healthy Streets & Parking to deliver schemes that receive any additional in-year grant funding as approved by Transport for London, or another funding body, or funded by the Council, subject to the outcome of consultation, and to brief the Cabinet Member</p>

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			<p>for Public Realm and Enforcement, as appropriate</p> <p>Eligible for call-in: Yes</p> <p>Deadline for submission of call-in: 6pm on Tuesday 27 May 25</p>
9.	Allocation and Monitoring of Strategic Community Infrastructure Levy	All Wards	<p>Cabinet RESOLVED to approve the proposed approach for planning, allocating and monitoring of Strategic Community Infrastructure Levy (SCIL) funding.</p> <p>Eligible for call-in: Yes</p> <p>Deadline for submission of call-in: 6pm on Tuesday 27 May 25</p>
10.	Alperton Station Step Free Access Funding Request	All Wards	<p>Cabinet RESOLVED:</p> <p>(1) To note the current position and next steps regarding the development of proposals for step free and other access improvements at Alperton station.</p> <p>(2) To agree that the Council makes a contribution of up to 50% of the costs, capped at £5 million of SCIL towards the cost of the improvements (in (1) above.</p> <p>Eligible for call-in: Yes</p> <p>Deadline for submission of call-in: 6pm on Tuesday 27 May 25</p>

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11.	Kilburn Neighbourhood Plan – Publication Consultation and Next Stages	Brondesbury Park; Kilburn; Queens Park	<p>Cabinet RESOLVED to approve:</p> <ul style="list-style-type: none"> (1) that the draft Kilburn Neighbourhood Plan (as set out in Appendix A of the report) be published for public consultation for a minimum of 6 weeks. (2) that the Corporate Director Neighbourhoods and Regeneration, in consultation with the Cabinet Member for Regeneration, Planning and Property be authorised to respond to the formal public consultation on behalf of the London Borough of Brent. (3) in consultation with the London Borough of Camden and the Kilburn Neighbourhood Plan Forum, to appoint an independent examiner. (4) that following public consultation, the draft Plan and representations received are submitted for independent examination. (5) that following receipt of the examiner's report, the Corporate Director Neighbourhoods and Regeneration, in consultation with the Cabinet Member for Regeneration, Planning and Property be authorised to publish the Council's decision notice, update the Kilburn Neighbourhood Plan, undertake a referendum and, subject to a majority of votes cast in favour, that the Kilburn Neighbourhood Plan is made by the Council.

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			<p>Eligible for call-in: Yes</p> <p>Deadline for submission of call-in: 6pm on Tuesday 27 May 25</p>
12.	Draft Brent Tree Strategy	All Wards	<p>Cabinet RESOLVED:</p> <p>(1) To approve consultation on the Draft Brent Tree Strategy document as set out in Appendix A of the report.</p> <p>(2) To delegate consideration of the consultation responses, any necessary changes and the decision to adopt the final Brent Tree Strategy to the Cabinet Member for Public Realm and Enforcement.</p> <p>Eligible for call-in: Yes</p> <p>Deadline for submission of call-in: 6pm on Tuesday 27 May 25</p>
13.	Sale of a converted dwelling house at 1a-1d Greenhill Park, Harlesden, NW10 9AE to First Wave Housing.	Harlesden & Kensal Green	<p>Cabinet RESOLVED:</p> <p>(1) To approve the sale by the Council of a converted dwelling house at 1a-1d Greenhill Park, Harlesden, NW10 9AE to First Wave Housing Ltd.</p> <p>(2) To note that the purchase had been approved by First Wave Housing Ltd Board who were willing to proceed at the valuation price of £1.45m and would cover the costs of refurbishment</p>

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			<p>following acquisition.</p> <p>(3) To note that Brent Legal would deal with the sale and the purchase of the Property and there would be separate lawyers acting for the Council and for First Wave Housing Ltd (subject to the Board of First Wave Housing approving the arrangement). Brent Legal would also deal with the funding and loan documents regarding the loan of £1.45m by the council to First Wave Housing Ltd.</p> <p>Eligible for call-in: Yes</p> <p>Deadline for submission of call-in: 6pm on Tuesday 27 May 25</p>
14.	Exclusion of Press and Public		There were no items that required the exclusion of the press or public.
15.	Any other urgent business		There were no items of urgent business.