

Draft Executive Response to the Recommendations of the Resources and Public Realm Scrutiny Committee Made 14 July 2020

by Cabinet on 12 October 2020

On 14 July 2020, the Resources and Public Realm Scrutiny Committee made recommendations to the Cabinet after consideration of issues at that meeting. The Cabinet's Executive Response and decisions against those recommendations are provided below, under the respective agenda item subjects provided in the minutes of that meeting.

The Public Realm in Brent

Scrutiny Recommendations:

1. That the new parking strategy ensure that it is always cheaper to park a bike than park a car in Brent, and ensure that the cheapest resident parking permit is more expensive than using a bike hangar.
2. That 20mph be adopted as the default speed on Brent roads, subject to an environmental audit, and that a timetable be drawn up for the introduction of a 20mph speed limit across the borough.
3. That unspent balances in the capital budget be reinvested in active travel.
4. That any future transport strategies and plans include clear measurements and modelling for active transport and the impact on air quality.
5. That low traffic streets be rebranded in a way that is clearer for the public, for example 'Healthy Streets' or 'Peaceful Streets'.

Executive Response:

1. *Scrutiny Recommendation:*

That the new parking strategy ensure that it is always cheaper to park a bike than park a car in Brent, and ensure that the cheapest resident parking permit is more expensive than using a bike hangar.

Response:

We will look to raise the lowest parking permit price to the equivalent of the starting price for using a cycle hanger, i.e. from the current £25 to £36.

Cabinet Decision:

That consideration be given to raising the lowest parking permit price to the equivalent of the starting price for using a cycle hanger.

2. *Scrutiny Recommendation;*

That 20mph be adopted as the default speed on Brent roads, subject to an environmental audit, and that a timetable be drawn up for the introduction of a 20mph speed limit across the borough.

Response:

This is being considered and a policy paper is being developed. The main consideration is that the borough is already largely considered a 20mph zone, and that any extension will depend on the cost of making that extension, the value and impact that might actually have in real terms on traffic and speeding, and the capacity of the Highways teams to be able to deliver given other competing pressures at this time.

Cabinet Decision:

That consideration be given to introducing 20mph as the default speed on Brent roads to an extent that reasonably accounts for the feasibility, the cost, the value, the actual impact on traffic and speeding at any given location, and the capacity of the department to deliver this policy at this time.

3. *Scrutiny Recommendation;*
That unspent balances in the capital budget be reinvested in active travel.

This recommendation is rejected.

Reason: it is not envisaged that there will be any unspent capital budgets available.

Response:

It is not clear what capital budgets are being referred to. Local Implementation Plan funding has been frozen. Brent funded capital is for maintenance only and Section 106 funding is usually scheme specific although we can seek to prioritise.

4. *Scrutiny Recommendation;*
That any future transport strategies and plans include clear measurements and modelling for active transport and the impact on air quality.

Response:

We will account for this when reviewing and updating the Long Term Transport Strategy or drafting any new strategies.

Cabinet Decision:

That consideration be given, when reviewing and updating the Long Term Transport Strategy or drafting any new strategies for future transport strategies and plans, to include clear measurements and modelling for active transport and the impact on air quality.

5. *Scrutiny Recommendation;*
That low traffic streets be rebranded in a way that is clearer for the public, for example 'Healthy Streets' or 'Peaceful Streets'.

Response:

This has been branded 'Healthy Neighbourhoods'.

Cabinet Decision:

That the Council's low traffic streets policy be branded 'Healthy Neighbourhoods'.

Implementation by: March 2021.

Cabinet Member: Councillor Krupa Sheth, Lead Cabinet Member for Environment and Councillor Shama Tatler - Cabinet Member for Regeneration, Property & Planning

Lead Department: Environment Services, Regeneration & Environment

Lead Officers: Alan Lunt - Strategic Director Regeneration & Environment
Chris Whyte - Operational Director Environment Services.