



Item 7.1: Questions from Members of the Public

Full Council – 10 July 2023

1. Question from D. Richard to Councillor Krupa Sheth (Cabinet Member for Environment, Infrastructure & Climate Action)

Wrottesley Road is allegedly located within a 20 mph area but doesn't share the same luxuries as every single road surrounding it, no speed cushions (or if they exist they are run flat so don't work), no signage to say it's 20 mph, no road marking, so drivers go at any speed.

I doubt whether any other residential road in Brent has as many accidents as this road. It also falls within the 7.5T area, but HGV's ignore that and thunder up and down all day. We have one bus service (187) which is a single decker that runs four times an hour but as we are in close proximity to Willesden Bus Garage and route 260 drivers who run several out of service buses an hour (until 2.00 a.m.) use this as their preferred rat run to get back to the depot, often at considerable speed. The drivers hog the entire road (it's not as wide as All Souls Avenue) and they block the exit where Wrottesley Road joins the Harrow Road at the lights, stopping drivers going left or right. At a time when the air quality is getting better due to ULEZ, this means we are still being subjected to the diesel fumes of buses and HGV's that shouldn't be in this road.

Because of the regular collisions in this road, residents tend not to park on it, which allows speeding drivers even more leeway. Motorcyclists particularly like to do wheelies on it.

Whilst there have been no fatalities yet, it's very dangerous to cross for pedestrian noting we have the Furness Road Primary School close by and the dangerous crossing at the junction of Wrottesley Road/Funess Road, which is used by very young children. I would therefore like to ask:

Will any consideration be given to the residents of Wrottesley Road, to bring this road in line with every single residential road within a one mile radius where the residents are able to park outside their house/flat without fear their vehicle will be peeled open or smashed into and written off; have proper signage showing what the speed limit is; have working speed cushions and visible road markings and not be subjected to HGV's and out of service double decker buses ignoring the 7.5T limit and speeding up and down this residential road?

Response:

Thank you for question regarding road safety on Wrotesley Road, NW10. The Council acknowledges your concerns regarding the safety of pedestrians and your request for the introduction of additional signage, traffic calming measures and enforcement of the 7.5T weight restriction. We have reviewed information held on speed limits in the local area and can confirm that Wrotesley Road is not subject to a 20mph speed limit so the national speed limit of 30mph on a street lit road applies.

Wrotesley Road is subject to a 7.5T weight restriction which means that goods vehicles exceeding 7.5T should not be using the road as a through route. The restriction does however not apply to public service vehicles such as London Buses and does not stop access if a goods vehicle is going to a destination within the designated area. Further details of weight restrictions in the borough are available on our website ([here](#)). Following your enquiry, we will arrange for additional CCTV enforcement of the 7.5T weight limit to be undertaken and fines can be issues if breaches of the restriction are identified. We will also contact TfL London Buses to notify them about the speed of buses and the issue with buses blocking both lanes on approach to the Wrotesley Road/Harrow Road traffic signals.

In terms of road safety, the Council is committed to the continued reduction of personal injury accidents (PIA) and improvement of road safety and as part of the recent review of our Long Term Transport Strategy, have adopted a 'Vision Zero' approach to road safety, with the aim of eliminating all deaths and serious injuries on the borough road network by 2041. To that end our accident reduction programmes prioritise locations with the most significant accident problems on an annual basis for the introduction of mitigation measures.

However, there are a number of issues which need to be taken into account when considering any potential road safety and speed reduction measures within the Borough. One of these is the availability of funding to design and install additional speed reducing measures. The Council receives a considerable number of requests in relation to road safety concerns throughout the borough each year, and the chief source of funding is Transport for London through an annual (LIP) allocation.

Unfortunately, the level of funding and resource available to deal with all of these requests is not sufficient to cope with demand. As a result, it is necessary to prioritise potential locations for funding in terms of the level of benefit any speed reducing measures may provide by using that limited funding provision.

The nationally recognised method for determining which locations would benefit most is through recorded traffic accident data analysis. Data on accidents resulting in personal injury (PIA's) within the Borough is provided on a regular basis by the Metropolitan Police. The data is used to identify locations where significant numbers of PIA's have occurred and through this analysis it is possible to prioritise where road safety and speed reducing measures would be of most benefit in terms of accident reduction. This is in line with the Government's road safety strategy to reduce the number of road traffic accidents nationally.

We have undertaken an assessment of the latest available three-year personal injury accident data for Wrottesley Road (between All Souls Avenue and Harlesden Road) which shows that in the three-year period (February 2019 to January 2022), there were 3 reported accidents. Two of these accidents involved a slight injury and one was serious. Unfortunately, at present, this is the latest data which we have access to. Based on this information, it is unlikely that Wrottesley Road will be prioritised for traffic calming measures compared to other roads of the borough which are assessed as having a greater priority.

Following your request, we will arrange for a traffic speed survey to be undertaken on Wrottesley Road to determine the type, speed and volume of traffic using the road. Depending on the outcome, we can then ask the Metropolitan Police to undertake enforcement as part of the Community Roadwatch programme. The programme allows residents to work side by side with their local police teams and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams. We will also arrange for the existing roads signs and markings on Wrottesley Road to be reviewed and additional signs and road markings (such SLOW markings on approach to pedestrian crossings and junctions) provided as necessary.

2. Question from F. Lee to Councillor Donnelly-Jackson (Cabinet Member for Customers, Communities and Culture)

In August of 2020 the Mayor of London launched the initiative for Diversity in the Public Realm to review statues street names and landmarks in London, to reflect it's diversity.

Given that Gladstone Park was identified as such for a review and given the obvious link to Leopold II with a Primary School in Harlesden, why has there been no effective council led public consultation in relation to the issue, in keeping with the Mayor's stated initiative?

Response:

In 2020 the council undertook a review of the name of the park as part of the Mayor of London's Commission for Diversity in the Public Realm. This involved a review of statues, street names and landmarks in London including the possibility of a name change for Gladstone Park, and community engagement was part of this process.

The review was completed in in August 2021, and the decision taken by the Black Community Action Plan Steering Group was not to rename the park, but instead to develop a public art commission in partnership with the community to both acknowledge the Gladstone family's role in the slave trade, whilst celebrating the considerable contribution and influence of African heritage to the cultural landscape of Brent. This is in line with heritage sector best practice to retain and not obscure the significant associations of a place, and where the significance of a place is not readily apparent, it should be explained by interpretation. Interpretation should enhance understanding and enjoyment, and be culturally appropriate, which is what we have strived to do with the heritage trail installed in the park.

In reference to Leopold School, there is no direct evidence to suggest the school is named after King Leopold II of Belgium. The school was originally named in 1874, with the high likelihood that it took its name from Queen Victoria's son, Prince Leopold (1853-1884), who was known for his interest in education. Unable to pursue a military career because of his illness (haemophilia), he instead became a patron of the arts and literature. The school has worked with pupils to explore the history of the school and produced history boards documenting its historic timeline. In doing so, no further origins of the school's name were found in the archives.

3. Question from N. Scott to Councillor Donnelly-Jackson (Cabinet Member for Customers, Communities and Culture)

In light of recent proposals made to the Council to change the name of Gladstone Park, due to the Gladstone family's abhorrent role in African / Caribbean slavery, could you please let me know who and when it was decided to hold a Windrush Tea Party in that particular park from 12-4pm on 24th June?

With regards to the Mayor of London's stated initiative, I am particularly concerned that the Council have made no meaningful attempt to address concerns of local residents and initiate a wider public consultation in relation to ethical name changes regarding Gladstone Park and two Leopold educational establishments - named after families who exploited, traded, tortured and profited from slavery.

Response:

The council has a duty to mark Windrush Day – and does so each year. This year's Windrush 75 celebrations follow the land art – known as The Anchor, The Drum, The Ship – which opened in the park in October 2022, and was curated by the Brent artist Linett Kamala. The Windrush Tea Party, also curated by Linett Kamala is being held close by to the heritage trail which has been installed in the park to highlight untold histories, and to recognise and celebrate the hugely valued contribution made to Brent by Black African Heritage residents and to further the conversations that the art exhibition and accompanying heritage trail began. The Brent Windrush 75 community tea party's location reflects the council's commitment to continue the conversation with communities about the history of Gladstone Park.

With regards to Gladstone Park, in 2020 the council undertook a review of the name of the park as part of the Mayor of London's Commission for Diversity in the Public Realm. This involved a review of statues, street names and landmarks in London included the possibility of a name change for Gladstone Park. Engagement with the community was part of this process, which was completed in August 2021. The decision was not to rename the park but instead to develop a public art commission in partnership with the community to both acknowledge the Gladstone family's link to the enslavement of Africans, whilst celebrating the huge contribution and influence of African heritage to the cultural landscape of Brent.

This space in the park, including The Anchor, The Drum, The Ship land art and the history trail, are now a space for learning, reflection, healing, gathering and celebrating.



Item 7.2: Questions from Brent Youth Parliament

Full Council – 10 July 2023

1. **Question from Brent Youth Parliament to Councillor Tatler (Cabinet Member for Regeneration, Planning and Growth)**

How can the council improve employment services to be more accessible for young people and provide more information and guidance on financial education?

Response:

Brent Works, our job brokerage service, uses a broad array of communication channels to engage young residents.

This includes social media campaigns, working with local radio, visiting community spaces, working with partners like the Young Brent Foundation, Spark Charity and The Football Association (FA) and engaging with local influencers. We are always adapting our methods of communication and would welcome suggestions from young Brent residents.

We are also part of a partnership looking in depth at how to make employment services more accessible. This is called Flourishing Futures, led by The Young Brent Foundation and in collaboration with Spark! And some housing associations. This aspires to transform the approach to youth employment in Brent. We are also part of the Connected Futures programme which aims to integrate various agencies and services at a local level to provide consistent, quality support for young people who are furthest from the job market, understanding their complex needs.

Phase 2 is likely to start in 2024 though it is not currently confirmed with the funders. It is at this stage that Youth Futures Foundation will fund solutions which have been proposed by the partnership.

Financial information and education would normally be part of the school and college's extra curricula activities, and some schools have been known to invite organisations such as The Money and Pensions Service (MaPS), Barclays' "LifeSkills Master your Moneyverse" and Young Enterprise into schools or colleges to enhance the curriculum offer.

A number of voluntary sector organisations also support extra curricula activities in schools to develop life skills often work in partnership with local businesses. They tend to be based around projects that develop life skills, such as listening,

leadership, team work, creativity, presentation and problem solving and technical skills, while at the same time helping young people develop financial literacy.

As part of the Council's social value requirement linked to contract awards, the Council is proposing to suppliers that they could to work with local schools on relevant life skills, such as financial education.

2. **Question from Brent Youth Parliament to Councillor Grahl (Cabinet Member for Children, Young People and Schools)**

Does the Council plan on providing financial aid for students to support them with the course costs of college (e.g. equipment and uniform for vocational courses) and higher education?

Response:

The Council does not receive any grant funding to provide financial aid to students to support them with the course of costs of college or higher education, such as equipment and uniform for vocational courses. Students in hardship may be able to apply to their educational institution for support. Students may also be eligible to apply for support through the Resident Support Fund if they meet the qualifying criteria. They can apply to the fund as an individual if they are a Brent resident who is aged over 18 and has less than £6000 savings. The Resident Support Fund provides support to meet day to day living expenses including food and utility bills. Applicants need to be willing to comply with any reasonable conditions concerning the payment award, including for example, support from advice agencies.

Further information is available on the Council website:
<https://customerportal.brent.gov.uk/rsfdip-online/>

3. **Question from Brent Youth Parliament to Councillor Nerva (Cabinet Member for Public Health and Adult Social Care)**

How can the Council make mental health services more accessible - as CAMHS waiting lists are long, is there something young people can access in the meantime?

Response:

Mental Health support for Children and Young People is one of the priorities for Brent Borough Based Partnership (Health, the Local Authority and the Voluntary Sector). We recognise that good mental health and emotional wellbeing is as important to a child and young person's safety and wellbeing as their physical health, because poor mental health can impact on all aspects of their life, including their educational attainment, relationships and physical wellbeing. We also recognise that there are many factors that can cause children and young people to experience mental health problems. Every child and young person has the right to good mental and emotional wellbeing which means supporting every child and young person with their emotional and mental health needs at the right time and place.

The starting point for Brent is challenging, with significant demand on services, a significant disparity in investment between Boroughs and real challenges with recruitment and retention of professionals driven in part by differences in NHS paycales between inner and outer London.

That said, there is significant work underway to try and mitigate these significant risks, both in the short, medium and long term. The immediate key areas of focus for children and young people through the Partnership include:

- Reducing the numbers of children and young people waiting for specialist CAMHS support and the waiting times for specialist CAMHS assessments with a focus on waiting well.
- Providing Talking Therapies and the provision of more early identification and early intervention to ensure that children and young people are supported and managed before they reach crisis point. This includes supporting children and young people and their families early in settings that are closer to home.
- Increasing the numbers of schools supported by the Mental Health Support in Schools' programme and maximising the digital offer for our children and young people.

In the immediate term, the current services supporting our children and young people in Brent as an alternative to the Brent Specialist CAMHS service include:

- Brent WEST Service - Targeted Mental Health and Emotional Wellbeing Service for Children and Young People in Identified Vulnerable Groups
- Place 2Be
- Mental Health Support in Schools
- Brent Centre for Young People

- Brent Young People Thrive
- Young Brent Foundation
- Talking Therapies (formerly IAPT)
- Kooth
- Healios

In the short to medium term, there is targeted work is underway to address waiting lists for specialist CAMHS, including:

- increasing resources and capacity with sufficient workforce to meet local need.
- using neighbourhood hubs as a prototype for a mental health clinic type surgery supported by the community mental health team and a GP to manage non-complex mental health issues that can be resolved in the community and do not require secondary care.
- Pop-up style wellbeing cafes to support children and young people in collaboration with the voluntary sector.
- more use of Personal Health budgets to support people to access alternative solutions e.g. a child waiting years for talking therapies may benefit from alternative activities.

The Brent Integrated Care Partnership (ICP) has a targeted workstream in place to develop services for children's mental health and wellbeing in a more integrated and co-ordinated way across partners to improve access and simplify pathways to services. This includes implementing the NHS Thrive model, which is an integrated, person-centred and needs-led approach to delivering mental health services that aims to support young people to access mental health support outside of specialist CAMHS. As part of this work, we will co-produce and co-design a local approach and service offer that will respond to what Brent children and young people are telling us they need.

In the medium term, Brent ICP is working closely with partners in Central and North West London (CNWL) as the Borough NHS Mental Health provider as well as the North West London Integrated Care Board, to ensure there is a clear action plan for levelling up mental health services in the Borough, and further reports on mental health levelling up and delivery reports will be provided through the Brent Health and Wellbeing Board and Scrutiny, as advised by Members. These reports will be publicly available.