



Questions from the Opposition and Other Non-Cabinet Members

Full Council – 6 July 2026

1. Question from Councillor Samiah Anderson to Councillor Matt Kelcher (Cabinet Member for Regeneration & Planning)

Can the Cabinet Member for Regeneration and Planning update Full Council on the long-awaited roof and fascia replacement works at Donnington Primary School, and explain how this £561,000 investment will fix significant leaks, make the school building weather-tight and safe, and support our commitment to investing in Brent's next generation by giving local children the decent classrooms they need to get the best start in life?

Response:

This administration is determined to ensure that every child in Brent gets the best start in life and is able to fulfil their potential. A key part of this vision is to ensure that every one of our 36 local community schools is a safe, welcoming and supportive learning environment.

The council receives funding from the Department for Education (DfE) to support local schools via the School Condition Funding Allocation (<https://www.gov.uk/guidance/school-capital-funding>). We have received an uplift of around £400,000 for the year 2026/27 compared to previous years.

To ensure that this funding is used to deliver the highest priority improvements, the council undertakes condition surveys of the schools and forms a three-year programme of improvement investment which is approved by Cabinet and Full Council.

The roof replacement project at Donnington Primary School was identified as a priority and to be completed in the summer 2026. Our investment will replace the flat roof coverings and fascias as the current roof covering and fascias have reached the end of their life. The project will provide a new, roof manufacturer backed guarantee and warranty for 20 years meaning that the roof will prevent water ingress into classrooms for many years to come.

The outcome will be a school environment which is better protected from water ingress and leaks which means there will be fewer interruptions to learning and better outcomes for local families and children for years to come.

2. Question from Ryan Hack to Councillor Jake Rubin (Cabinet Member for Children's Services, Employment & Climate Action)

Can the Cabinet Member Children's Services, Employment and Climate Action update Full Council on how Brent's landmark investment of up to £11.2 million in SCIL funding is helping to unlock the £92 million state-of-the-art College of North West London campus on Olympic Way, and set out what difference this will make for students by opening up exciting new pathways into construction, digital, green technology and future skills, while also enabling the delivery of 1,934 much-needed new homes, including affordable homes, on the existing college sites?

Response:

Thank you for your question.

Brent Council is working with the United Colleges Group, the Department for Education, and the Greater London Authority to deliver a brand-new campus for the College of North West London on Olympic Way in Wembley Park.

In 2019, the Council committed £6.5 million of Strategic Community Infrastructure Levy funding to support the project. Following a review of the latest proposals, we increased that commitment in our 2026 budget to up to £11.2 million, helping turn this long-held ambition into reality. We are pleased demolition is now underway and look forward to construction beginning on this state-of-the-art campus.

The new college will expand opportunities for Brent residents, providing high-quality post-16 and adult education that aligns with our Employment and Skills Strategy. Working with the College, we will continue developing courses that meet local employer demand in sectors such as construction, digital, AI and green industries, helping residents gain the skills needed for well-paid jobs.

The campus will also strengthen Wembley Park as a destination for learning, innovation, and investment, supporting the area's wider regeneration alongside new homes, businesses, and public spaces.

Alongside this, the Council has granted planning permission to redevelop the former College of North West London sites in Willesden and Wembley, delivering over 1,900 new homes, including at least 20% affordable housing, as well as commercial space, community facilities, and a new public park. Construction is now underway on both sites, demonstrating our commitment to delivering new homes, infrastructure, and opportunities for Brent residents.

3. Question from Councillor Michael Maurice to Councillor Promise Knight (Cabinet Member for Cleaner Streets, Transport & Public Realm)

Given the significant number of Penalty Charge Notices being issued under Brent's School Street schemes, and the repeated concerns raised by residents and motorists that signage at some locations is unclear, poorly positioned or difficult to interpret safely while driving, could the Cabinet Member for Cleaner Streets, Transport & Public Realm:

- (a) set out what review the Council has undertaken of signage, layout and public information across all School Street locations to ensure that these schemes are operating fairly and lawfully.
- (b) furthermore, can the Cabinet Member confirm how many Penalty Charge Notices have been issued under Brent's School Street schemes in the last 12 months, broken down by location, and whether the Council has identified any sites with especially high numbers of notices that may suggest motorists are being caught out by inadequate signage or poor scheme design rather than acting in deliberate breach of the rules.
- (c) Finally, given that School Street schemes are presented by the Council as measures intended to improve child safety and reduce pollution, can the Cabinet Member explain what objective test the Council applies to ensure that these schemes are delivering those aims in practice and are not operating in a manner that reasonably gives residents and visitors the impression that they are serving as revenue generating measures?

Response:

- (a) Brent Council is committed to ensuring that all School Street schemes operate fairly, lawfully and effectively. All School Street signage within the borough is compliant with the Traffic Signs Regulations and General Directions (TSRGD), which sets the national legal requirements for traffic signing. In addition to meeting these statutory requirements, the Council undertook a borough-wide review of School Street signage in 2023. Following that review, advance warning signs (AWS) were installed on approaches to School Street restrictions where appropriate, despite such signage not being a legal requirement. The purpose of these additional signs was to provide motorists with greater advance notice of the restrictions before reaching the enforcement point.

A further review of signage and layouts was undertaken in 2024. As additional funding became available, further advance warning signs were installed at a number of School Street locations to enhance driver awareness. All School Street schemes now include advance warning signage on the approach to every entry point, and two entry signs are provided wherever site conditions make this feasible.

The Council also keeps scheme operation under review and investigates any concerns raised regarding signage visibility or positioning.

Officers from all the relevant teams meet monthly to discuss formal appeals that have progressed to the Environment and Traffic Adjudicators (London Tribunals). The cases are reviewed and actions agreed including installing additional signage, if required.

- (b) The council records the numbers of PCNs for each camera location within each school street. This is a significant amount of data and comprehensive information can be provided upon request. The last 12 months figures have been provided below:

SZ Zone	School	PCNs issued April 25 to March 26
1	Harlesden Primary	446
2	Wykeham Primary	178
3	Elsley Primary	363
4	John Keble C of E, Maple Walk & St Claudine's	12171
5 & 52	St Joseph's RC Primary	2099
6	Preston Park Primary	708
7	Mora Primary	2515
8	St Mary's CE Primary	468
10	Christchurch CE	642
11	Stonebridge and Our Lady of Lourdes	333
12	Our Lady of Grace Infants	3329
14	St Joseph's Infants and Juniors	2616
16	Convent of Jesus & Mary Infants	39
17	Northview Primary	1969
18	Princess Frederica	2251
19	Ark Franklin	3640
23	Kingsbury Green & St Robert Southwell	8337
24	Mount Stewart Inf & Jnrs	1211
25	Claremont High & Uxendon Manor	2469
26	Sudbury Primary	1678
27	Oakington Primary	1109
28	College Green School	1400
29	Gladstone Park Primary	327
30	Wembley Primary	589
32	Oliver Goldsmith	1266
33	Preston Manor	12250
34	Manor School	7484
51	Leopold Primary	719
81	Brentfield Primary	412
	Total	73018

It should be noted that there is a programme for reviewing and expanding school streets and introducing new school streets in the borough, which would result in

the appearance that there have been increases. There is also a 2 week warning notice period before PCNs are issued. Officers regularly review School Street locations, including sites with higher levels of enforcement activity, to assess whether signage, road markings, camera positioning, exemptions, and overall scheme design remain clear and effective. Where concerns are identified, the Council will consider appropriate improvements in line with Department for Transport guidance and best practice. Factors affecting the number of PCNs issues include, traffic volumes and the location of the scheme within the wider road network. Compliance generally improves as motorists become more familiar with restrictions and these schemes have proved to be effective in reducing traffic near our schools.

(c) We have recently completed a light touch review of 22 School Street schemes across Brent, assessing their impact on road safety, travel behaviour, air quality, stakeholder feedback and assessing their impact using four main measures:

- Road safety (casualties) and improved road safety

Child casualty numbers remained very low.

There were no sustained increases in road traffic casualties around most schools.

Several schools saw reductions in overall casualties by 2024.

- Travel behaviour (modal shift) reduced car travel, increase in walking, cycling, scooting, public transport

The evidence for modal shift is positive overall.

- Air quality (NO₂ concentrations)

The report concluded that annual average NO₂ concentrations decreased over the monitoring period. This suggests reduced vehicle emissions around schools and supports Brent's objective of improving local air quality.

- Stakeholder feedback

School streets have been well supported by residents and the school community and with positive feedback.

From our studies, it has been concluded School Streets appear are effective in meeting the councils transport objectives and providing a safer environment around schools, reducing traffic-related risks, improving air quality, and maintaining or increasing active travel levels.

4. Question from Councillor Paul Lorber to Councillor Promise Knight (Cabinet Member for Cleaner Streets, Transport & Public Realm)

As Wembley Stadium hosts more and more event days each year, residents and businesses are increasingly affected by Event Day parking restrictions.

Can the Cabinet Member for Cleaner Streets, Transport & Public Realm therefore explain:

- (a) why the Wembley Event Day Zone enforcement starts at 8:00am for events that may not begin until 7:00pm (many hours before the event starts). This seems disproportionate and creates unnecessary difficulties for residents, local businesses, employees, and visitors going about their normal daily activities.
- (b) whether the Council has considered introducing enforcement hours that are more closely aligned with actual event start times and attendee arrival patterns, rather than potentially beginning 11 hours before an event starts and considered if it would be more sensible and fairer for enforcement to start 3 hours before the actual event.

Response:

- (a) The event day parking restrictions were introduced to protect parking for residents and businesses in the area. Event day restrictions operate 8am to midnight on main roads to the stadium and generally 10am to midnight elsewhere in residential areas outside controlled parking zones. In recent years there have been an increase in visitors to the area well in advance of events, and visitors often take advantage of any available parking spaces they can find, which has a negative impact on parking availability for residents, resulting in increased enforcement requests. It should also be noted that, aside from the wider event-day parking controls, parking restrictions are already in place on Wembley Hill Road under the W CPZ, which operates from 08:00 to 21:00 every day. For this reason, we deploy extra enforcement patrol in the wider Wembley area to tackle all issues relating to illegal parking on event days.
- (b) These existing restrictions help manage parking demand in the area and reflect the ongoing parking pressures experienced by residents, particularly during event days and enforcement is as advertised and in accordance with Traffic Management Orders.

Introducing changes to when these restrictions are enforced would create inconsistencies, logistically would be difficult with a finite resource to cover the event zone, and it is likely would increase complaints from residents and businesses.

5. **Question from Councillor Paul Ryan to Councillor Matt Kelcher (Cabinet Member for Regeneration & Planning):**

We understand that the council is in the process of selecting a single delivery partner to complete the regeneration of South Kilburn over the next 15 years. This regeneration has historically been fraught with issues of subpar build quality and a lack of community engagement.

In light of this, can the Cabinet Member for Regeneration & Planning provide assurances that:

- (a) this contract will have enforceable guarantees of minimum build quality standards, and that the Council commits robust monitoring and enforcement;
- (b) that Social Value commitments made by the contractor will be sufficient to meet the needs of the South Kilburn community and that they are prepared to monitor and enforce these guarantees using transparent and objective metrics.

Response:

The council is currently in the process of procuring a Single delivery partner for South Kilburn. Procurement documentation issued by the Council is based on the assessment of the successes and challenges arising from the delivery of the regeneration thus far.

It identifies build quality and community engagement as a key Programme objective; and states *“delivering a thriving, distinctive neighbourhood that reflects South Kilburn’s diversity and creativity - continuing established standards for high-quality, **robustly built mixed-tenure homes including affordable homes**, alongside public spaces and a mix of uses that support civic life, enterprise, culture and wellbeing... and **Build community capacity and grow community wealth to create the conditions for active participation**, and ensure an empowered community is embedded as the lasting legacy.”*

In response to the specific questions raised:

- (a) The tender requires bidders to set out their processes and protocols for designing, commissioning, monitoring and evaluating robust and durable build quality and building performance, across each of the RIBA stages from strategic definition to in use. It further requires them to set out their understanding of some of the most common sources of resident complaints and dissatisfaction in the early years of occupation and how they will ensure these are minimised. Finally, they are required to outline their commitment to the highest level of aftercare and resident satisfaction in occupation.

The winning bidder’s responses will be enshrined in the contractual arrangements and will be closely monitored.

- (b) The tender requires bidders to set out their 10 year Social value strategy alongside a Social value action plan for the first two years addressing identified

areas of need of the South Kilburn community including Young people, Cost of living crisis, community capacity building, community voice and Climate Emergency. Against each area of need they are required to set out what they will do (i.e. activities, initiatives, events, etc.), the resources, skills and expertise they will bring and how they will work with the network of VCSE, the Council and other institutional and statutory service providers in a complementary manner to achieve objectives and add value. They are also required to set out mechanisms to measure demonstrable impact through KPIs, quantitative proxies and qualitative assessment to provide a rigorous, professional, transparent and evidence based reporting framework to measure, monitor and report delivery impact. Finally, they are required to confirm the governance structure to oversee the delivery of social value and how they will ensure a “review, refine and revise” approach to understanding local needs, designing initiatives, monitoring progress and measuring impact.

The winning bidder’s responses will be enshrined in the contractual arrangements and will be closely monitored.

The Council has received comprehensive and high-quality bids from the three shortlisted bidders including responses on Social Value, which are being carefully and rigorously assessed by an extensive panel of council officers, consultants and members of the South Kilburn Community. To allow time for full and proper consideration the Cabinet date for decision is being moved from July to 7th of September 2026.