

**Full Council – 6 July 2026**

**Amendment submitted by the Liberal Democrats Group to the  
Conservative Group Motion**

*Proposed amendment – To add the wording underlined in red:*

**Strategic Community Infrastructure Levy: Transparency, Strategic  
Use and Scrutiny**

**This Council notes:**

- That Strategic Community Infrastructure Levy, known as SCIL, is a significant funding stream derived from development and is intended to support infrastructure needed to accommodate growth across Brent.
- That recent debate in Brent has highlighted legitimate questions about how SCIL schemes are identified, prioritised and brought forward for decision, and whether members and residents are given sufficient clarity in advance.
- That the Council has itself acknowledged the need for a more strategic approach to Community Infrastructure Levy funding, including clearer alignment with infrastructure planning and more robust scrutiny of proposed allocations.
- That residents are entitled to confidence that SCIL is being used transparently, strategically and for infrastructure genuinely linked to growth and development pressures.
- In February 2026 £80m of SCIL was allocated to projects not yet started, agreed by the previous administration.
- In February 2026 the projected cost to repair the backlog of highest priority roads was £44.7m. The pavements backlog would cost £310.7m.

**This Council believes:**

- That SCIL funding should be allocated based on clear evidence, transparency and demonstrable public value.
- That all major proposed SCIL schemes should be accompanied by clear information on cost, rationale, delivery timetable and expected outcomes.

- That the Council should show explicitly how each proposed SCIL allocation supports growth related infrastructure needs, rather than using SCIL to address long standing issues that ought to be funded through other means.
- That in a Council with no overall control, all political groups should have a meaningful opportunity to scrutinise major SCIL proposals before final decisions are taken.
- That we must prioritise a proportion of SCIL funding for repairs to roads and pavement to stop the backlog increasing further. This must be done in growth areas due to rules governing CIL but will benefit the whole borough by taking pressure off the reactive repairs team.

**As a result, this Council resolves to:**

- (1) Request that Cabinet publish an annual forward pipeline of proposed SCIL schemes, including indicative costings, intended timelines and the service area or location concerned.
- (2) Request that every future report seeking approval for major SCIL allocations includes a clear written statement explaining why the proposed scheme qualifies for SCIL support and how it relates to infrastructure needed to support development and growth.
- (3) Request that, before any major new SCIL allocation is considered by Cabinet, all Group Leaders or their nominees are offered a briefing on the proposed programme and the basis on which schemes have been selected.
- (4) Request a quarterly update to all councillors setting out the SCIL balance, new receipts, allocations, expenditure and remaining available funds.
- (5) Request the provision of an annual public report setting out SCIL allocations approved, expenditure committed, progress of delivery and outcomes achieved.
- (6) Ensure that planned SCIL projects not yet started are reviewed by the group leaders (or nominees) – and request cabinet have regard to their recommendations.
- (7) Request that a portion SCIL is invested in road/pavement resurfacing in growth areas.

Councillor Charlie Clinton  
Alperton Ward