
Chair	Cllr Mete Coban
Councillors in Attendance:	Cllr Polly Billington, Cllr Steve Race, Cllr Sam Pallis, Cllr Gilbert Smyth, Cllr Richard Lufkin, Cllr Guy Nicholson, Cllr Carole Williams, Cllr John Burke
Apologies:	None
Officers in Attendance:	Aled Richards, Director of Public Realm, Andy Cunningham, Head of Streetscene
Other People in Attendance:	Founder & Owner of the Spread Eagle public house, Luke McLoughlin
Members of the Public:	None
Officer Contact:	Timothy Upton 0208 3561872 timothy.upton@hackney.gov.uk

Councillor Mete Coban in the Chair

1 Apologies for Absence

1.1 There were no apologies for absence.

2 Urgent Items/ Order of Business

2.1 No urgent items were raised.

3 Declaration of Interest

3.1 Cllr Race declared himself as a member of the London Cycling Campaign.

3.2 Cllr Lufkin declared himself as a member of the London Cycling Campaign.

3.3.1 Cllr Billington declared herself as a member of the London Cycling Campaign.

3.3.2 Cllr Billington announced she has recently been appointed a member of the independent advisory group for Marston Holdings who have a relevant interest in traffic management.

4 Update on Business Statistics Pertaining to COVID

- 4.1.1 Chair read out that overall employment rate for London is 76.5% and that the full impact of COVID-19 hasn't impacted this number yet.
- 4.1.2 In January 12,395 people were in receipt of Universal Credit in Hackney, and 13,125 in February. By September, this figure had risen to 31,522 people. This figure includes those on the furlough scheme who are likely to be out of work when the scheme ends.
- 4.1.3 Across London, as of 31st August, 557400 employments were furloughed. In Hackney this number was 18,900.
- 4.1.4 4,659 businesses received either small business grant funds or retail, leisure, and hospitality grant funds.
- 4.1.5 The discretionary grant fund went to 649 businesses and amounted to £3.4m.

5 Supporting Local Economy & Businesses

- 5.1.1 Chair introduced the item and speakers, referring to June's SEG meeting, which was largely around economic disruption caused by COVID, and stating that businesses are in a more precarious position now.
- 5.1.2 Chair advised the purpose of the item was to understand what is happening now, what further is required, and what role can the commission play in that support.
- 5.1.3 Chair introduced Cllr Nicholson, Cabinet Member for Planning, Culture and Inclusive Economy.
- 5.2.1 Cllr Nicholson recapped that there just over 22,000 businesses based in the borough, and by far the highest percentage of those businesses are microbusinesses (around 20,000).
- 5.2.2 Cllr Nicholson advised these businesses are crucial for employment opportunities for residents and to serve as an example of entrepreneurialism for residents to aspire to.
- 5.2.3 Cllr Nicholson advised that debts are emerging as one issue, clarifying that they're a direct result of the loan promotion brought forward by central government. Cllr Nicholson advised there is real concern around economic recovery and how those debts can be managed and paid back.
- 5.2.4 Cllr Nicholson also voiced concerns around the cost of reopening businesses when the situation allows, the cost of closing, and the loss of capital due to repeated openings and closings.
- 5.2.5 Cllr Nicholson advised that rebuilding these businesses and generating enough productivity that there will be a difficult and substantial outlay.

- 5.2.6 Cllr Nicholson advised there has been a channel shift away from the high street towards online sales and that Hackney is becoming a borough of ecommerce, which is a concern. The council's response thus far has been centred around promotion of online platforms for local high street business to mitigate negative effects highlighting that this approach may not suit all businesses.
- 5.2.7 Cllr Nicholson advised there is an issue around business rates, stating that the government subsidy protects some businesses against business rate expenditure, but not all.
- 5.2.8 Cllr Nicholson advised that in the longer term, these business rate issues and their scale moving forward will present challenges.
- 5.2.9 Cllr Nicholson advised that Brexit is unlikely to be postponed or reversed, and the country is going into Brexit at a difficult economic time, stating that the economy is running 10-11% below the level it was at the same time in the previous year, and that the rebuilding phase will be lengthy.
- 5.3 Chair introduced Ian Williams, Group Director of Finance and Corporate Resources.
- 5.4.1 Group Director of Finance and Corporate Resources advised his presentation would consist of a reminder about the support package pledged by London Borough of Hackney in March 2020, Business Rate Reliefs, Business Grants, Discretionary Grants, and finally Latest Announcements & Second Wave Support.
- 5.4.2 Group Director of Finance and Corporate Resources advised London Borough of Hackney took steps to support charity and voluntary organisations as well as commercial tenants and put through immediately application of some business rate relief.
- 5.4.3 Group Director of Finance and Corporate Resources advised that businesses reliant on receiving money from the council were paid more promptly giving the example of within 14 days as opposed to 30 to release those payments.
- 5.4.4 Group Director of Finance and Corporate Resources advised that the figure stated in the March press release for relief funds was £100m.
- 5.4.5 Group Director of Finance and Corporate Resources advised that to date, the business grants paid out include 3,017 small business grants totalling £30.170m; 1,642 retail hospitality & leisure grants totalling £37.987m; 647 Discretionary grants totalling £3.462m. The total of these being £71.619m across 5,306 businesses.
- 5.4.6 Group Director of Finance and Corporate Resources noted Hackney to be one of the few local authorities to discharge all the of the discretionary funds given at short notice.
- 5.4.7 Group Director of Finance and Corporate Resources showed a slide of Business Rates relief and notes that £160-165m is the council's yearly business rates bill, highlighting that not only business pay business rates – the council pays itself a portion of these, giving the example of school and GP surgery maintenance.

- 5.4.8 Group Director of Finance and Corporate Resources advised the support backable so far is just short of £160m, which doesn't include grants specific to wave two support. Ian highlighted that this figure is obviously significantly above the £100m stated in March.
- 5.5 Chair requested more information on support yet to come.
- 5.6.1 Group Director of Finance and Corporate Resources advised that the council is working through the detailed guidance provided by the government that the council will be launching details of the various, complex schemes soon via the council's website.
- 5.6.2 Group Director of Finance and Corporate Resources advised more information about how the schemes will operate will become clearer soon and suggested a further, offline meeting with the commission to divulge that information, and asked the floor for questions.
- 5.7 Chair requested questions be moved to the end of the item and introduced the next speaker, Mr. Luke McLaughlin, founder & owner of the Spread-Eagle Pub in Homerton.
- 5.8.1 Mr. McLaughlin advised that the business was established in 2017, employs approx. 20 staff, and has a turnover of more than £1m pre-COVID, of that 35% is food, 65% is drink. Mr. McLaughlin also advised the business had a midnight licence during the week and a 2am licence Friday and Saturday.
- 5.8.2 Mr. McLaughlin advised that the main issue is cashflow to pay landlords and suppliers, and it has been a major issue, and is expected to be an issue over the coming months.
- 5.8.3 Mr. McLaughlin advised that adapting the businesses to COVID restrictions has been time consuming and costly.
- 5.8.4 Mr. McLaughlin advised that greater numbers of staff are needed for table service, adding to the cashflow issue.
- 5.8.5 Mr. McLaughlin advised that stocking the business with food and alcohol has been more challenging, and that the looming exit from the EU is likely to exacerbate the cost and availability of items.
- 5.8.6 Mr. McLaughlin advised that the yearly rent is £54k, and that 9 months are outstanding on the agreement. The business is negotiations with the landlord.
- 5.8.7 Mr. McLaughlin advised in terms of support rendered thus far, the business has received the rates-based grant that was well-received initially, but that, along with reserves in the bank was spent within a matter of months to keep the business going.
- 5.8.8 Mr. McLaughlin advised that the holiday from the repayment of that from January to March which has been deferred to next year but will total £6k.
- 5.8.9 Mr. McLaughlin advised there has been a reduction in VAT paid on food but that the reduction doesn't extend to alcohol.
- 5.8.10 Mr. McLaughlin advised that business rates had been waived and expressed thanks to London Borough of Hackney for that.

- 5.8.11 Mr. McLaughlin advised that the pause of evictions comes to an end by the end of December and that the necessity to repay amounts of rent will be pressing at that stage.
- 5.8.12 Mr. McLaughlin advised that the business is eligible for grants equalling £2k for being closed in November, but that sum is lost in supplies of food and alcohol that needed to be disposed of and therefore insufficient for the closing and opening of the business. The total figure for that is around £4k.
- 5.8.13 Mr. McLaughlin advised the business has also taken out a £50k bank loan and that such lines of credit may be difficult to extend under the circumstances, and that long term rate relief could help alleviate the need for further loans.
- 5.8.14 Mr. McLaughlin advised he'd spoken with other landlords in preparation for the meeting and terms of support stating again that cashflow is the biggest issue and any payments to shore that up are appreciated. It was also advised that commercial rent payments are a source of pressure that need to be alleviated somehow.
- 5.8.15 Mr. McLaughlin advised that subsidising salaries of additional staff required to COVID would be well-received.
- 5.8.16 Mr. McLaughlin advised that further guidance around where and how to access funds to assist would be welcome.
- 5.8.17 Mr. McLaughlin advised that council-backed advertisements to spend money locally would be very welcome, and would a relaxation of licencing regulations, giving the example of increased space for patrons to drink outside the premises during summertime.
- 5.8.18 Mr. McLaughlin advised that many premises had to apply for a takeaway license, and extended opening hours to serve brunch, and that increased flexibility would be beneficial.
- 5.9 Chair thanked Mr. McLaughlin for the presentation before opening the floor to questions.
- 5.10.1 Cllr Race posed a question to Group Director of Finance and Corporate Resources regarding whether most of the funding for various financial support came largely from central government rather than from London Borough of Hackney, and what the council did that was better or different, and what worked and what didn't in terms of allocating the funds provided.
- 5.10.2 Group Director of Finance and Corporate Resources advised that London Borough of Hackney was very quick in terms of paying out grants and applying business rates reliefs. It was also advised that his team worked with Cllr Nicholson's & the Mayor's teams to implement rent-free periods for voluntary and charity organisations, flexibilities for 300+ commercial tenants, and close partnership work with them continues.
- 5.10.3 Group Director of Finance and Corporate Resources advised that payments where the council buys services of businesses were sent more quickly than usual to support cashflow.
- 5.10.4 Group Director of Finance and Corporate Resources advised that in terms of lessons learned, that in many cases the people who pay the business rates

doesn't always match the name of the establishment to which the payment relates. There is still a number paying in cash as opposed to direct debit and therefore took longer than it usually would the circumstances.

- 5.10.5 Cllr Nicholson added that the council also suspended commercial waste charges for businesses, storage charges and licensing charges for street traders, highlighting that the range of support packages was varied by necessity.
- 5.10.6 Cllr Nicholson also advised that the spending that's been done will have wide reaching implications for the council's future work.
- 5.10.7 Cllr Race noted that he's raised several cases for struggling businesses in his ward, and thanked Ian and Cllr Nicholson for the quick response to those enquiries.
- 5.11.1 Chair asked a question around the council's flexibility in terms of grant allocation.
- 5.11.2 Group Director of Finance and Corporate Resources advised the next wave of support from central government is quite prescriptive but that any flexibility will be utilised to maximum capacity. It was noted there isn't total autonomy but speed in allocation is where London Borough of Hackney can do best to maximise the benefits of the funding.
- 5.12.1 Cllr Billington requested an estimate of the difference between how much money that's been allocated by central government for grants, and how much support London Borough of Hackney has rendered without prescription from central government, highlighting the importance of knowing the ratio & how much flexibility may be required to aid microbusinesses moving forward.
- 5.12.2 Group Director of Finance and Corporate Resources advised that of the reliefs rewarded about £3.5m was awarded to large high street supermarkets, and that the council is working towards quantifying the costs that haven't been occurred for things like reduced waste collection and the additional expenditure incurred by supporting businesses and services.
- 5.12.3 Group Director of Finance and Corporate Resources advised that as far as proportionality goes, it would be prudent to look at the budget of the service that's borne the brunt of losing that income rather than the total funding as broader picture.
- 5.13.1 Chair posed a question to Cllr Nicholson asking for a response to Mr. MacLoughlin's suggestion of a shop local advertising initiative.
- 5.13.2 Cllr Nicholson advised the council has gone live with a promotional vehicle to promote residents as of the last week called Love Hackney, Shop Local and contains a set of objectives which would be better divulged to Mr. McLoughlin in an offline meeting for the scrutiny officer to arrange.
- 5.14.1 Cllr Pallis posed a question around local highstreets asking how attrition of commercial units toward residential units can be mitigated by Council-led work.
- 5.14.2 Cllr Nicholson advised that Hackney is in a fortunate position in that the local plans and related policy only allows the change of commercial space use under exceptional circumstances, and generally units are replaced like for like as far

as their purpose goes. It was also advised that the priorities of the administration are to protect the commerce and vibrancy of town centres in a way that should prevent drastic erosion of commercial units to residential.

- 5.15.1 Cllr Race posed a question around Westminster's bid asking whether the bid was instrumental in the speed of Westminster making changes to support its local businesses, and by extension whether Hackney's response could've been slowed by the absence of a bid.
- 5.15.2 Cllr Nicholson advised that there is no formal bid based in Hackney and that the administration takes the view that correct and efficient business support as well as public realm support is of paramount importance, and that the focus of creating area-based initiatives such as the Hackney Business Network and increased partnership working have thus far come ahead of Business Improvement Districts or the like.
- 5.16.1 Cllr Race also asked whether London Borough of Hackney would re-examine its town centre policies considering the changing landscape of high street use.
- 5.16.2 Cllr Nicholson advised the Mayor's message around flexible licencing was around maintained public health but having said that several initiatives were brought forward around the borough to assist businesses in utilising the public realm, citing the closing of streets on a one-by-one basis as an example of that. It was highlighted too that at this stage, a right answer isn't clear due to the rapid change taking place.
- 5.16.3 Cllr Race advised that the commission ought to look further at the speed of Westminster's response to COVID-related business support compared to Hackney's.
- 5.17 Chair recommended that the conversation around the speed of Westminster's response take place offline and asked the scrutiny officer to minute as an action.

ACTIONS:	Scrutiny Officer to arrange meeting between Cllr. Guy Nicholson & Mr. McLaughlin to discuss the sop local initiatives & other avenues of assistance.
	Chair to speak with commission around the speed of Westminster's COVID response for business and the impact of the bid.

6 Low Traffic Neighbourhood Scheme

- 6.1 Chair introduced the item and the speakers.
- 6.2.1 Cllr Burke opened by highlighting the importance of the commission looking at this topic, noting that it hadn't thus far been openly discussed in depth.
- 6.2.2 Cllr Burke advised that the history of Low Traffic Neighbourhoods (LTN's) is far reaching in Hackney, and the scheme is not the first of its kind, yet noting they've been absent in the borough for the prior 30 years.
- 6.2.3 Cllr Burke advised three new low-traffic neighbourhoods have been established: Hoxton West, London Fields, and Hackney Downs. They are monitored daily.

- 6.2.4 Cllr Burke advised that since 2009 the number of miles driven on London's roads has increased by 3.6b. It was highlighted too that while the numbers driven has increased, particularly residentially, that the number of miles on main roads has fallen. The stated reason, though multi-faceted, was given as the 10-year fuel duty freeze, the reduced cost of operating vehicles, finance packages that make it easier to own large vehicles and wayfinding technology making residential detours more viable.
- 6.2.5 Cllr Burke advised LTNs are an important tool to ensure that overloaded residential streets are not overlooked by policymakers.
- 6.2.6 In reference to online shopping increasing the use of residential roads, Cllr Burke advised that LTN's send the message that London Borough of Hackney will not tolerate the use of residential roads for the purposes of Silicon Valley corporations adding that the streets themselves were not designed for such use.
- 6.2.7 Cllr Burke noted that prior to LTN's, 120 modal filters were rolled out across the borough, but that they were not strategic and failed to deliver transformative changes that were required. As a result, the borough has changed the approach of delivery to these modal filters by developing highly engineered LTN's.
- 6.2.8 Cllr Burke stated that LTN's are an important factor in addressing congestion and air pollution as well as road safety. It was clarified that LTN's are not all that is required, and that further action would be required new road-user pricing in order to further drive down the negative effects of congestion.
- 6.2.9 Cllr Burke stated that it was not his belief that residents of main roads would be benefited in any way by continuing to allow free access to all motor vehicles through residential streets. It was highlighted that policy decisions around main road networks will be necessary.
- 6.2.10 Cllr Burke advised that discouraging traffic in peak times, increasing cycle storage, segregating bike lanes from main roads, and improved hours of operation for bus lanes and infrastructure has been put in place to further aid issues caused by congestion.
- 6.3 Chair thanks Cllr Burke and introduced the next speakers, Aled Richards, Director of Public Realm and Andy Cunningham, Head of Streetscene.
- 6.4.1 Director of Public Realm pointed out the emergency transport plan as a key document which also addresses the secretary of the state's expectation that local authorities will roll out initiatives across the borough to encourage active travel like walking and cycling.
- 6.4.2 Head of Streetscene referred to a provided paper under agenda item 6D which sets out the summary and outlines the emergency transport plan. There is a table (table 1) with a detail work programme of delivery of schemes.
- 6.4.3 Head of Streetscene highlighted that the emergency transport plan is meant to supplement the wider Hackney Transport Strategy and not replace it.
- 6.4.4 Head of Streetscene advised that most of the schemes are still in the consultation period, that responses from residents are being captured, and that more permanent decisions need to be made.

- 6.4.5 Head of Streetscene advised that a significant and varied selection of information is being looked at for the consultation processes. The continuous traffic count gathered by Transport for London (TFL) was cited as a source of information, and Head of Streetscene advised that data would continue to be useful as the economy starts to reopen following COVID.
- 6.4.6 Head of Streetscene notes use of roads by emergency services and number of motor incidents will also be monitored.
- 6.5 Chair thanked Head of Streetscene & Director of Public Realm for their contributions to the meeting and opened the floor to questions.
- 6.6.1 Cllr Lufkin asked whether LTN's could be used to increase trading space for businesses should licencing be relaxed, as mentioned in item 5.
- 6.6.2 Cllr Burke responded by saying the term reimagination of public realm is interesting, and that in principle he supports it, but noted that the dense population and risk of anti-social behaviour are important factors to consider when expanding trading spaces for businesses.
- 6.6.3 Head of Streetscene added that there is a process within the council to look at applications from businesses wishing to trade on the public highway. One of the considerations is how much space it would utilise and what products and services would be available.
- 6.6.4 Head of Streetscene pointed out that emergency vehicle access must be considered when doing this to ensure that the space available to them is not reduced.
- 6.7 Chair read a comment from Director of Public Realm that was entered to the chat function that said there has been partnership working between council officers and businesses on this issue.
- 6.8.1 Chair posed a question around the level of coordination between Cllr Nicholson, businesses in the borough, and understanding the needs of businesses and LTN's – whether consultation with business has happened or is ongoing.
- 6.8.2 Cllr Burke responded that some of the perceived negative effects that LTN's on small businesses are in some cases false and suggested that if its agreed that town centres are seriously over-capacity that it cannot also be true that LTN's are harmful to the public & businesses. It was also said that shops and services accessible by bike or walking tend to be visited more frequently and enjoy a larger spend per square meter when compared to consumers travelling by car.
- 6.8.3 Cllr Burke advised that consultation is an ongoing process and advised that the only concerns from businesses that he has received via Cllr Nicholson are not about LTN's and their impact, but about how to use road closures to establish or increase outdoor trade. Cllr Burke acknowledged that this doesn't mean that all businesses support the scheme and gave the example of loading and unloading as a potential source of issue.
- 6.8.4 Head of Streetscene gave an example of London Fields LTN's and certain issues that occurred for businesses stating that there were meetings with local businesses to ensure that any issues with the design of that LTN could be actively addressed.

- 6.9.1 Cllr Smyth asked whether London Borough of Hackney is looking at whether the pollution levels on main roads will be monitored as a test of success of LTN's, suggesting that the increase of pollution on main roads is a likely outcome of LTN schemes.
- 6.9.2 Cllr Burke responded that the literature available suggests that levels of traffic evaporation around 15% can be expected, but that people generally eliminate unnecessary journeys rather than simply driving a different route, and that use of the borough as a pass-through travel route is being discouraged.
- 6.9.3 Cllr Burke added that 50% of traffic is comprised of private car journeys, and 35% of that 50% are under 2km, and stated that the pressing challenges of the government's decarbonisation commitment render the change a necessary one.
- 6.9.4 On pollution, Cllr Burke advised that pollution is being monitored and that pollutions levels did not seem to be affected by the pandemic as one may expect.
- 6.10.1 Cllr Race asked about the impact on residents and how the equalities impact assessment was carried out, and how the introduction of the LTN's have been received by residents within them.
- 6.10.2 Cllr Burke advised the equalities assessment details are contained in the emergency plan under section 7, and that the LTN schemes are too new to definitively say what most residents within the LTN zones think and feel about the change.
- 6.10.3 Head of Streetscene advised the equality impact assessment was done at a high level when developing the transport strategy, and a separate one was undertaken for the emergency transport plan. They are carried out as a necessity when drafting such plans and there has been no evidence found thus far to suggest any minority groups are disproportionately disadvantaged, but the process is assessing equality of the application of the scheme it itself ongoing as an element of the reviews, and that the document is a live one.
- 6.11.1 Cllr Pallis posed a question to Cllr Burke asking whether a reduction in the controlled parking hours would likely see an increase in short car journeys, displacement parking and air pollution, and therefore undermine the benefits of LTN's.
- 6.11.2 Cllr Burke advised that the decisions around controlled parking hours lie with council officers on the basis of deferred responsibility, adding that Cllrs must not intervene in those officer-level decisions on a moral basis.
- 6.11.3 Cllr Burke advised that many residents requested a curtailing of the controlled parking hours and that new suggested hours have been shortened and that controlled parking is an unsung hero in terms of the reduction of pollution by discouraging short term car journeys.
- 6.11.4 Cllr Burke added that if the shortened hours prove harmful to residents of any given ward that is highly likely that officers will reassess the parking in those areas.

- 6.12.1 Cllr Pallis asked what the average bus speed was prior to LTN's and stated that the unknown impact of LTN's on bus speeds may mean it's wise to pause schemes build around reducing bus lanes.
- 6.12.2 Head of Streetscene advised that the figures were not available at that exact moment, but the data is available and show a dip in bus speeds across the borough, but that it isn't disproportionate with other boroughs. It was stated it is too early to conclusively say LTN's have brought about changes in bus times as busses pull over and stop if they find themselves ahead of schedule.
- 6.12.3 Head of Streetscene advised that he sees no reason why programs should be halted while awaiting further data as the data is so unclear at this stage.
- 6.12.4 Cllr Burke advised that busses have generally decreased their speeds across London over the prior decade and so it's clear LTN's are not the only factor that may be influencing this.
- 6.12.5 Chair suggested that it would be necessary to look at the issue again once the data is clearer and richer down the line.
- 6.13.1 Chair posed a question on whether there is further work to be done in ensuring that the scheme is inclusive.
- 6.13.2 Head of Streetscene advised that it isn't a mere box-ticking exercise, that the assessment was carried out prior to the scheme's implementation, it was carried out at a high strategic level, and it continually assessed and live.
- 6.13.3 Chair clarified that his question was to echo the concerns of residents rather than to answer his own concern.
- 6.13.4 Cllr Burke advised that there is no ulterior incentive for London Borough of Hackney to implement LTN schemes, and that the process has been taxing to the point where it wouldn't have been undertaken if not necessary to achieve the wider goals of the borough, and that the assessment of the scheme will run concurrently with the scheme.
- 6.14 Chair thanked the speakers and drew the item to a close.

7 Minutes from Previous Meeting and Matters Arising

- 7.1 This item was not raised due to time and will be raised in the following meeting on the 25th of January.

8 Letters of Reply – Definition of Key Workers

- 8.1 Chair opened the floor to comments on the letter received.
- 8.2.1 Cllr Pallis asked how other local authorities are approaching the definition of key workers.
- 8.2.2 Cllr Williams advised the approach is based on the Mayor of London's approach and that Cllr Pallis would follow up with her offline.
- 8.3 Chair requested scrutiny officer include as an action for the commission to follow up with cabinet member on the neighbourhood CIL (Community Infrastructure Levy).

RESOLVED:	Commission noted and agreed upon the reply.
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ACTIONS:	Commission to follow up with Cabinet Member regarding neighbourhood CIL.
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9 Skills, Economy and Growth 2020/2021 Work Programme

- 9.1.1 Chair signposted the next meeting as the Cabinet Question time.
- 9.1.2 Chair advised they would circulate a plan around future meetings and engagement plans.
- 9.1.3 Chair requested that if there were comments from commission that they be made offline.

10 Any Other Business

- 10.1.1 Cllr Smyth directed Mr. McLoughlin toward government advice regarding negotiating with landlords about rent.
- 10.1.2 Chair advised they could pickup issues around utilisation of outdoor space with Cllr Race.

Duration of the meeting: 7.00 - 9.14 pm