

# **SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)**

**THURSDAY, 25TH JUNE, 2020**

**PRESENT:** Councillor P Truswell in the Chair

Councillors N Buckley, L Cunningham,  
N Dawson, K Dye, J Goddard, M Shahzad,  
J Taylor and P Wadsworth

## **1 APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS**

There were no appeals.

## **2 Exempt Information - Possible Exclusion of the Press and Public**

## **3 Late Items**

There were no late items.

## **4 Declarations of Disclosable Pecuniary Interests**

There were no declarations.

## **5 Apologies for Absence and Notification of Substitutes**

Apologies for absence were submitted on behalf of Councillors R Grahame, C Hall and K Maqsood.

## **6 Minutes - 19 February 2020**

**RESOLVED** – That the minutes of the meeting held on 19 February 2020 be confirmed as a correct record.

## **7 Update from Director of City Development**

The Board received a verbal update from the Director of City Development regarding the decision making during the emergency response to the Covid 19 pandemic and the initial stages of the subsequent City Recovery Plan, as such information related to the remit of the Board.

The Board also received a transport update from the Chief Officer (highways and Transportation).

The Executive Board report Update on Coronavirus (Covid-19) Pandemic – Response and Recovery Plan had been circulated to Members prior to the meeting.

The following were in attendance for this item:

- Councillor Lisa Mulherin, Executive Member
- Councillor Jonathon Pryor, Executive Member
- Martin Farrington, Director of City Development
- Gary Bartlett, Chief Officer (Highways and Transportation)
- Sue Wynne, Chief Officer (Employment and Skills)
- Eve Roodhouse, Chief Officer (Economic Development)

The following was highlighted:

- Establishment of the cross agency Silver Group to consider infrastructure and supplies across the City.
- Transport/Traffic – flow of traffic was down on average by 48% although there was now a consistent increase following the re-opening of parts of the economy. Road traffic accidents had decreased by 40% and those Killed or Seriously Injured (KSI) had seen a reduction of 48%. Public transport was now back to around 80% of the normal timetable during the week but capacity was down to 20% of normal levels. The park and ride sites had been closed with Temple Green Park and Ride site used as an NHS testing facility. Active travel – work was ongoing with cycle network provision and school street trials.
- Economy – Over 11,000 business grants had been administered to a total of £142.2 million. Some businesses that did not meet the grants criteria were entitled for grants from a discretionary fund and it was anticipated there would be capacity for up to a thousand applications.
- City Centre – Footfall had fallen to 5% of normal during the initial lockdown. Following the opening up of non-essential retail and markets there had been a rise of up to 50% of normal footfall. There had been information displays and measures placed to encourage social distancing along with the provision of hand sanitisation facilities. There was now a focus on the re-opening of the hospitality sector which would see an increased demand for outdoor seating.
- Employment & Skills – There had been an increase in Universal Credit claimants from 34,000 in March to 63,000 in May. 88,200 people had been furloughed which was 21.3% of the economically active.
- Planning – Decisions had been taken under the Officers Delegation Scheme and remote meetings of Plans Panels had been held. There had been a decrease in the number of applications normally received.
- Further transport issues including enhancement of footways to enable social distancing; active travel measures with cycle route improvements; schools street trial scheme; continuation of work on major roadwork schemes.

In response to Members comments and questions, the following was discussed:

- There had been contact with Leeds Bradford International Airport regarding the impact on their business. The airport had been active

predominantly with freight and very limited passenger travel. Long term plans were still unclear with regards to the recovery of the aviation sector.

- The situation with Park and Ride sites was being constantly reviewed. Elland Road would be the first to re-open. Work was to be continued on development of the park and ride site at Stourton. City Centre parking charges would be reintroduced in July and it was felt that park and ride still provided a suitable alternative for travel into the city.
- Wearing of masks on public transport was not being enforced by bus drivers.
- Retail trends – challenges were faced due to social distancing and loss of footfall from the commercial sector within the city.
- Local ward information on KSI figures was requested.
- There would be time lapse photography of the removal of Regent Street Bridge.
- District centres – there had been support via the administration of grants and the provision of a micro business support service.
- Some concern regarding an increase in KSI figures during week 23. It was thought that there could be various reasons behind this including increased cyclists and pedestrians combined with an increase in vehicular use.
- Concern that the Active Travel schemes focussed on the City Centre. Some places were not as feasible as others but consultation was ongoing for other sites.
- Planning notices – these weren't displayed locally in the immediate period following lockdown but the practice had now been re-instated. There had not been an apparent difference in engagement with the public but this would be investigated in more detail. The government had changed legislation so that there was no requirement for placement of notices. Members sought clarification about the way in which the delegated decision process had been used within the Planning service during the initial phase of the pandemic.
- Air quality – there was information available on the Leeds Data Mill and showed figures of nitrogen dioxide were more than 50% down from the corresponding time last year.
- It was recognised that there were some difficulties with re-introducing park and ride facilities due to social distancing requirements. There had been requests for park and cycle/pedestrian sites.
- Enforcement relating to the Schools Streets scheme.

**RESOLVED** – That the update and discussion be noted.

## **8 Sustainable Development - Recommendation Tracking**

The report of the Head of Governance and Scrutiny Support set out the progress made in responding to the recommendations arising from the Inquiry into Sustainable Development.

The Chair informed Members that the CCG had been invited to attend the meeting for this item. He informed the Board of the response received from the CCG and it was agreed that the Chair writes on behalf of the Board regarding concerns over the response to the invite and non-attendance at the meeting.

The following were in attendance for this item:

- Cllr Mulherin, Executive Member
- Nasreen Yunis, Principal Planner
- Kathryn Moran , Principal Business & Systems Support Officer
- Martin Dean, Area Leader
- Tom Knowland, Head of Sustainable Energy and Climate Change
- Martin Elliott, Head of Strategic Planning
- Steve Hume, Chief Officer, Resources and Strategy
- Dayle Lynch, Estates Programme Manager
- Eve Roodhouse, Chief Officer, Economic Development

The following was discussed:

- Recommendation 1 – Work had been carried out to add climate emergency information on reports to Executive Board. Reference was made to the Council’s commitment to meet net zero carbon emissions by 2030. With regard to procurement work was ongoing to embed climate change in every part of the procurement process.

In response to comments and questions further discussion included reductions in carbon emissions from the different use of Council assets and impact of the current economic situation. Progress was still being made towards current targets.

It was proposed that the tracking status for Recommendation 1 remains at Position Status 4 – Acceptable progress made. Continue monitoring.

- Recommendation 2 – Further reference was made to the guidance prepared for Officers and Members in the decision making process though there had been some delays. It was proposed that the tracking status for Recommendation 2 remains at Position Status 4 – Acceptable progress made. Continue monitoring.
- Recommendation 3 – There was now a fuller reflection in the Best Council Plan. It was proposed that the tracking status for Recommendation 3 be changed to Position Status 2 – Achieved.
- Recommendation 4 – Due to the impact of Covid-19 on the economy and the unknown future impacts this would need to be reviewed in the Inclusive Growth Strategy when more was known. It was proposed that the tracking status for Recommendation 4 remains at Position Status 4 – Acceptable progress made. Continue monitoring.

- Recommendation 5 - It was proposed that the tracking status for Recommendation 5 remains at Position Status 4 – Acceptable progress made. Continue monitoring.
- Recommendation 6 - It was proposed that the tracking status for Recommendation 6 remains at Position Status 4 – Acceptable progress made. Continue monitoring.
- Recommendation 7 - There had been a Health and Planning Workshop which gave an opportunity for each to gain a better understanding of each other's roles. There was a need to capture the views of Health colleagues in the planning process and changes to planning documents and reports would reflect this. Work had included embedding health needs at the pre-application stage of planning. There was an ongoing concern regarding the provision of primary care needs could be met where there were major or cumulative housing developments. It was proposed that the tracking status for Recommendation 7 remains at Position Status 4 – Acceptable progress made. Continue monitoring.
- Recommendation 8 – Training for Members had been held and quarterly drop in sessions for Section 106 and Community Infrastructure Levy (CIL) had been made available. There was some concern that Members had not received consistent updates on Section 106 agreements. It was suggested that quarterly updates should be provided on a Ward basis. It was proposed that the tracking status for Recommendation 8 be changed to Position Status 5 – Progress made not acceptable. Scrutiny Board to determine appropriate action and continue monitoring.
- Recommendation 9 – There had been minor changes to CIL and further information was awaited on transitional arrangements. It was proposed that the tracking status for Recommendation 9 remains at Position Status 4 – Acceptable progress made. Continue monitoring.
- Recommendation 10 - It was proposed that the tracking status for Recommendation 10 remains at Position Status 4 – Acceptable progress made. Continue monitoring.
- Recommendation 11 – There had been training for Community Committee staff and Parish and Town Councils. Updated guidance on CIL had been provided. It was proposed that the tracking status for Recommendation 11 remains at Position Status 4 – Acceptable progress made. Continue monitoring.
- Recommendation 12 – Community Committees had discussed relevant issues at a local level and given consideration to the use of funding for local infrastructure needs. The revised Parish Council Charter was ready for launch. It was proposed that the tracking status for

Recommendation 12 remains at Position Status 4 – Acceptable progress made. Continue monitoring.

**RESOLVED –**

- (1) That the report and discussion be noted.
- (2) That the proposed status of tracking recommendations be approved.

**9 Work Schedule**

The report of the Head of Democratic Services presented the Board's work schedule for the remainder of the current municipal year.

Minutes of the Board's recent working group meeting and Executive Board meeting of 19 May 2020 were appended to the report.

**RESOLVED –** That the report be noted.

**10 Date and Time of Next Meeting**

Thursday, 16 July at 10.30 a.m. (pre-meeting for all Board Members at 10.15 a.m.)