

# **BATH AND NORTH EAST SOMERSET COUNCIL**

## **MINUTES OF COUNCIL MEETING**

Thursday, 30th November, 2023

Present:- **Councillors** Michael Auton, Tim Ball, Alex Beaumont, David Biddleston, Anna Box, Deborah Collins, Paul Crossley, Chris Dando, Jess David, Mark Elliott, Fiona Gourley, Kevin Guy, Alan Hale, Ian Halsall, Liz Hardman, Gavin Heathcote, Steve Hedges, Saskia Heijltjes, Oli Henman, Joel Hirst, Lucy Hodge, Duncan Hounsell, Shaun Hughes, Dr Eleanor Jackson, Samantha Kelly, George Leach, John Leach, Lesley Mansell, Matt McCabe, Sarah Moore, Ann Morgan, Robin Moss, Michelle O'Doherty, Manda Rigby, Paul Roper, Sam Ross, Onkar Saini, Toby Simon, Shaun Stephenson-McGall, George Tomlin, Malcolm Treby, Karen Walker, Sarah Warren, Tim Warren CBE, Andy Wait, David Wood and Joanna Wright

Apologies for absence: **Councillors** Colin Blackburn, Alison Born, Sarah Evans, Dave Harding, Grant Johnson, Hal MacFie, Ruth Malloy, Paul May, Bharat Pankhania, June Player, Dine Romero and Alison Streatfeild-James

### **48 EMERGENCY EVACUATION PROCEDURE**

The Chair drew attention to the emergency evacuation procedure, as set out on the agenda.

### **49 DECLARATIONS OF INTEREST**

The following Councillors declared interests;

Councillors David Biddleston, Paul Crossley and Lucy Hodge declared a disclosable pecuniary interest in item 10 "Council Tax – Second Homes" and left the Chamber for the duration of this item.

### **50 MINUTES - 21ST SEPTEMBER 2023**

On a motion from Councillor Kevin Guy, seconded by Councillor Michelle O'Doherty, it was

**RESOLVED** that the minutes of 21<sup>st</sup> September 2023 be approved as a correct record and signed by the Chair.

### **51 ANNOUNCEMENTS FROM THE CHAIR OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE**

At the request of the Chair, Council stood for a minute's silence in recognition of the recent death of Peter Edwards, former B&NES Councillor for Publow & Whitchurch (2003 – 2015) and Council Chair.

### **52 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR**

There were no items of urgent business.

## 53 QUESTIONS, STATEMENTS AND PETITIONS FROM THE PUBLIC

Statements were made by the following members of the public;

Kate Uzell, South West Area Coordinator of RoadPeace, a national charity for road crash victims, made a statement about preventing road deaths. A full copy of the statement is attached to the online record and added to the Minute book. Councillor Joanna Wright asked if the RoadPeace charity supported the Vision Zero motion on the agenda, to which Ms Uzell confirmed that it did.

Matt Cooper made a statement about accelerating the transition to a clean energy future. A full copy of the statement is attached to the online record and added to the Minute book. He reflected on progress that had been made since he spoke to Council a year ago and commended the process so far, but also reflected on the overwhelming extreme climate events and stressed that we must seek to phase out fossil fuels via the Fossil Fuel non-proliferation treaty. Councillor Saskia Heijltjes asked which other bodies had signed the treaty, to which Matt listed various states, cities and international organisations that had signed up.

Adam Reynolds made a statement about the Bath City Riverside Enterprise Area, a copy of which is attached to the online record and the Minute book. He highlighted some of the missing infrastructure links for the Sustainable Transport Route, which affected people cycling and walking in the area, and called for various actions to address these.

David Redgewell made a statement about the relationship between the Council and WECA and called for an urgent serious discussion about the transport levy and bus services. He expressed his disappointment that so many posts at WECA are filled on an interim basis, which were expensive and not conducive to achieving effective results. Councillor Sarah Warren asked Mr Redgewell if he was aware of other Combined Authorities where the Mayor listened to the unitary authorities, to which he replied that he thought this worked in the Cambridgeshire and Peterborough Combined Authority. Councillor Liz Hardman asked if Mr Redgewell considered that more money was needed in the transport levy, to which he agreed, and said that we need to look carefully at the Bus Service Improvement plan. Councillor Tim Warren asked whether, if money was prioritised differently and collaboration was better, that would mean there was enough money for bus services, to which Mr Redgewell responded he would welcome better collaboration but stressed again it came down to the calibre of officers and having permanent people in place. Councillor Joanna Wright asked what meetings were currently in place to agree a positive solution for buses in the region, to which Mr Redgewell replied that a meeting was needed as there had not been budget discussions or recent scrutiny meetings, and the meeting the following day was focussed on one issue, which would not address the urgent need for bus solutions for the area.

Callum Clafferty made a statement about young people and students' experience with regard to the Vision Zero motion, outlining the particular difficulties they may experience. A full copy of the statement is attached to the online record and added to the Minute book. Councillor Kevin Guy asked Mr Clafferty if he would like to meet the Cabinet Member to discuss the issues further, to which he responded that he

would find that helpful. Councillor Saskia Heijltjes asked if the measures in the Vision Zero motion would make journeys safer and encourage more walking and cycling, Mr Clafferty responded that he considered they would.

Lucy Taylor made a statement in support of the measures in the Vision Zero motion. As a cyclist in the city since 1982, she explained how she felt more vulnerable now, and called for a series of measures that would help deal with the inevitable rise in traffic numbers. A full copy of the statement is attached to the online record and added to the Minute book. Councillor Saskia Heijltjes asked if Ms Taylor considered that the measures in the Vision Zero motion would help her encourage more friends to take up cycling, to which Ms Taylor responded that they would, as currently they were too scared to consider cycling in the city.

Hanna Hajzer (Student Union representative for the University of Bath) & Jas Raymond-Baker (Student Union representative for Bath Spa University) made a joint statement about the poor quality of student housing. They referred to an increase in respiratory problems from mould and a rise in reported mental health problems related to accommodation issues. They explained that many landlords charged very high rents, but demonstrated little accountability for their properties. They aspired for students to be more integrated within local communities. Councillor Kevin Guy asked if they would like to meet the responsible Cabinet Member, which they welcomed. Councillor Robin Moss asked what support the Universities were able to give; to which Hanna and Jas explained that they can look over contracts and help with emergency housing and support. Councillor Shaun Hughes checked they were referring to HMOs, which they agreed was the case. Councillor Tim Warren asked for an amount for average rents, which was explained was typically between £600 and £1000 a month. In response to a question from Councillor Joanna Wright about the option of involving the Housing Enforcement team, the students explained that many students were too scared of jeopardising their housing by raising concerns.

Robbie Bentley made a statement calling for a solution to the current difficulties with WECA and the effect this was having on local transport and stressed the need for consistency of service provision, which was particularly important for people with Autism. Councillor Sam Ross identified with the issues raised by Robbie Bentley and asked if extended P&R sites could play a part. Robbie Bentley replied that they were worthy of consideration and gave the Portway P&R as a good example.

Nicola James made a statement condemning violence on both sides in the Israel/Gaza conflict and calling on Councillors to sign up to a permanent ceasefire. A full copy of the statement is attached to the online record and added to the Minute book. Councillor Lesley Mansell asked about the response from local Members of Parliament, to which Ms James responded that Jacob Rees-Mogg was not calling for a ceasefire, but Wera Hobhouse was. Councillor Joanna Wright asked which other Councils had passed a motion for peace in the Middle East, to which Ms James replied that Preston Council had done so and they were hoping that more would follow.

The Chair thanked the Speakers for their statements which would be referred to the relevant Cabinet Members.

## **54 LOCAL COUNCIL TAX SUPPORT CHANGES 2024/25**

On a motion from Councillor Mark Elliot, seconded by Councillor Toby Simon, it was unanimously

**RESOLVED** to agree the proposals put forward in the report.

#### **55 COUNCIL TAX - LONG TERM EMPTY PROPERTY PREMIUM**

In moving this item, Councillor Mark Elliott highlighted a minor technical amendment that was needed to the report in sections 3.3 and 3.6 from “section 72” to “section 79” of the Levelling-Up and Regeneration Act 2023 (The Act) (numbering change from the draft Bill to the final Act receiving Royal Assent).

On a motion from Councillor Mark Elliott, seconded by Councillor Malcolm Treby, it was unanimously

**RESOLVED** to increase the council tax empty homes premium to 100% for properties empty for between one and five years (currently between two and five years), from 1 April 2024.

#### **56 COUNCIL TAX - SECOND HOMES**

In moving this item, Councillor Mark Elliott highlighted another minor technical amendment that was needed to the report in sections 3.1, 3.4 and 3.5 from “section 73” to “section 80” of the Levelling-Up and Regeneration Act 2023 (The Act) (numbering change from the draft Bill to the final Act receiving Royal Assent).

On a motion from Councillor Mark Elliott, seconded by Councillor Matt McCabe, it was unanimously

**RESOLVED** to increase the council tax for all second homes by 100% from 1 April 2025.

#### **57 HOUSING BENEFIT WAR PENSION DISREGARD POLICY (MODIFIED SCHEME)**

On a motion from Councillor Mark Elliott, seconded by Councillor Kevin Guy, it was unanimously

**RESOLVED** that Council is asked to adopt the policy included in the appendix to this report which gives officers a direction to disregard War Pension income in the assessment of Housing Benefit.

#### **58 TREASURY MANAGEMENT PERFORMANCE REPORT TO 30TH SEPTEMBER 2023**

On a motion from Councillor Mark Elliott, seconded by Councillor Oli Henman, it was unanimously

**RESOLVED** that

1. The Treasury Management Report to 30<sup>th</sup> September 2023, prepared in accordance with the CIPFA Treasury Code of Practice, is noted; and
2. The Treasury Management Indicators to 30<sup>th</sup> September 2023 are noted.

## **59 REVIEW OF POLLING DISTRICTS & POLLING PLACES 2023**

On a motion from Councillor Dave Wood, seconded by Councillor Ian Halsall, it was unanimously

**RESOLVED** to

1. Approve the proposed changes to polling districts and polling places, except for the proposed merger of polling districts B-BK4 and B-BK5; i.e. separate polling districts and polling stations to be maintained at University of Bath Library and Claverton Down Community Hall.
2. Authorise the Electoral Registration Officer to take the necessary measures to give effect to any new or amended polling districts, ensuring that the electoral register published on 1 December 2023 reflects the proposed changes.
3. Agree to hold a consultation on changing the name of Twerton ward to 'Twerton and Whiteway', as referenced in paragraph 3.8 of the report.

## **60 ANNUAL REPORT OF AVON PENSION FUND COMMITTEE**

On a motion from Councillor Paul Crossley, seconded by Councillor Shaun Stephenson-McGall, it was unanimously

**RESOLVED**

1. To note the Committee's Annual Report to Council; and
2. To note the Pension Board's Annual Report.

## **61 ANNUAL REPORT OF THE CHARITABLE TRUST BOARD**

On a motion from Councillor Tim Ball, seconded by Councillor Joanna Wright, it was unanimously

**RESOLVED** to

1. To note the Annual Report of the Charitable Trust Board for 2021/22; and
2. To note that, in future, the Annual Report of the Charitable Trust Board will be brought to Council before the end of the financial year.

## **62 ANNUAL REPORT ON THE REGULATION OF INVESTIGATORY POWERS ACT RIPA (2000) & INVESTIGATORY POWERS ACT IPA (2016)**

On a motion from Councillor Tim Ball, seconded by Councillor Shaun Hughes, it was unanimously

**RESOLVED to**

1. Note the summary on the use of Regulation of Investigatory Powers Act 2000 and Investigatory Powers Act 2016 (RIPA/IPA) by the Council (Appendix 1);
2. Note the RIPA & IPA training module (Appendix 2); and
3. Adopt the Home Office Covert Human Intelligence Sources Code of Practice (revised December 2022) set out at paragraph C.1.13 of the Council's Policy on the use of Regulation of Investigatory Powers Act 2000 (RIPA) & Investigatory Powers Act (IPA) 2016 (Appendix 3).

**63 MOTION FROM THE GREEN GROUP - ADOPT A VISION ZERO APPROACH TO ELIMINATE ROAD DEATHS IN BATH AND NORTH EAST SOMERSET**

On a motion from Councillor Saskia Heijltjes, seconded by Councillor Joanna Wright, it was unanimously

**RESOLVED that**

**Council notes:**

1. Statistics from the Department for Transport state that between 2017 and 2021 – the last period with complete data, 15 people were killed and 133 seriously injured by vehicle collisions within Bath and North East Somerset. On average, 292 are injured every year on B&NES Roads and 31 are killed or seriously injured. The number of all reported personal injury collisions on Bath and North East Somerset highways has reduced by 46% over the last decade, however vulnerable road users like cyclists and pedestrians are disproportionately affected.
2. Bath and North East Somerset's aspirations on road safety are included in the West of England Combined Authority (WECA) Joint Local Transport Plan 4 (JLTP4), which contains a target: 'a vision of zero avoidable deaths on locally managed roads by 2036,' and an objective: 'Road safety for transport users is improved, particularly for those most at risk.' Progress against the targets in JLTP4 is monitored through the Combined Authority's annual Progress Reports. The council's current and recent efforts to make roads safer include:
  - More than 10,000 children in Bath & North East Somerset will receive some form of road safety education this year;
  - Recent road layout schemes, including the B3114 collision reduction scheme and the London Road cyclist safety scheme;
  - Numerous pedestrian improvements near schools;
  - A programme of 20mph speed limits.
  - Support for Community Speedwatch programmes in collaboration with the Police

3. As part of any highway scheme, Bath and North East Somerset Council undertakes a series of robust safety audits in line with national guidance, to provide a detailed independent assessment of a scheme. This ensures that safety aspects of design and implementation have been scrutinised and addressed. Reduction in the number and severity of casualties for all road users is supported through the following interventions:
  - Considering the needs of all road users in the design of transport and highway schemes, particularly vulnerable road users
  - Delivering road safety education and skills training to equip people with the knowledge and skills to travel in a safe and sustainable way
  - Working in partnership to build safer communities
4. Vision Zero is a proven strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. Key principles include:
  - Safe speeds - encouraging speeds appropriate to the street;
  - Safe streets - designing an environment forgiving of mistakes;
  - Safe vehicles - reducing risks posed by the most dangerous vehicles;
  - Safe behaviours - improving the behaviours of people using our roads;
  - Post-collision response - learning from collisions and improving justice and care for victims.
5. B&NES council has recently launched the Joint Health and Wellbeing Strategy and Corporate Strategy which set out priorities for healthy communities as well as safe neighbourhoods.
6. Councils and organisations that have adopted Vision Zero include: Bristol, Kent, Devon, Cornwall, Brighton and Hove, Blackpool, Leeds, Hackney, Transport for London, National Fire Chiefs Council, The AA, and RAC.
7. The Vision Zero approach is endorsed by international organisations, including the World Health Organisation (WHO) and Organisation for Economic Co-operation and Development (OECD), and is led by an ethical stance that it is not acceptable that people should be killed or seriously injured as a price for mobility. These are avoidable events – not accidents.
8. Actions that can be taken to achieve vision zero often include:
  - Road Design, including separation of cycle users and pedestrians from vehicles;
  - Enforcement of Speed Limits and the Highway Code;
  - School Streets;
  - Liveable (Low Traffic) Neighbourhoods;
  - Education;
  - A cohesive network of walking and cycling routes

**Council believes that:**

1. The vast majority of road deaths are avoidable, and the only acceptable long-term casualty target for road deaths and serious injuries in Bath and North East Somerset is Zero.
2. It is vitally important to provide consistent, accessible active travel infrastructure for people to use across Bath and North East Somerset, as outlined in the council's Journey to Net Zero strategy, as it is known that fear of injury suppresses the demand for walking and cycling, adversely affecting children, older people and people with disabling conditions.
3. Much of Bath and North East Somerset's active travel infrastructure is disconnected and does not meet the accessibility requirements of a modern diverse society in our region. Projects to create more connected active travel infrastructure across Bath and North East Somerset, providing greater separation of people walking and cycling from those in motor vehicles, such as the City Region Sustainable Transport Fund project "Somerset Valley Links", will reduce casualties and are to be welcomed. By separating people walking, cycling, and using vehicles, casualties will be reduced.
4. High-quality, consistent road design can reduce road deaths. Local Transport Note LTN 1/20, Cycle infrastructure design, is the current best practice design guideline for all transport schemes and is endorsed by Active Travel England and has been put in place by the UK Government.
5. There are a number of actions that will require joined-up work with partner organisations. However, there are some steps to reduce road casualties that B&NES Council could report on feasibility of in the short term, these include:
  - Encourage and investigate actions with partners, such as the Police, to enforce 20mph and safer driving practices as part of their operations;
  - Identify the ten most dangerous locations in B&NES and implement coordinated and evidence-based changes to make them safer;
  - Reduce risk through intelligence-led enforcement;
  - Increase further use of bicycles by Bath and North East Somerset officers while at work;
  - Accelerate the roll out of school streets;
  - Provide a road safety forum for Schools.
6. The following actions are likely to cost money and, acknowledging the severe constraints upon all local authority budgets, should therefore be costed with a view to future implementation:
  - Speed Limiters in all council vehicles to act as pace vehicles for the whole City;
  - Roll out of 'vision zero' training to all council employees who drive as part of their role;
  - Re-deployable average speed cameras at hotspots;
  - A public awareness campaign on Vision Zero BANES with targeted education programmes that change road user attitudes and behaviour;
  - Run an "Exchanging Places" programme to make HGV drivers, bus drivers and cyclists more aware of one another;

- Investigate the use of safer HGVs based on the Transport for London (TfL) policy;
- Review and reduce wait times for pedestrians at the ten busiest signalised crossings or junctions;

**Council therefore resolves to:**

1. Set a Vision Zero target for road deaths and serious injuries by 2030.
2. Call upon WECA, as our transport authority, to fund and publish a plan to support achievement of the Vision Zero target adopted in JLTP4, to explore feasibility of bringing the target date forward to 2030, and to work with its constituent Unitary Authorities to promote a joined-up approach to Vision Zero across the region.
3. Include consideration of this target in all relevant council decisions and strategies e.g. road design and procurement, by implementing LTN1/20 when building any new walking, cycling and road projects, and adopting best efforts to meet LTN1/20 standards when providing diversions around highway maintenance work.
4. Work with partners and other organisations including West of England Combined Authority, Major Employers, Avon & Somerset Police, Avon Fire and Rescue, South West Ambulance Trust, First Bus, Faresaver, TIER, Developers and residents to achieve Vision Zero.
5. Recognise the need for ongoing support to implement this motion and ensure that, within the constraints of the approved budget and existing staffing resource, a Vision Zero approach is consistently used at all times.
6. Request the administration to report back to the relevant Policy Development and Scrutiny Panel on progress towards these steps in 12 months' time.

**64 MOTION FROM THE LIBERAL DEMOCRAT GROUP - CLIMATE COMMITMENTS**

On a motion from Councillor John Leach, seconded by Councillor Anna Box, it was

**RESOLVED** that

Council notes:

1. The recent announcements by the Prime Minister, moving back the dates for the banning of sales of new petrol and diesel cars from 2030 to 2035, loosening the phase out of gas boilers and reducing the obligations on landlords to insulate their properties.
2. Delaying the ban on combustion engine car sales will mean that more petrol and diesel cars will be on our roads for longer, resulting in more harmful emissions for longer.

3. Cutting the budget for cycling and walking in England by more than 50% will mean that people will be relying on cars to get around, resulting in more harmful emissions for longer.
4. Loosening the phaseout of new gas boilers will mean that more gas boilers are in use for longer, resulting in more harmful emissions for longer.
5. Reducing the obligations on landlords to insulate their properties will also lead to higher emissions for longer and cost renters more in higher bills for longer.
6. Car and boiler manufacturers that have been working to the previous dates now have uncertainty over the investments there were making, creating doubt over their future strategy.
7. Even if the overall Net Zero target of 2050 is subsequently met, more greenhouse gases will have been emitted into our atmosphere, exacerbating the effects of Climate Change.

**Council therefore resolves that:**

1. The Leader of the Council should write to the PM expressing our concern at this change in policy, our frustration that it will increase the impact of Climate Change and our anger that it will undermine our country's climate change strategy, and to urge the government to reverse its announcement.
2. The Council should seek to join forces with other like-minded Councils to explore the best way to challenge the Government's change in policy, for example, via the LGA.

**65 MOTION FROM THE LABOUR GROUP - SAFE TRAVEL HOME FOR NIGHT ECONOMY WORKERS**

On a motion from Councillor Lesley Mansell, seconded by Councillor Robin Moss, it was unanimously

**RESOLVED** that

**Council notes:**

- the campaign initiated by Unite the Union called: 'Get me home safely' to ensure safe home transport is widely available for night time economy and shift workers who often struggle to find and pay for transport home after midnight.
- the campaign's call on employers to take all reasonable steps to ensure workers are able to get home safely from work at night
- that shift work is widespread in many industries, particularly hospitality, as well as health and care workers, retail, cleaning, security and porter staff, and can often entail late-night working;

- and that many workers, especially women, are increasingly worried about their safety when travelling to and from work at night;
- only 2% of victims report sexual harassment on public transport.
- the West of England Combined Authority (WECA) is the is the regional transport authority responsible for planning bus services, in cooperation with local bus operators.

**Council believes that:**

- while employers may feel their duty of care to staff ends when an employee finishes a shift, they should take into consideration journeys home, especially during unsocial hours;
- the weakness of enforcement of the law against sexual assault, including up-skirting, on public transport is appalling, and
- greater numbers of trained staff and stronger enforcement of the law against sexual assault and harassment on public transport are urgently needed;
- Such a move would significantly benefit the safety and wellbeing of hospitality workers, particularly women, who often cannot afford, or access, safe transport options late at night and will also benefit our community.

**Council therefore resolves to:**

1. work through business and partnership forums to highlight safe travel home concerns and to encourage sharing of best practice, and call on the Licensing Committee to review opportunities to use appropriate licensing processes to include additional criteria when considering late opening applications from licensed premises, such as encouraging venues to provide free transport home for night shift employees;
2. campaign for & encourage improvements to late night and off-peak transport service provision, as well the lowering of fares;
3. oppose any cuts to public transport funding and for our elected officials to use their powers and political platforms to achieve this;
4. reiterate its call for the WECA Mayor to develop a co-ordinated, long-term approach to public transport in our area, through bus franchising or equivalent, and to call on the Mayor to make better use of Bus Service Improvement Plan (BSIP) funding in order to secure lower prices and improve service provision, including safety provision, especially for rural, night-time and off-peak services;
5. call on our local MPs to make representation to the Government and other appropriate authorities at regional and local levels of governance to bring forward national minimum standards for taxis and private hire as per the

recommendations of the Department of Transport independent Taxi & Licencing group, Unite's Get Me Home Safely campaign, in support of this motion and its demands on behalf of our local community.

[Notes;

1. *The above successful resolution incorporates the underlined wording proposed by Councillor Manda Rigby and accepted into the substantive motion by the mover and seconder.]*

## **66 QUESTIONS, STATEMENTS AND PETITIONS FROM COUNCILLORS**

Councillor Eleanor Jackson made a statement about developments in the arrangements for future bus services in NE Somerset, a copy of which is attached to the online record and the Minute book.

Councillor Fiona Gourley made a statement about rural bus service provision discussions with WECA & recent developments with Westlink, a copy of which is attached to the online record and the Minute book. Councillor Sam Ross asked if local Councillors could be included in discussions.

Councillor Tim Warren made a short statement about the Charlton Park estate in Midsomer Norton and the lack of grass cutting which has continued since No Mow May. He acknowledged the ecological reasons for leaving meadows and patches of grassland uncut but explained that residents were upset about the state particularly of the entrance and exit and wondered why it was necessary to leave small areas such as this unmowed.

Councillor also noted the statements from the following Councillors which were circulated to Members;

Councillor Paul May - Care Leavers' protected status.

Councillor Shaun Stephenson-McGall – Pavement parking\*.

Councillor Sam Ross – Rural connectivity.

The Chair thanked the Councillors for their statements, before closing the meeting.

[\*As statements were not taken verbally at the meeting, a follow up question was subsequently submitted from Councillor Heijltjes to Councillor Stephenson-McGall (with the agreement of the Chair) asking whether there were any actions B&NES could take to stop pavement parking without a national ban in place? The response was;

*All Councils do have the power under the Road Traffic Regulations Act 1984 to make Traffic Regulation Orders, allowing for specific parking regulations to be implemented in specific areas, according to the demands of local circumstances. We could, for example, introduce a Traffic Regulation Order in a single road banning the parking of vehicles on any part of the pavement. However, the order would need to be signed appropriately and the restriction would apply to all vehicles.*

*It would not be possible to take this approach over a large area such as the whole of B&NES or indeed all of Bath as this would require thousands of signs and posts. Although a TRO could be applied to specific streets, this can cause confusion with motorists and it might be interpreted by some drivers that in the roads not covered or signed that parking on pavements is allowed.]*

The meeting ended at 9.25 pm

Chair .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**