

Thursday, 10th December, 2020

Present:

Councillor Dine Romero	Council Leader and Liberal Democrat Group Leader
Councillor Rob Appleyard	Cabinet Member for Adult Services
Councillor Tim Ball	Cabinet Member for Housing, Planning, and Economic Development
Councillor Neil Butters	Cabinet Member for Transport Services
Councillor Paul Crossley	Cabinet Member for Community Services
Councillor Kevin Guy	Cabinet Member for Children's Services
Councillor Richard Samuel	Deputy Council Leader and Cabinet Member for Resources
Councillor David Wood	Cabinet Member for Climate Emergency and Neighbourhood Services
Councillor Joanna Wright	Cabinet Member for Transport Services

68 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting by explaining that this meeting is being held under The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. The Council has agreed a protocol to cover virtual meetings and this meeting will operate in line with that protocol. The meeting has the same status and validity as a meeting held in the Guildhall.

The Chair invited everyone to remember with a minute's silence four workers killed at the Avonmouth Wessex water treatment plant last week.

69 APOLOGIES FOR ABSENCE

Councillor Sarah Warren had sent her apology for this meeting.

70 DECLARATIONS OF INTEREST

There were none.

71 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none.

72 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 20 questions from Councillors and 2 questions from members of the public.

[Copies of the questions and responses, including supplementary questions and responses if any, have been placed on the Minute book as Appendix 1 and are available on the Council's website.]

73 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

David Redgewell in a statement *[a copy of which is attached to the Minutes as Appendix 2 and on the Council's website]* addressed the issues around bus travel around West of England Combined Authority during COVID19 pandemic.

Councillor Manda Rigby in a statement *[a copy of which is attached to the Minutes as Appendix 3 and on the Council's website]* addressed the Cabinet by welcoming the report on Local Plan Partial Update: Options Consultation and that she was very pleased that our communities would have the opportunity through the consultation period to make their views known

Councillor Paul Myers addressed the Cabinet by expressing his concerns on the recommendations within the report on Future Destination Management Arrangements. Councillor Myers said that he was astounded that this administration is proposing to hand over such an important and vital function to a new, untried and untested body. Tourism was a vital sector to the Bath and North East Somerset economy, employing in the region of 9,000 people. Councillor Myers felt that, given the devastating impact of COVID-19 on the tourism industry, now is a critical time to secure those jobs. Councillor Myers concluded by saying that if this Cabinet approves the proposals before them today, then it would inflict negative impact on the city, and on the local economy.

74 MINUTES OF PREVIOUS CABINET MEETING

RESOLVED that the minutes of the meeting held on Thursday 5th November 2020 be confirmed as a correct record and signed by the Chair.

75 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

76 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

There were none.

77 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

The Cabinet agreed to note the report.

78 LIVEABLE NEIGHBOURHOODS

Councillor Shaun Stephenson-McGall read out a statement (*attached as Appendix 4 to these minutes*) where he welcomed the report which reflected the Council's climate emergency action plan, which was approved just over a year ago, which recommended a major shift to mass transport walking and cycling as ways to reduce our transport emissions.

Before reading out her statement in support of the report, Councillor Joanna Wright highlighted minor corrections to figures 6.1 and 9.2 of the report (*attached as Appendix 5*).

Councillor Joanna Wright read out the following statement:

'It is my great pleasure to propose to you tonight this paper on Liveable Neighbourhoods. This paper is without doubt one of the most radical changes to transport infrastructure and the reorganisation of road space ever presented to the Cabinet. Transport is one of the few sectors where our carbon emissions are still rising. This Council has declared a climate emergency, and it is necessary that we find innovative new ways of enabling residents in BANES Council to share road space. Liveable neighbourhoods will help to reframe how communities use the public highway, so that the greater emphasis is given to those using active travel. Liveable neighbourhoods will help to create pleasant, healthy and safe places for people to live, work, and be. There is no doubt that transport is one of the most difficult, and most contentious policy areas that we as Councillors have to consider. Behaviour change is one of the toughest nuts in politics to crack, asking all sections of the community to rethink their travel choices, is a demanding ask. Let us remember that 24% of households have no access to a car; that the youngest, the oldest and the poorest are unfairly affected by the dominance of vehicles, and rarely do we hear the concerns of those that are marginalised. But we do know is that the number of vehicles on our roads has increased significantly and is still rising. Whatever we do or do not do, congestion costs all of us in lost productivity and poor public health. Liveable neighbourhoods are a cost-effective way to reduce the dominance of vehicles in residential areas and helps to prioritise active travel. The overall aim of this policy is to reduce vehicle use rather than divert traffic elsewhere. Data shows that 42% of journeys made by private car for the trips that are less than three kilometres in March this year. Many of us can replace short car journeys, with an active travel choice. The positive impact that these changes to travel will be seen in a plethora of ways such as the environment, health, safety, and community. The liveable neighbourhoods' policy will enable a range of measures to be deployed, including modal filters, expansion of residence car parking, school streets, strategic corridor improvements to build capacity for active travel and investment in on-street electric vehicle charging. All these schemes will maintain vehicle access to homes and businesses and can be designed without disadvantaging disabled people, and other people with restricted mobility. Liveable neighbourhoods are not about stopping individuals using a vehicle. They are about encouraging unnecessary car use. The Council has taken this policy to the public and received 1,595 responses. And I am delighted to say significant support has been given to this new policy. Over three quarters of respondents agreed with the proposed approach to developing liveable neighbourhoods' themes. Many highlighted the need for improved walking and

cycling infrastructure, particularly to support children travelling to school. Residents emphasised the need for improved cycling from areas outside of Bath into the city. Many respondents flagged fairness and justice issues around a potential displacement of traffic onto main roads. Therefore, the Council will enhance capacity on the highway network for public transport, walking and cycling to mitigate potential displacement of traffic as part of the overall strategic delivery plan.

Over three quarters of respondents supported the Council's approach to reviewing and expanding residents parking zones. Residents have raised issues regarding the needs of disabled people, charges, enforcement, student parking and hotel permits. And, as asked by Councillor Stephenson-McGall on what are we doing to take this work forward. Work is already underway to expand residence parking zones in parts of Bath. Consultation on some of these things is expected to commence in early 2021, subject to the approval of this policy this evening. Over three quarters of respondents supported the proposals on street electric charging. One fifth of respondents were concerned about placing electric vehicle infrastructure in the carriageway to avoid obstructing the footway. Space for non-electric vehicles will need to be reduced consequently, but it is imperative that we shift vehicles from fossil fuels to new sustainable energy options.

For years, the Council has tinkered around the edges of community problems with ad hoc traffic calming schemes, the odd bollard and the strips of yellow paint. Liveable neighbourhoods' policy for the first time addresses the issues faced by communities in a holistic way.

Neil and I recognise that this is not going to be easy. And that many will only be convinced, when they see it in operation. This will require an ordinate level of political will and will take courage from the politicians, as well as the communities to take forward, these necessary changes. We are delighted to have the support of the Royal United Hospital to our proactive approach, and they are keen to work with the Council to actively engage with us, as this strategy develops. Can I assure you all both Neil, and myself will be monitoring the introduction of this policy closely. We want this to be a success. It is my contention that this new policy will deliver on the many promises made by this Liberal Democrat administration. The Council's aim is to create a connected city fit for the future, which will promote active travel. And in so doing, the Council will deliver on the climate emergency, it will deliver on public health, and it will deliver on social justice.

Before moving to recommendations. I would like to acknowledge the amazing work done by our Transport team, and the development of this policy, and the consultants and the consultation groups that they have been involved in through this process. Thank you.

I am very pleased to propose this paper, and that ask that you endorse the recommendations as printed.'

Councillor Joanna Wright moved the recommendations.

Councillor Neil Butters seconded the motion, and read the following statement: 'My pleasure in seconding this very significant motion. The Council's climate emergency plan approved in October 2019 recommends a major shift to walking, cycling and public transport to reduce transport emissions. The primary aim is to improve health and wellbeing, across the air in line with other forward-thinking authorities, and this would be by providing fair access for those travelling primarily on

foot and by bicycle, creating healthy outdoor spaces for everyone to enjoy. If we don't do this, then our children and grandchildren will be paying a heavy price action.

Liveable neighbourhoods are a cost-effective way of reducing the dominance of vehicles in less central areas and prioritising active travel. To get an idea of the scale of the task before us Emergency Planning indicated that in order to meet our net zero decarbonization target by 2030 we will need to reduce the number of vehicle miles per person by 25% and effective modal shift to sustainable modes of transport, the 7%.

Note that the aim is to reduce overall vehicle use rather than divert traffic elsewhere. There will be a lot more however who might well consider walking outside and instinctively getting their cars for short journey without getting the matters second thought. It is these people we hope can be persuaded, not to give up their cars, but to use them less frequently than before.

The more walking and cycling simply won't happen unless these notions become more obviously pleasant and safe. When streets are created primarily for people rather than benefits, they provide opportunities for better social connections. That means better mental health. They engender thriving local communities more sustainable living and encouraged more empowered communities, giving people are saying this design of their streets means much greater ownership in people's environments. Liveable neighbourhoods offer great benefits not only for children in itself, hugely important. But for the elderly and disabled. Jo and I need the ideas of members across the Council Chamber, which is not the preserve of one particular party. We would like all Councillors to give thought to what opportunities might present themselves in their Wards, and not just sitting back. What opportunities might that be in the towns in rural areas. We do recognise this is not just a city issue. This is a great opportunity to take a major leap forward. Let's seize the day *Carpe Diem*. Thank you.'

Councillor Richard Samuel also supported the motion by reading out the following statement:

'Today on the day that the Centre for cities, published information showing that nitrogen dioxide levels post lockdown had increased across most cities in Britain, we can see that action is still needed to tackle the problem of excessive air pollution. I strongly welcome these proposals because I think they seem to come on strong support within our communities. I have been campaigning to get these policy proposals in place for over three years in my Ward. And, as well as whilst I was chairman of Camden Residents Association, before being elected, but the association first produced ideas that we would now call liveable neighbourhoods aggressive driving, inconsiderate rattling, intolerance of buses, hostility to cyclists, pavement parking, and even driving on pavements are all things that I see certainly on a daily basis in my Ward. Residents who live in what should be traffic reduced areas will welcome these steps by the Council, and I thank Councillors Wright and Butters for bringing them to fruition.

I also want to comment on the need to expand residents parking zones and simplify the process. I have worked with several groups of residents in east of my ward, who wants to see residents parking zones extended.

I will recall a meeting with then Cabinet Member Councillor Shelford two years ago, when he told residents that the Council had lost the petitions they had presented, and that after seven years they would have to go back to the beginning of the RPZ process. That was no way to treat residents. It was appalling.

The problem we were trying to solve was that all day parking by commuters, parking for free and residential streets, to the detriment of residents who live in the city and contribute to its life and community.

These commuters always park just outside the current zones, which are zones 15 and 16, and cause daily problems of anti-social behaviour and nuisance for residents. In one street, cars are known to turn up at eight o'clock in the morning and actually hover in the street, waiting for residents to move out. And it's a real problem. So, I hope that long last night we will be able to consult residents on extensions to residents parking zones in east of my Ward.

I'd like to say that while I do recognise that there are particular problems in my Ward that need solving, I do understand that this is not possible for the Council to undertake these policies right across the whole area in the single go. Resources are too stretched and workloads are too high to do that. However, it must be recognised that I believe that the Northeast city has particular problems that need tackling as soon as possible.

Over the coming year, I believe we will see the beginning of a long, long needed transport changes, proper safe cycling routes will appear. CO2 charging in RPZ will discourage the use of larger polluting vehicles, the Clean Air Zone will improve air quality, further restrictions on vehicles entering the historic core of Bath, and the proposals in this report will create a paradigm shift in the way that our streets are used, away from the domination by fossil fuel powered vehicles to more sustainable modes of transport. All these actions form part of this administration's clear commitment to carbon reduction where transport and transport emissions form a third of UK carbon dioxide emissions. I would like to thank the Cabinet Members and officers who worked so hard to develop this challenging agenda from a standing start in 2019, after three wasted years under the previous administration. It's tough work, but it's going in the right direction. Well done.'

Councillor David Wood commented by congratulating the sensible approach in putting this together, particularly around considering access for emergency vehicles and recycling trucks within the liveable neighbourhoods' projects.

Also, low traffic, neighbourhoods and liveable neighbourhoods aren't just for our towns and cities. The traditional model does lend itself more to those urban areas, because often the modal filters just aren't suitable for the rural areas and villages. However, the spirit of liveable neighbourhoods can be applied to villages as in some of those villages people don't feel safe walking to the shop, to pub or school or to visit other people. Councillor Wood thanked the Cabinet Members and the officers for all the efforts they put into this so far.

Councillor Rob Appleyard also supported the motion and congratulated Councillors Wright and Butters and fantastic report. Councillor Appleyard stressed the significance of walking and cycling on the health and wellbeing of residents, including the substantial impact these have on mental health of the population.

Councillor Kevin Guy also supported the report by thanking Councillors Wright and Butters, and agreed with Councillors Wood and Appleyard that liveable neighbourhoods were not just created for the city, but also to rural areas of BANES, and its significance in encouraging residents to walk and cycle for the benefit of their health and wellbeing.

RESOLVED (unanimously) that the Cabinet agreed to:

- 1) Review the responses to the consultation on the proposed Liveable Neighbourhood strategies.
- 2) Delegate the decision to adopt the three Liveable Neighbourhood strategies (Low Traffic Neighbourhoods; Residents' Parking Schemes; and On-Street Electric Vehicle Charging Strategy) with minor amendments, updates and corrections, to the Director of Partnerships and Corporate Services, in consultation with the Joint Cabinet Members for Transport.
- 3) Support the need to allow all schemes once implemented to be in place for a minimum of 6 months to allow behaviour change to occur.

79 LOCAL PLAN PARTIAL UPDATE: OPTIONS CONSULTATION

Councillor Shaun Stephenson-McGall read out a statement (*attached as Appendix 6 to these minutes*) where he welcomed the report to consult on a range of various updates to the Local Plan.

Councillor Tim Ball introduced the report by thanking all officers in the planning policy department on the work they had put into place to produce the planning consultations in record time. The Local Plan needed to be partially updated to show that the policies help deliver the Council's current priorities. The Local Plan needs to take place along with WECA Spatial Development Strategy. These would include key policies to help address climate and ecological events such as renewable energy generation, sustainable construction, retrofitting buildings and biodiversity net gain. It would also update the parking standards, including HMO parking. The consultation with the residents would take place and the comments would be considered in the Plan which would be published in the spring of 2021.

Councillor Ball took the meeting through the rest of the report, as printed. Councillor Ball pointed out to the amendment on wording to pages 112 and 113 of the report - <https://democracy.bathnes.gov.uk/documents/s63846/E3239z%20Amendment%20to%20the%20wording%20on%20page%20112%20and%20113%20of%20Attachment%201%20for%20clarification.pdf>

Councillor Tim Ball again thanked the officers on the work and effort so far.

Councillor Tim Ball moved the recommendations.

Councillor Paul Crossley seconded the motion by saying that he welcomed the report. Councillor Crossley welcomed that the consultation would take place not just with residents but also with community groups and organisations such as universities, especially on issues of Houses of Multiple Occupancy (HMO). Councillor Crossley felt that Bath and North East Somerset would need to defend family homes by tightening HMO policies.

Councillor Richard Samuel welcomed the report. Councillor Samuel in particular welcomed the suite of measures proposed in relation to carbon reduction in construction, the complimentary policies on environmental conservation which were important given the pressure on natural habitats due to human activity and on the proposed changes to HMO policy which could limit the increase of HMO units.

RESOLVED (unanimously) that the Cabinet agreed with:

- 1) The policy options and proposals in Attachment 1 as the basis for public engagement,
- 2) The revised B&NES Local Development Scheme in Attachment 2, and
- 3) The approach to public engagement in Section 10 of this report, and
- 4) To delegate authority to the Director for Development and Public Protection, in consultation with the Cabinet Member for Planning and Housing, to finalise the Local Plan Partial Update Options consultation document and the Local Development Scheme.

80 PROPERTY SERVICES - SERVICE REVIEW

Councillor Richard Samuel introduced the report by saying that the Council's property holdings have produced income for many years, which was used for a wide range of services and on the improvements in the area. There were 1,200 properties with a value of around £1bn. Councillor Samuel stressed that this area of the Council was 'a jewel in the crown' that must be looked after and nurtured. However, the time has come to consider a change of direction especially in the recent months (since COVID19 pandemic). The budget 2021/2022 would consider how the decoupling of income from service provision could take place.

The elected Councillors were ultimately responsible for the performance of this portfolio, and it is for the Cabinet to uphold. However, a delicate balance was necessary between property portfolio decisions and the freedom for officers to manage the estate on a day to day basis without undue pressure from members. More rigorous governance was required drawing on national best practice in public and private sectors. Councillor Samuel said that he intended to bring these changes forward for agreement soon. The proposals would outline who would benefit from future arrangements and would emphasise the huge beneficial opportunity that exists with a fresh look at the service.

Councillor Samuel said that he would like to invite Mandy Bishop (Chief Operating Officer of the Council who had carried out quite a lot of work on this matter) to speak the recommendation as moved and seconded, to take the Cabinet through the details of the report.

Councillor Richard Samuel moved the recommendations.

Councillor Rob Appleyard seconded the motion by echoing comments made by Councillor Samuel in his introduction, in particular on the need to revisit the service provision through recent challenging times during the pandemic.

Mandy Bishop (Chief Operating Officer) took the Cabinet through the report.

The Bath and North East Somerset Council were fortunate to be the custodians of an extensive estate and land holdings. The Council commenced a review prior to the pandemic of its property arrangements. The report clearly indicated that the Council

had to accelerate this work as it was necessary and timely due to COVID and the impacts that has had not just on commercial estate but also on Council's operational estate.

There were four key strands that were looked at the newest estate strategy and it was really important to define at that strategic level what the objectives were for this study and look at those conflicting priorities. It was not just about Council's objectives; it was about being clear and transparent about governance arrangements and the decision making processes, and the general approach not just with the property but also with land holdings, including community asset transfers. There was a lot of interest in local communities, particularly around asset transfer which was really important point in terms of engagement with those communities in that process.

The developing strategy would align with the priorities contained in the Council's Corporate Plan for 2020-2024. The last time the Council had this extensive review of its estate strategy and asset management planning was back in 2012 so it was timely to bring that up to date.

This was also aligned with areas such as climate emergency and ecological emergency. The second area of focus was with the changes to Council's operational estate and like many other teams, they have had to work from home predominantly since the first lockdown, which was in accordance with National Public Health guidelines. Nevertheless, the Council has taken this as an opportunity to review future ways of working, and office requirements. Significant progress has been made on reducing overheads by reduction of some of leasehold costs, with the process of letting some of office accommodation in Bath to other public sector organisations. There is an intention to redesign Keynsham Civic Centre building, to maximise the efficiency and use of this award winning building, to become the primary office space for Council staff who will work in a more flexible way ensuring maximum use of digital facilities with investment in digital technology. It is the Council's intention for teams to work in a blended way with a mix of office use, home use and working from other localities. The Council is working closely with other local authorities and public sector organisations to look at the joint use of buildings for the staff.

One of the other strands was the commercial estate review. The sharp and potentially long-term shift in how commercial buildings were used meant that the Council had to move quickly and seek advice. The Council have engaged Montague Evans, one of the market leaders in this area of work ,to aid us in assessing Council's current strengths and weaknesses and also looking at our future strategic direction for both commercial estate focusing on commercial estate but also though some of the broader aspects that the Council may wish to consider. Sections 3.24 to 3.26 of the report provide further information on commercial estate review, which was due to report back in the first quarter of 2021. There has been lot of interest from Members on that document and how the Council might take the findings forward.

The fourth area of focus was the service review of Council's operational structures processes and procedures. The Council has already commenced work on that matter and a lot has been done in recent months, especially on supply chain arrangements and on repositioning some services so that the Council could be more

agile moving forward. That was the piece of work that the officers would be taking forward as a priority over the coming months.

Finally, the indicative timetable for the key activities that were highlighted in Section 3.5 and 3.8 at the end of the report. The Council would expect to have good Member engagement in this process with the Scrutiny Panels' engagement in the process. There has been a conversation with the Chair of the Resources PDS Panel who has welcomed this initiative.

The Leader thanked Mandy Bishop for taking the Cabinet through the report.

Councillor Paul Crossley welcomed the report and thanked officers for their work on this matter. Councillor Crossley agreed with the comments from Councillor Samuel on the need for a review, especially during the financial pressures throughout COVID19 pandemic. Councillor Crossley also thanked Mandy Bishop for detailed introduction of the report and for sound rationale around four key strands included in the report.

RESOLVED (unanimously) that the Cabinet agreed to:

- 1) Note the content of this report and endorse the focus for our proposed actions (2021):
 - A review of the council's Commercial Estate and note the principles for the review outlined in section 3.2.4
 - Endorse the principles of the 'Preparing for the Future Programme', to reconfigure our Operational (office) Estate (3.3.2)
 - The production of a new Corporate Estate Strategy and
 - A redesign of our estates, maintenance and construction etc functions to enable us to be in the best position to respond to our place shaping and renewal agenda, in support of our communities as we move into Covid recovery in 2021
- 2) Delegate decisions relating to the estate to the Cabinet Member for Resources, in consultation with the council's Chief Operating Officer, Section 151 Officer and Senior Officers in Estates; and
- 3) Engage the Corporate Policy Development and Scrutiny Panel in the emerging Corporate Estates Strategy.

81 FUTURE OF DESTINATION MANAGEMENT ARRANGEMENTS

Councillor Dine Romero introduced the report by saying that the Council would not lose their own unique brand of Visit Bath. The new destination management organisation would be more attractive to government, and so funding opportunities, which would open opportunities that have not been taken up by Visit Bath, and it would help build the offer for visitors to this region. Working with our neighbours means that some burdens would be shared, without losing the economic value that a vibrant local visitor economy brings.

Councillor Dine Romero moved the recommendations.

Councillor Richard Samuel seconded the motion by welcoming the points Councillor Romero has put forward as the rationale for this report. Councillor Samuel suggested an addition to recommendations which would read the following:

'9) Instruct the Chief Executive to urgently undertake a review of governance arrangements for arms-length service providers and larger contract holders and report the outcome of this review to the Cabinet as soon as practicable.

Councillor Dine Romero agreed with this addition to recommendations.

Councillor Paul Crossley welcomed the report and agreed with the additional recommendation proposed by Councillor Samuel and accepted by Councillor Romero. Councillor Crossley added that Visit Bath had been in sorry state for some time, and it was drifting into deficit since 2016. Councillor Crossley also said that he was happy with the partnership with three neighbouring authority areas and with expected cooperation between the private sector and the public sector.

RESOLVED (unanimously) that the Cabinet agreed to:

- 1) Authorise the Council to become a member of Visit West a company limited by Guarantee in accordance with the terms of the Membership Agreement.
- 2) Authorise the Council to enter into the Asset & Employee Transfer Agreement with Visit West as guarantor for Visit Bath and for the future delivery of the Council's destination management function through Visit West.
- 3) Authorise the Council to enter into the Asset & Employee Transfer Agreement with Bath Forum to provide an indemnity for staff transferring from Visit Bath to Bath Forum.
- 4) Authorise the Council to enter into the Asset & Employee Transfer Agreement with Visit Bath to provide for the transfer of Christmas Market staff to the Council and to address all residual matters.
- 5) Delegate to the Director of Economy & Growth in consultation with the Cabinet member for Resources the power to make any minor changes to the Transfer Agreements or the Membership Agreement.
- 6) Appoint the Director of Finance to the Board of Visit Bath to effect the voluntary strike-off of Visit Bath and to provide an indemnity to that officer to provide protection from personal liability pursuant to the Local Authorities (Indemnity to members and Officers) regulations 2004.
- 7) Approve the use of reserve funding to enable the Council to meet the outstanding company liabilities, with delegation given to the Director of Finance (S151 Officer) in consultation with the Chief Executive and Cabinet member for Resources to make final arrangements.
- 8) Authorise the Council to take leasehold assignments for Bath Street and Bridgewater House.
- 9) Instruct the Chief Executive to urgently undertake a review of governance arrangements for arms-length service providers and larger contract holders and report the outcome of this review to the Cabinet as soon as practicable.

The meeting ended at 8.30 pm

Chair

Date Confirmed and Signed _____

Prepared by Democratic Services