

BATH AND NORTH EAST SOMERSET COUNCIL

MINUTES OF COUNCIL MEETING

Thursday, 11th July, 2013

Present:- **Councillors** Simon Allen, Patrick Anketell-Jones, Sharon Ball, Tim Ball, Colin Barrett, Cherry Beath, David Bellotti, Sarah Bevan, Mathew Blankley, John Bull, Neil Butters, Bryan Chalker, Nicholas Coombes, Paul Crossley, Gerry Curran, Sally Davis, Douglas Deacon, David Dixon, Peter Edwards, Michael Evans, Paul Fox, Charles Gerrish, Ian Gilchrist, Francine Haerberling, Alan Hale, Katie Hall, Liz Hardman, Nathan Hartley, Steve Hedges, Eleanor Jackson, Les Kew, Dave Laming, Malcolm Lees, Barry Macrae, David Martin, Loraine Morgan-Brinkhurst MBE, Robin Moss, Paul Myers, Douglas Nicol, Bryan Organ, June Player, Vic Pritchard, Liz Richardson, Manda Rigby, Caroline Roberts, Nigel Roberts, Dine Romero, Brian Simmons, Kate Simmons, Jeremy Sparks, Ben Stevens, Roger Symonds, David Veale, Geoff Ward, Tim Warren, Chris Watt and Brian Webber

Apologies for absence: **Councillors** Rob Appleyard, Gabriel Batt, Lisa Brett, Anthony Clarke, Andrew Furse, Marie Longstaff, Will Sandry and Martin Veal

13 ELECTION OF VICE-CHAIR

The Council passed its best wishes to Councillor Martin Veal for a speedy recovery. On a motion from Councillor Paul Crossley, seconded by Councillor Les Kew, it was

RESOLVED that Councillor Peter Edwards, as the most recent former Chairman present, be appointed as Vice Chairman for this meeting only.

14 EMERGENCY EVACUATION PROCEDURE

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

15 DECLARATIONS OF INTEREST

There were no declarations of interest made.

16 MINUTES - 16TH MAY 2013

On a motion from Councillor Paul Crossley, seconded by Councillor Tim Warren, it was

RESOLVED that the minutes of the 16th May 2013 Council be confirmed as a correct record and signed by the Chairman.

17 ANNOUNCEMENTS FROM THE CHAIRMAN OF THE COUNCIL OR FROM THE CHIEF EXECUTIVE

The Chairman informed the Council of the recent death of former Wansdyke and B&NES Councillor Doug Miles and asked the Council to stand in silence as a mark of respect.

The Chairman made the customary announcements regarding mobile phones and a comfort break.

18 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There were no items of urgent business.

19 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM THE PUBLIC

Statements were made by the following people;

- Lyndon Hughes, Save our Larkhall toilets. Mr Hughes presented a petition which had been handed to him by Twerton Residents regarding the closure of their toilets. Speaking in support of the Larkhall toilets, Mr Hughes ran through the potential problems that could be caused by their closure including hygiene issues, social consequences, economic impact etc. In response to a question from Councillor Geoff Ward regarding cost savings, Mr Hughes responded that there was an anomaly as some paid rates, others didn't and closure could bring about its own costs from vandalism, cleaning up etc. In response to a question from Councillor Eleanor Jackson regarding recouping costs from business sponsorship or other community measures which had been raised at the Scrutiny Panel, Mr Hughes responded that he didn't have details of this but initial indications were that local businesses were not particularly interested. The statement was referred to the Cabinet Member for Neighbourhoods.
- David Redgewell, South West Transport Network. Mr Redgewell spoke about the Greater Bristol Metro and electrification issues and the crucial role of the City Deal in this. He stressed the need for the West of England Transport Board to push ahead with getting this into Phase one. He outlined a number of other issues which are contained within the statement attached to the Minute book. In response to a question from Councillor Eleanor Jackson regarding real time bus times, Mr Redgewell responded that there were teething problems across the whole of the Bristol/Bath region and the Partnership had been asked to sort these out. In response to a question from Councillor Dave Laming regarding Network Rail's view of a station adjacent to the A4 in Saltford, Mr Redgewell responded that he believed it was not considered realistic in Phase 5. In response to a further question from Councillor Laming regarding railway tunnels, Mr Redgewell replied that he was aware that all Brunel tunnels had been listed by English Heritage last July which did not prevent development but ensured they were protected into the future. The statement was referred to the Cabinet Member for Transport.

20 WEST OF ENGLAND CITY REGION DEAL GROWTH INCENTIVE PROPOSALS

The Council considered a report seeking approval to the formal adoption of the Growth Incentive proposals and the subsequent pooling of business rates across the West of England Enterprise Areas and Enterprise Zone.

On a motion from Councillor Paul Crossley, seconded by Councillor Patrick Anketell-Jones, it was

RESOLVED

1. To approve the pooling of business rates across the 4 West of England Authorities for the designated fiscal boundaries of the Enterprise Areas (together with the Enterprise Zone) for 25 years, as set out in the report on the basis of the Growth Incentive proposals;
2. To approve the operation of the business rates pool and funding arrangements on the basis of the Tier 1, 2 and 3 parameters as set out in the report;
3. To delegate to the Chief Executive, in consultation with the Group Leaders, authority to finalise the detail of the proposals, following central government due-diligence; and
4. To delegate to the Divisional Director of Finance (S151), in consultation with the Monitoring Officer and Resource lead Members, authority to finalise the detailed elements and operation of the pooling arrangements and associated elements of the Growth Incentive proposal including the necessary legal documentation.

[Note; The above resolution was carried with all Councillors voting in favour except for one abstention.]

21 YOUTH JUSTICE PLAN 2013-14

The Council considered a report introducing the Youth Justice Plan 2013-14 which the Local Authority has a statutory responsibility to produce annually. The Plan sets out work to be undertaken to prevent youth offending and re-offending across Bath & North East Somerset.

On a motion from Councillor Dine Romero, seconded by Councillor Michael Evans, it was

RESOLVED

1. To agree that the Youth Justice Plan can be accommodated within the Council budget approved in February 2013 and can be approved as part of the Council's Policy & Budget framework; and
2. To agree that the Youth Justice Plan can be approved as fulfilling the requirements of the Crime and Disorder Act 1998 and can be submitted to the Youth Justice Board.

22 ANNUAL REPORT OF THE AVON PENSION FUND

The Council considered the Avon Pension Fund annual report which describes the work the Committee has undertaken in the previous twelve months and makes reference to the future work programme.

On a motion from Councillor Paul Fox, seconded by Councillor Charles Gerrish, it was

RESOLVED to note the report.

23 TREASURY MANAGEMENT OUTTURN 2012-13

The Council considered a report giving details of performance against the Council's Treasury Management Strategy and Annual Investment Plan for 2012/13.

On a motion from Councillor David Bellotti, seconded by Councillor Paul Crossley, it was

RESOLVED

1. To note the 2012/13 Treasury Management Annual Report to 31st March 2013, prepared in accordance with the CIPFA Treasury Code of Practice;
2. To note the 2012/13 actual Treasury Management Indicators; and
3. To note the Debt rescheduling actions highlighted at paragraphs 5.13 – 5.15 of the report.

[Note: The above resolution was carried with all Councillors voting in favour except for one abstention.]

24 AGENDA MOTION FROM THE CONSERVATIVE GROUP - FRACKING

The Council considered an updated motion which had been circulated.

On a motion from Councillor Tim Warren, seconded by Councillor David Martin, it was

RESOLVED

1. To note the work already undertaken by the Council in relation to Fracking within Bath and North East Somerset and neighbouring areas, including the Council's response to Somerset's Minerals Preferred Planning Options, agreed by Cabinet in April 2013, and the Council commissioned report by the British Geological Survey;
2. That this Council understands that the use of shale gas and coal bed methane has the potential to make a significant contribution to the UK's energy needs in the coming decades during the period of transition from use of fossil fuels to

renewable energy sources, and could enable Britain to become more energy independent.

3. That this Council recognises the responsibility that the Council has to protect the unique hot springs and the World Heritage Site for future generations, as set out in the County of Avon Act 1982 and the Royal Charter of 1591;
4. That this Council welcomes the additional safeguards as set out by the Secretary of State in December 2012.
(Ref: <https://www.gov.uk/government/speeches/written-ministerial-statement-by-edward-davey-exploration-for-shale-gas>)
5. That this Council, therefore, has serious concerns about the potential impact of unconventional gas exploration and extraction, as well as geothermal exploitation, within Bath and North East Somerset, in particular relating to:
 - a. the vulnerability of the hot springs which supply Bath's spa water and the potential risk to the supply of hot spring water;
 - b. its potential impact in an area significantly covered by Green Belt, Areas of Outstanding Natural Beauty and a World Heritage Site;
 - c. the importance of protecting the reservoir water supply in the Chew Valley.
6. To note the dangers such as those outlined in the British Geological Survey report, including the serious risk that deep well Shale Gas exploration and inappropriate geothermal energy exploitation poses to the hot springs;
7. That this Council believes that it should seek to adopt whatever measures available to control, and if appropriate prevent, the use of potentially damaging unconventional gas exploration and extraction, as well as inappropriate geothermal energy exploitation, within Bath and North East Somerset.
8. To request that the Leader of Council and Chief Executive formally register the concerns of Council with the Department for Energy & Climate Change relating to unconventional gas exploration and extraction and geothermal exploitation within Bath and North East Somerset and neighbouring areas regarding their impacts on the Bath Hot Springs, the environment, the reservoirs of North East Somerset and other water supplies throughout the wider area;
9. To request that Cabinet ask Officers to continue to work on this issue within the Placemaking plan and to produce a report, in advance of the completion of the Placemaking plan, on the study/ies that informed the development of the planning policy framework for dealing with the potential impact of unconventional on the potential impact and risks of unconventional gas exploration and extraction, as well as geothermal exploitation within Bath and North East Somerset in the context of the National Planning Policy Framework, and report back to full Council. This will include a summary explanation of the potential impact and risks of unconventional gas exploitation and geothermal energy exploitation within Bath and North East

Somerset, taking account of the report produced for B&NES by the British Geological Survey in October 2012;

10. As part of the report referred to in (9), to request that Cabinet report back to Full Council on measures available to the Council to control, and if appropriate prevent, the use of unconventional gas exploration and extraction and geothermal exploitation within Bath and North East Somerset;
11. To continue to work with Somerset County Council and other neighbouring authorities, and national Government, to examine the technical and environmental issues involved in unconventional gas exploration and extraction and geothermal exploitation;
12. To continue to support the appropriate development of renewable energy systems and improved energy efficiency in Bath and North East Somerset as set out in the draft Core Strategy in order to help achieve the transition from fossil fuels to sustainable sources of energy; and
13. To request that the Members of Parliament for Bath and North East Somerset convey Council's concerns to the appropriate Government Ministers.

[Note; The above resolution was approved with all Councillors voting in support except for one abstention.]

25 QUESTIONS, STATEMENTS, PETITIONS AND DEPUTATIONS FROM COUNCILLORS

Councillor Paul Crossley made a statement updating the Council on a series of commitments and actions the Council is undertaking that demonstrate its commitment to sustainability. A copy of the full statement is available online and on the Council's Minute book.

In response to a question from Councillor Dave Laming about why the Council appeared to be against secondary double glazing, Councillor Crossley responded that he and Tim Ball had been working with English Heritage, Bath Preservation Trust and the Planning department to bring forward a policy for this that works with listed buildings. It has been done in Scotland and accepted by Scottish Heritage and they were working towards finding a solution that was acceptable to English Heritage.

The meeting ended at 8.15 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

Statement from South West Transport Network to

- The West of England Partnership Transport Board and Joint Committee meeting 14 June
- Bristol City Council Full Council meeting on 18 June
- Bristol Cabinet on 27 June
- Bristol Transport Scrutiny on 20 June
- next BANES full Council
- next BANES Transport Scrutiny Committee
- next South Gloucestershire full Council
- next North Somerset full Council

Getting the Greater Bristol Metro on track and into Network Rail's Infrastructure Plans to secure ORR's final approval

Greater Bristol and South West transport groups welcome Network Rail's proposals for four tracks between Lawrence Hill and Filton Abbey Wood which will double capacity on both the InterCity lines to the North and West of Bristol as well as the Greater Bristol Metro routes to Clifton Down, Avonmouth, Severn Beach, Henbury, Yate/Gloucester/Cheltenham, Newport/Cardiff, Weston/Taunton and Portishead and hopefully eventually to Thornbury. For future development, the Midland railway via Fishponds, Staple Hill, Mangotsfield and Bitton (with the branch to Yate), and the Bristol Harbour Railway from Wapping Wharf to Ashton Junction via Ashton Gate Swing Bridge need to be protected for tram-train routes – such routes are already being developed by the DfT in South Yorkshire jointly with the South Yorkshire ITA.

Whilst the Department for Transport is funding the InterCity Express Programme of high-speed electric trains between London, Swindon and South Wales via Bath and Temple Meads and Bristol Parkway, funding is not currently confirmed for the Greater Bristol regional services which are

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proposed as part of the Greater Bristol Metro. These local services include half-hourly services along the Severn Beach line with alternate services running through to Bath and Westbury. This, along with the reopening of passenger services on the Portishead line including a new spur to Portishead and new stations at Portishead and Pill constitutes Phase One of the Metro project. Phase Two (fundable between 2019 and 2023) includes a reopened passenger service from Bristol Temple Meads to Henbury and Avonmouth via Filton Abbey Wood, 30-minutely services between Weston-super-Mare and Yate/Gloucester/Cheltenham, and new stations at Ashley Hill/Horfield, Henbury, Filton North, Shirehampton Parkway, Saltford Parkway, Bathampton and Corsham.

Both of these phases are dependent on detailed business plans being submitted by the West of England Partnership Transport Board (with support from the train operator) to the Department for Transport, Network Rail and the Office of Rail Regulation as priced options.

At present the only submitted plans which feature in the Phase One of the Greater Bristol Metro (Control Period 2014-2019) are:

- Filton Bank (as part of the Inter City Electric Project which is itself a DfT/Welsh Government project to which the West of England Partnership are negotiating an add-on)
- The Bristol-Portishead railway line (with new stations at Pill and Portishead to be funded by North Somerset Council through the City Deal, whilst the Mayor has requested the inclusion of a station at Ashton Gate)
- Extra platform capacity and track at Temple Meads in the Brunel/Digby Wyatt Train Shed.

There may be a way of bringing forward work on the Henbury loop to allow it to take shape despite the privations of the current economic climate. This would involve diverting Severn Beach services to Henbury, Filton North and

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Filton Abbey Wood, then onwards (back) to Stapleton Road, Lawrence Hill and Temple Meads, forming a North-West Bristol Loop. Connecting services between Avonmouth, St Andrew's Road and Severn Beach would be provided by a Perry People Mover, similar to the scheme by Centro between Stourbridge Junction and Stourbridge Town. This proposal could also incorporate staffing at Clifton Down, Avonmouth and Henbury stations with M-Shop style operations combining ticket office with sales kiosk. This could be truly revenue neutral as it would bring significant improvements to revenue protection and collection.

Not included in the Phase One submissions are:

- Bristol Temple Meads to Parson Street four-tracking
- Worle Parkway to Weston-super-Mare double-tracking and re-opening the Weston bay platform for passenger use
- Electrification of the Bristol to Taunton via Weston route
- Electrification of the Severn Beach, Henbury, Portishead and Yate/Gloucester/Cheltenham lines as well as the Bathampton to Westbury and Newbury line

Not included in Phase Two as yet are schemes supported by the adjacent local authorities:

- New stations at Charfield (for Wotton-under-Edge), Stonehouse Bristol Road (both of these proposals are supported by Gloucestershire County Council, though Charfield would be a joint scheme with South Gloucestershire where the station is physically situated)
- New station at Royal Wootton Bassett (supported by Wiltshire County Council)

A Third Phase needs to be incorporated into the planning to include the following schemes which help to make the Metro system a viable network

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- Reopening to passenger services and reconfiguration of the line between Radstock, Frome and onwards to Bath
 - Bringing usable services and frequencies to the line between Trowbridge, Melksham and Swindon (or with the reinstatement of Bradford junction this line might operate as Swindon – Chippenham – Melksham – Bradford-on-Avon – Bath)
- Reopening the mothballed freight lines to Thornbury and Berkeley to passengers to serve the planned residential expansion of those towns
- Re-evaluation of station openings at Winterbourne and Hallam, both of which mark obvious gaps in the planned network

The Four-Tracking project is a vital element in facilitating a major Metro scheme for Greater Bristol as well as allowing significant service improvements to the regional rail network. It is essential to put pressure on the Office of Rail Regulation to ensure that funding for the project is approved with the Secretary of State for Transport (Patrick McLoughlin MP), but that funding should also be approved for necessary improvements to existing stations between Temple Meads and Pilning, as well as Oldfield Park and Keynsham.

At Temple Meads, additional bay platforms must be built in the renovated Brunel Train Shed and Midland Train Shed. At Lawrence Hill disabled access needs to be provided in place of the recently renewed steps from road bridge level to both platforms which will also help passengers with luggage and mothers with push-chairs.

At Stapleton Road the replacement footbridge has not been designed to accommodate the four-tracked layout which is proposed for the station, nor does it afford access to the two planned new platforms which will be required for the Bristol Metro and the InterCity Express programme. As it was in the

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past, Stapleton Road could again become a real transport interchange, providing a hub for local Metro trains and buses to East Bristol.

At both Lawrence Hill and Stapleton Road (along with other stations on the Bristol Metro) CCTV, passenger waiting facilities and better information screens will be needed. Patchway and Pilning will also require suitable facilities if they are to play their part in generating passengers for the Metro and wider network. Neither of these stations is wheelchair accessible. As the coalition government has ring-fenced money under the Access for All station improvement programme, it is imperative that the West of England Partnership should bid for money from this fund so that the upgrading of these stations dovetails with the Department for Transport's funding of the Filton Bank four-tracking. In the case of Keynsham station, BANES Council have dovetailed the DfT's Access for All programme with the InterCity electrification project.

We sincerely hope that newly elected councillors as well as existing representatives from the West of England Partnership authorities, the Mayor, MEPs, MPs and all others who speak for the Bristol and Bath City Region will put aside party politics to unite behind this once-in-a-lifetime opportunity to give Bristol the transport network it desperately needs. We encourage everyone to support The Bristol Post's Campaign to secure funding for this project which will bring real improvement to the quality of life throughout the city and region.

Whilst on the subject of funding we are aware of the Mayor's proposals to use part of the revenue from the Residential Parking Zones and Congestion Charging projects to help fund the Greater Bristol Metro. Whilst we are not in absolute principle hostile to either of these projects, we would urge caution and consideration in their implementation, particularly insofar as they

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impinge on the quality of life and ease of access for people in the areas affected.

- In particular we urge the Councils who intend to implement these schemes to ensure that adequate public transport options are available BEFORE the schemes are instigated (“front-loading”), and especially longer-distance commuter bus services must be improved. Two specific suggestions would be the Portway Park and Ride rail station and fifty new electric or hybrid buses for commuter services to be negotiated with the bus operators.
- There also needs to be some kind of flexible parking exemption available for local tradesmen who will need to carry out their business in various (and essentially unpredictable) areas of the city region. As things stand, such people will be seriously penalised by the RPZ.
- The cost to residents in inner city areas where there is already considerable social deprivation needs to be kept to a minimum, otherwise there is a danger that the scheme will simply add an unacceptable burden to the cost of living without providing significant benefits to residents
- If the RPZ scheme is really intended to reduce casual commuter parking, the scheme better needs to address areas where this is actually a problem (such as Clifton or Horfield) rather than areas like St Pauls or Old Market where there is very little evidence to suggest that there is any significant amount of commuter parking.
- There needs to be better provision for tourists (perhaps an attractively-priced tourist day bus pass with a sensible family option) and trippers/shoppers (park and ride facilities to cover access to the city from the North and East). If these are not considered, there is a real danger that Bristol's hard-won status as a tourist destination will suffer significant damage.
- Areas with high student populations have quite different parking patterns from “normal” residential areas, and here the pressure is on leisure parking (i.e. for parties etc which is evening and overnight use). This is not addressed by the current proposals.

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- The fifty free parking permits currently on offer to residents is woefully inadequate for many people. This needs to be closer to 150.
- When the new Southmead Hospital opens there will be considerable pressure on local parking. As services are moved from Bath and Weston as well as Frenchay, longer-distance public transport needs to be ramped up for Southmead. In the light of this an RPZ may be required in the Monks Park/Southmead area.
- There needs to be very close consultation with North Somerset and South Gloucestershire councils about parking overspill into Leigh Woods, Kingswood, Staple Hill.

As a footnote, we are very shocked to see that the ONLY infrastructure proposals by Network Rail for ANY development in the Greater Bristol Region other than the already agreed IEP project for four-tracking Filton Bank are the reopening of the Portishead route and the extra tracks at Temple Meads Station. This leaves the whole of the rest of the Metro project in serious jeopardy unless each part is submitted as a fully priced option to Network Rail, the Office of Rail Regulation and the DfT, and these bodies are persuaded to include provision for the Metro in infrastructure planning (as is the case with South Wales and most of the urban centres in the north of England).

Since last week, Phase One of the Greater Bristol Metro now appears to be featuring more fully in Network Rail plans, through the inclusion of City Deal and local authority funding. Other options for funding include Residents Parking Zones and Congestion Charging proposals across the whole of the Greater Bristol area.

Time to submit proposals for the 2014-2019 funding period is very limited and the West of England Partnership needs to act now because of the severe constraints on public money and cuts in the DfT budget (current and future).

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All interested parties need to make sure that fully costed business plans are prepared and submitted without delay.

However, with the Office of Rail Regulation having just published proposals for control period 2014-2019 with a £2bn reduction and twelve weeks' consultation, we need to be sure that the Metro Phase One, the Portishead line, and four-tracks from Parson Street right through to Filton will be included in the final plan in September 2013 with ORR and DfT approval.

We understand that Patrick McLoughlin and Simon Burns have given what appears to be conditional approval to most of GBM Phase One, though clearly this needs to be pushed forward for final approval in October following more detailed work from the West of England Partnership.

David Redgewell

South West Transport Network – Tel 07814 794953

Norman Brown

Save Our Trains – Tel 01935 479129

The Filton four-tracking campaign is supported by:

Friends of Bristol Suburban Railway

Greater Bristol Transport Alliance

Rail Futures (Severnside)

The Portishead Rail Group.

CLlr Crossley: Sustainability Speech for Council on the 11.7.13

Version 1: Full text

What we are doing

- We are committed to doing our part to tackle climate change. We are also committed to tackling fuel poverty and bringing green jobs to Bath and North East Somerset. We have many initiatives underway to achieve all three of these objectives.
- Our first priority is to help people cope with rising energy costs, by helping them to make their homes warmer and cheaper to heat. We are doing this through our new **Energy@Home** programme.
- The first stage of Energy@Home was the Bath Green Homes project, a two-month programme of events organised with the Bath Preservation Trust and Transition Bath. Bath Green Homes culminated in an open homes event with 900 visits to 19 green open homes. Visitors reported wanting to spend around 1.3 million pounds on renovation in the next 12 months.
- We want to make sure that our local businesses benefit from this demand for eco-renovation, which could rise to over 10 million pounds per year of new work. To ensure that local businesses have the right skills, we've helped set up the Green Skills Academy at the City of Bath and Norton Radstock Colleges which provides a range of sustainable construction courses.
- We are now planning the next stages of the Energy@Home programme, to make sure that the residents of Bath & North East Somerset get the full benefit of Government incentives for greening their homes. This is important, since around 17% of our residents are in fuel poverty, and cold homes are responsible for health problems which cause great suffering and cost our local NHS an estimated 3.8 million pounds a year to treat.
- Studies show that the most effective approach is to get whole communities involved in the drive for green homes. So the Energy@Home project aims to enable neighbours, local groups and trusted local businesses to become ambassadors for the scheme.
- We also want local businesses to generate clean, renewable energy and have helped to set up **Bath & West Community Energy**. This award-winning social enterprise is now hailed as a national exemplar and their schemes include hydro power on the River Avon and solar on our schools, and what's best is that they are investing a portion of their revenues into a community fund.

- In addition to helping our residents, businesses and communities, we need to cut the **Council's own carbon footprint** and have achieved national recognition for converting all our main roads to super-efficient LED streetlights, saving around £200,000 pounds and nearly 800 tonnes of carbon pollution a year.
- And our new Keynsham Town Hall demonstrates how to build green without breaking the bank. It will achieve the highest possible energy rating through clever design, insulation and solar panels, and makes a clear statement that Bath and North East Somerset Council is leading by example on sustainability issues.
- **[Depending on outcome of Fracking motion]** And whilst our country stands at an energy crossroads, here in Bath and North East Somerset we are saying No to fracking, which would threaten our hot springs and release more carbon pollution, and Yes to lower energy bills and clean energy.
- **End note:** As these projects demonstrate, the Council takes its responsibilities in combating climate change and promoting sustainability very seriously and we will continue to work actively in these topics.