

# Harden Village Council



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Meeting of Councillors to be held by video conference  
**Thursday 16<sup>th</sup> September, 2021** at 7.15pm.

Meeting access details

<https://us02web.zoom.us/j/88051199794?pwd=VE5sZTlnYjdoTi9MNDVMaURiS0wyUT09>

Meeting ID: 880 5119 9794. Passcode: 663991

## AGENDA

- 1. Apologies for Absence**
- 2. Outstanding Issues Report (see Appendix 1)**
- 3. Councillor Vacancies**  
To consider expressions of interest and the co-option of new Council Members.
- 4. Public Representation**  
Members of the public are invited to raise any matters of concern.
- 5. Bingley Rural Green Travel Project (see Appendix 2)**  
To receive an update on the Bingley Rural Green Travel Project.
- 6. Horticulture**  
To discuss arrangements for maintenance of flower beds and barrier baskets.
- 7. Exchange of Information**  
To consider any concerns which may have been passed to the Village Council by residents.
- 8. Correspondence (see Appendix 3)**  
To receive the following correspondence and to formulate a response, if appropriate: -
  - a) Emails re. Japanese Knotweed
  - b) Email from a resident re. street furniture
  - c) Emails from residents re. tree planting
  - d) Emails from residents re. speeding
  - e) Email from Bradford Council re. Speed Devices

## 9. Financial Matters

- a) To discuss current and future banking arrangements.
- b) To note completion of the 2020/21 external audit with no matters arising.
- c) The Clerk and two Councillors to process the following payments: -

<b>Payee</b>	<b>Amount</b>	<b>Description</b>
Ken Eastwood	£137.79	Expenses
Signs of the Times Ltd	£5,947.54	Boundary signage and fixings
E Petch Printers Ltd	£574.80	Printing
Vision ICT	£172.80	Hosted email accounts
Vision ICT	£108	.gov.uk domain renewal

- d) To note the balances and bank reconciliation reports in Appendix 4.

## 10. Minor Items and Items for Next Agenda

To note minor items and items for the next agenda.

## 11. Next Meeting

To confirm the date of the next meeting of Councillors as 14<sup>th</sup> October at 7.15pm.

### **THIS IS A MEETING HELD IN PUBLIC - ALL WELCOME**

(A full version of the agenda with appendices is available at <https://hardenvillagecouncil.gov.uk>)

## Appendix 1: Outstanding Issues

Subject	Issues	Responsibility	Date of last action	Notes
Allotments	Written representations received on the need for allotments.	Clerk & Members	November 2020	Preferred site not supported by Bradford MDC. Further contact being arranged with the Friends of St Ives to discuss community garden opportunities.
Neighbourhood Planning	Ongoing project.	Council, Clerk & Integreat Plus	April 2021	Regulation 14 consultation completed. Newsletters delivered. Q&A held. Awaiting feedback from Bradford Council.
Telephone Kiosk	Adoption from BT, renovation and usage.	Clerk	September 2021	Painting completed. The Clerk has purchased materials to fit out which will be installed shortly.
Benches	Replacement of village benches on rolling programme.	Clerk	September 2021	Two benches require concrete strip foundations (to be fitted weather permitting). Two further benches received. Quotation for installation being chased.
Traffic & Transport	Commission traffic survey(s) and expert recommendations.	Cllr Townsend & Clerk	June 2021	Awaiting further meeting with Bradford MDC following positive feedback.
Climate	Climate emergency actions and projects.	Cllr Townsend	September 2021	Agenda item.
Bingley St Ives	To consider registering the Estate, or parts thereof, as an Asset of Community Value.	Clerk & Chair	November 2020	Clerk preparing an application following advice provided by Bradford Council in October, 2020.

<b>Subject</b>	<b>Issues</b>	<b>Responsibility</b>	<b>Date of last action</b>	<b>Notes</b>
Emergency Plan	To develop an emergency plan for Harden.	Cllr Ahmed	May 2021	Cllr Ahmed refining draft. Resources and materials received from Bradford Council.
Signage & Wayfinding	Project to enhance boundary and village centre signage.	Clerk	September 2021	Signage ordered. Delivered 9 <sup>th</sup> September. Quotations for installation being chased.

## Appendix 2: Correspondence

### Emails re. Japanese Knotweed

**Date:** Sunday, 29 August 2021 at 17:51

**Subject:** JAPANESE KNOT WEED BESIDE PATH TO GOIT STOCK

Dear Sirs,

The photograph below is of a clump of Japanese Knot weed beside the path leading up to Goit Stock.

The plant is an environmental menace, for which there is guidance as below:

[Prevent Japanese knotweed from spreading - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

The clump is on the RHS a few hundred yards after leaving the caravan park. A specialist would easily spot it. BMDC will probably know whether or not to take action. I would have thought they should because if seeded in the wrong place it can be a hazard to buildings.

**From:** Danny Jackson

**Date:** Monday, 6 September 2021 at 11:30

**Subject:** RE: JAPANESE KNOT WEED BESIDE PATH TO GOIT STOCK

Hello

From the photos below, the knotweed doesn't appear to be affecting the public footpath. The land to the side is in private ownership. Responsibility is with the landowner – it's not an offence to have knotweed on your land but you mustn't allow it to spread to other properties.

Hope that helps

Regards

**Danny Jackson**

Countryside and Rights of Way Manager

### Email from a resident re. street furniture

**Date:** Thursday, 5 August 2021 at 17:14

**Subject:** Harden & Ryecroft

I was originally instrumental in persuading Bingley Council (and previously Baildon Council) to engage in a painting scheme that serves to enhance the visual aesthetics of the area.

Bingley has recently completed the scheme whereby all the street furniture, lamp posts, signage, railings etc have been painted in black with gold detailing. This has the visual effect of making these assets look like wrought iron, more in keeping with the conservation areas and the original historical 'look'. Other towns nearby like Gusieley, Ilkley and Saltaire have all adopted similar schemes and the effect is much improved, creating an overall smarter aesthetic.

I wondered if the scheme could be extended into Harden and Ryecroft helping the visual impact on the village especially with all the historical importance that surrounds us? I feel certain that Harden & Ryecroft would greatly benefit from this as has been proven in other areas.

Please would you take a moment to read the attached document which is what I originally prepared for Bingley Council, that they eventually acted upon.

I would be very grateful for a response and happy to meet up and/or take a wander around our village to look at what improvements could be made.

In the meantime, thank you for your time and attention.

Ryecroft resident and conservation enthusiast.

### **Emails from residents re. tree planting**

Dear Gerwyn, Kay and Ken

Thank you very much for the Harden Village Council Community Newsletter. I am writing in response to your editorial regarding planting trees and hedges in appropriate locations in Harden. I would like you to consider planting a mixed hedge along the top of the council owned grass bank in front of the Lane End Cottages, on Harden Road just below the mini roundabout.

At the top of the banking is parking for 4 cars, these are continually occupied throughout the day by people shopping at the Post Office and the Butchers, also by residents of the Lane Ends Cottages.

A hedge would help with several issues; it would reduce the pollution and engine noise from the cars using the parking spaces. It would also help screen the parked cars and passing traffic as well as the bus stop on the opposite side of the road, (where people stand and gaze into our homes).

Room could still be left to allow the Council to mow the slope, or I am happy to mow it.

It would also be lovely to plant some cherry trees on the slope.

Please let me know your thoughts and how I can help? I attach photos of the top of the bank. I live opposite the bus stop.

**Date:** Sunday, 25 July 2021 at 15:23  
**Subject:** Re: Forest of Bradford Request

Hi Ken,

We have an acre field and we're thinking that we could spare some space at the bottom for tree planting. You're welcome to pop in and see it, I'm not sure how many trees would go on. We're only in Ryecroft.

If it's ok, we'd probably say yes please to volunteers as we do have a lot on at the moment, obviously I'd help if I'm not at work!

We've got goats, too, so hopefully the saplings would be well protected from their eager mouths...

### **Emails from residents re. speeding**

**Sent:** 19 July 2021 13:13  
**Subject:** Speeding and traffic

Good afternoon,

Many thanks for the community newsletter, which is always of interest to me. I read with interest the section regarding speeding and traffic, and hopefully more traffic calming measures to come.

If I could just point out one section of road which may have gone under the radar, Harden Road, this would be from the paper shop at the mini roundabout, to at least the garden centre and beyond. Compared to the rest of Harden, Ferrands, Effingham etc. not many people by comparison live along this section. This stretch has always been fairly busy since we moved here in 2004, however, maybe in frustration after coming past the school and speed bumps etc. once certain vehicles get past the mini roundabout, and reach the wider road, it is used as a drag strip or racetrack. By the time some vehicles hit the dip before the cricket ground they are approaching very dangerous speeds, and in fact the same applies to the opposite way too. This goes on at all times of the night and early mornings. I am not sure what the answer is, cameras, gateways, speed bumps or whatever, however I would be pleased if you could give this stretch of road some consideration when you are discussing new measures.

**Date:** Sunday, 18 July 2021 at 19:55  
**Subject:** Harden Community Newsletter July 2021

Dear Mr Eastwood,

I am writing with reference to the article "Speeding and Traffic" in the Harden Community Newsletter 2021.

There is certainly something that needs to be done with regard to speeding, on the B6429 and Wilsden Road.

The introduction of 'speed bumps' and a 20mph restriction past the school has had some positive impact, however it has only served to create an issue further up the road. Motorists now rev hard leaving the 20 zone and hit high speeds from North Walk onwards - impacting us as residents at the top end of the village.

A solution is required but it's not the speed limit that is the problem, it's drivers sticking to the limit.

Gateways would only create more bottlenecks in the village and further impact parking.

Whatever the solution, it needs to take traffic out of the village at the right speed, not as it does currently, push the problem a little up the road.

The most obvious and least impactful solution would appear to be speed / average speed cameras. Perhaps this might be a consideration.

<https://mycouncil.surreycc.gov.uk/documents/s57793/Annex%20E%20-%20Charlton%20Village%20Average%20Speed%20Cameras.pdf>

I think a better solution is needed than simple gateways that will hinder residents of the village.

**Date:** Monday, 16 August 2021 at 11:47

**Subject:** HARDEN VILLAGE COUNCIL COMMUNITY NEWSLETTER JULY 2021

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## TRAFFIC CALMING MEASURES FOR HARDEN

### PROPOSAL FOR 20 MPH RESTRICTIONS

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My comments as a resident on Long Lane for 20 years and a former highway engineer are as follows:

- 1 That the Village Council is continuing to consider how best to deal with the problem is very welcome. However, trying yet another intervention to deal with it could well have unintended negative consequences.
- 2 Councillor Paul Sullivan had innovative ideas for dealing with congestion along the narrow stretch of Long Lane, but this would have been difficult to facilitate. Those living in the terrace houses on the thoroughfare enjoy the right to park on the highway, a right that is probably difficult to rescind without compensation. The conflict between the right to park on the highway and the right to traverse freely along it is one that would seem insoluble. The Chicane is a constant source of harm; however, it seems to be the elephant in the room. Implementing other restrictive measures on the less congested lengths of road in the village will not solve the main problem.
- 3 So-called "traffic calming" measures are the only solutions highway engineers can offer where providing an alternative route for through traffic is



unfeasible, but this does not mean they guarantee success. Slowing vehicles down does not reduce the number of cars on the road, it increases it because the number of vehicles making trips remains the same but take longer to make them, particularly when there are no alternative routes. The aim should be to allow traffic to pass through the village as quickly and as safely as possible.

4 Safety at a given moment is the responsibility of the individual driver: setting up distractions in the form of road humps and chicanes distracts from the all-important tasks of observing and concentrating on other vehicles and pedestrians. Roads are much safer when individuals are able to constantly exercise that responsibility. Signs are understood subliminally provided they are justified by the road conditions and do not cause annoyance. Where they are not justified by the conditions they become an irritation and a distraction. It is not speed that kills but inattentive driving brought on by either personal irresponsibility or distractions. The fastest roads are the motorways, which are by far the safest because distractions are minimised.

5 The lack of courtesy and care is a general problem in our fragmented society, which severely compromises some drivers from acting responsibly towards their fellow human beings. Those drivers are the ones most likely to cause accidents and a general nuisance. Unfortunately the police are able to book anyone breaking the rules of the road, irrespective of whether a particular transgression has consequences, but have no powers whatsoever to make people careful and considerate: the thing that really matters and really can save lives and make living so much more pleasant.

6 It is obvious to anyone that grid-lock causes most pollution and that smooth free flow in a high gear causes the least. Slowing vehicles down with restrictions and obstructions results in more problems for both public road users, local residents and the environment.

Impediments on the highway lead to :

- li] Higher fuel pollution levels due to more cars on the road at any one time.
- lii] Higher fuel pollution levels due to use of lower gears
- lv] Increased fuel consumption due to using lower gears
- v] Restrained drivers speeding up excessively after the obstruction causing pollution
- vi] More breaking and accelerating leading to higher fuel consumption
- vii] More breaking leading to pollution from brake linings and tyre friction
- viii] More noise nuisance due to denser traffic breaking and accelerating.

7 Highway engineers endeavour to reduce the number of vehicles on the road at any given time. This is done by enabling each journey to take a shorter time. Introducing speed limits does the opposite. Reducing the usable road width or introducing obstructions also increases the density of traffic and all the ills that are caused by it.

8 The problem for highway engineers, of which I was one in the 1970s is that better roads generate more traffic as advantage is taken of new possibilities.

9 Traffic volumes passing through Harden are determined by factors outside our control. The flow cannot be reduced by erecting barriers and other calming measures. Such measures cause congestion with all the ills that stem from it.

In Harden the B6429 is a through route from Bingley to Denholme linking the A650 trunk road with the A629. It carries a large proportion of through traffic, much of which is essential use. Free flow commensurate with the width of the carriageway is consistently achieved from Ireland Bridge to the junction with Wilsden Road with minimal conflict between drivers and local inhabitants. The southwestern wider stretch of Long Lane has traffic calming measures which could be considered as functioning satisfactorily. The narrow section of Long Lane, on which we live is constantly problematic for both drivers and villagers and has been for at least the last twenty years.

The measures at the pedestrian crossing are sensible and proportionate, despite vibrations cause in the adjacent dwellings. The other impediments in the carriageway further up the narrow section are an unnecessary obstruction and distraction, which would be better removed so drivers can concentrate on negotiating what is in effect a single track road with passing places.

People occupying the houses close to the road chose to live next to a thoroughfare, so would have expected some inconvenience and compromises, but having to endure the additional nuisance hour after hour of noise and vibration caused by speed bumps that have no positive value is a matter that can and should be remedied.

Speed bumps do little to deter hobby-speeders who relish them as a challenge. The continual roar of vehicles accelerating up the hill out of the narrow section demonstrates exactly what effect the calming measures have : yes, exactly the opposite!

Though probably an opportunity for predators, particularly those protected species with fine plumage, compensating house owners for loss of the parking right at point of sale could be considered. This would gradually free up more space for two-way flow at busy times eventually allowing free flow and clear undistracted sight of the pedestrian crossing. Conscientious drivers would still travel slowly leaving the hobby-speeders to the full force of the law and perhaps an innovative use of accelerometers to spoil the fun they enjoy at our expense. Fining at an exponentially increasing rate for each metre per second per second acceleration would be a worth-while use of technology. Perhaps even those slowing down might be able to receive a financial reward!

### **Email from Bradford Council re. Speed Indication Devices**

**Date:** Wednesday, 14 July 2021 at 14:29

**Subject:** Speed Indication Devices

Dear Sir/Madam,

You may already be aware that Bradford Council is proposing to offer Parish and Town Councils the opportunity to purchase (via the Highway Authority (HA)) one or more Speed Indication Devices (SIDs). The Parish/Town Councils will be able to undertake deployment of the SID(s) subject to meeting certain criteria regarding health and safety etc., or can enter into a contract with the HA whereby, for an annual fee, the HA will carry out SID deployment.

## **The Speed Indicator Device (SID)**

The Speed Indicator Device (SID) is one of a range of options which may be appropriate to use at specific locations to address concerns about vehicle speeds. They are temporary sign installations, particularly useful in tackling the casual speeder who may not have realised they are driving too fast, or breaking the speed limit. Also, slower speeds reduce the likelihood of collisions occurring and fear of collisions within communities.

SIDs can potentially be installed at locations agreed with Bradford Council; it being likely that SID sites will have one or more of the following factors:

- a history of Personal Injury Collisions at the site,
- a recorded speeding problem, and/or
- public concern over vehicle speeds.

SIDs cannot be used for enforcement purposes.

## **Supply of Equipment**

SID manufacturer Mallatite Ltd was successful following Bradford Council's SID tender process. The winning model of SID was the 'Mini' version, and the specification can be viewed at <https://www.mallatite.co.uk/traffic-products/speed-indicator-devices/>

This particular model is considered to be of relatively low cost, robust, and vandal resistant, and it gives a clear, easily understood message to drivers by displaying the speed the vehicle is travelling at, alternating with either a red frowning face or a green smiling face (dependent upon whether they are travelling above or below the given speed limit).

As part of its SIDs Service Level Agreement, Bradford Council is offering to procure on behalf of Parish/Town Councils, one or more SID units from Mallatite Ltd. Parish/Town Councils would need to make payment in full to Bradford Council for the SID(s) prior to their procurement.

The cost of each SID unit is currently £2115.86 (exclusive of VAT) and includes a rechargeable battery, battery charger and mounting bracket for erecting the SID onto a steel lighting column.

The SID units are battery powered; the battery potentially becoming fully discharged after approximately 2-4 weeks (depending on how often the SID is 'triggered'). Each SID will require a 'spare' battery in addition to the original (at a cost of approximately £120 (excluding VAT)). Two batteries per SID will allow one battery to power the SID whilst the other is being recharged.

## **SID Deployment By Bradford Council As Highway Authority**

Regarding the administration and deployment of SIDs, Parish/Town Councils are invited to enter into a Service Level Agreement (SLA) with Bradford Council, whereby, for an annual fee of £1200, Bradford Council Highway Authority staff will (for a twelve month period) undertake deployment of a single SID unit purchased by the Parish/Town Council

(where procurement of the SID was via the Highway Authority). The SLA would involve the Highway Authority:

- Determining (in agreement with the Parish/Town Council) suitable sites for the deployment of the Parish/Town Council's SID unit(s);
- Deploying (in terms of erecting onto suitable steel lighting columns previously agreed with the Parish/Town Council) those SIDs procured by the highway authority;
- Changing the SID battery approximately every 2-4 weeks with a fully charged replacement battery, and recharging the discharged battery (to be reused at the next SID battery change);
- Removing the SID unit from the steel lighting column at the appropriate time, and re-erecting it onto another suitable steel lighting column at an alternative site previously agreed with the Parish/Town Council;
- At the end of each SID deployment period at a particular site, downloading that data accrued by the SID;
- Analysing and interpreting the downloaded data, and producing an easily understood explanation of the findings of the data results;
- Relaying the data results to the Parish/Town Council.

The SLA would involve the Highway Authority undertaking up to twelve (12) visits per year to designated SID deployment sites within each Parish/Town Council signed up to the SLA. One of the allocated twelve visits will accrue each time a highways officer visits a SID deployment site to undertake one or more of the following:

- Erect a SID unit onto a steel lighting column;
- Replace a discharged SID battery with a newly charged battery;
- Downloading data on-site recorded by the SID unit;
- Remove a SID unit from a lighting column at one site, and re-erect it onto another lighting column at an alternative site (the downloading of recorded data also taking place on-site as part of this relocation process).

The draft SLA has set the cost of the twelve annual site visits at £1200 (inclusive of VAT), although this figure may potentially change as the SLA is further developed.

### **SID Deployment By The Parish/Town Council Itself - (For Which A SID Deployment Licence Would Be Required).**

Parish/Town Council's may wish to choose undertaking deployment of their SID units themselves. Provided the Parish/Town Council has employed the services of a competent person or contractor, the Parish/Town Council may manage the deployment itself, subject to signing a strict code of installation terms and conditions (effectively a formal agreement with Bradford Council in its role as the Highway Authority). This agreement effectively require the Parish/Town Council to become a contractor in terms of liability. The installation terms and conditions will include a requirement that the Parish Council has or will procure for its SID

operatives, the necessary training from an approved health and safety training provider, and the level of training provided is of a level acceptable to the Highway Authority (thereby ensuring the Parish/Town Council complies with the regulations for safe and competent working on the highway). The Parish/Town Council will also require third party (public liability) insurance.

Having decided where a Parish/Town Council wants its SID(s) to be located, the sites need to be checked and approved by the Highway Authority to make sure the proposed locations are suitable and safe.

If the sites are not approved, Bradford Council will work with the Parish/Town Council to seek an appropriate alternative location. However, the Highway Authority reserves the right not to approve any site that does not comply with those conditions outlined within the attached 'SID Agreement'

Please let me know your provisional thoughts as to whether your Parish/Town Council is interested in Bradford Council Highway Authority procuring one or more SIDs for you, and if so, whether deployment would be undertaken by Bradford Council Highway Authority or the Parish/Town Council.

Once I have an idea of the provisional numbers of SIDs likely to be required, and the preferred methods of deployment, I will contact you again with a view to making a formal offer of purchasing SIDs and signing up to the Service Level Agreement, or applying for a SID deployment license.

Yours faithfully

**Paul Ratcliffe**

Senior Traffic Officer

Traffic & Highways (North)

### **Email from a resident re. bee keeping**

**Sent:** 15 August 2021 16:56

**Subject:** Bee hives Harden

Good afternoon

Just going in from [another residents] email sent to you. I live on Long Lane Harden please see the photos of my cars washed only 2 days ago !! And my garden furniture everything is covered in bee poo it's ridiculous you can not hang washing out you now can not even sit outside in the sun as you get covered, this has got to stop I have lived here for 20 years with my family and nothing has happened like this till "about the bees" business opened this should not be allowed in a residential area, it affecting so my people. My wife works 70 hours a week in the Accident and Emergency Department at Bradford Hospital and obviously because of Covid has to wash her clothes as soon as she comes in the house every day so in the summer months it's easy to get things dry outside but this bee fouling has made that impossible so is affecting our lives in more way than one.

Please take this email as an official complaint against The company About The Bees and can you come back to me wether they need to have a licence to have a million bees in a residential area. Also do you have the email address for the pest control at Bradford council. I do hope you can help us in riding this dreadful situation.

Thank you for your time and look forward to hearing from you.

### Appendix 3: Bingley Rural Travel Project

£10,000 was awarded by the Shipley Area Committee following the Bingley Rural Local Councils grant application. Participating Councils agreed to make up the shortfall in funding (£891 per council).

Terms of reference have been agreed and several Steering Group meetings held. A series of roadshows are 'in delivery' :-

Friday 3 Sept 12-4pm, St Ives Estate (by the playground)  
Saturday 4 Sept, 2-4pm, Cullingworth Village Hall  
Monday 20 Sept, 12-4pm, Wilsden (outside the New Inn)  
Saturday 25 Sept, 12-4pm, St Ives Estate (by the playground)

The first of the roadshows went really well. Approximately 50 surveys were completed and useful and positive conversations held with people about what needs to change to encourage and enable more people to use public transport, walking and cycling.

The initial communications around the project seem to be working and we're getting responses to the online survey too – 34 responses as at 10<sup>th</sup> September.

The survey is here <https://hardenvillagecouncil.gov.uk/greentravel/>

All Councils have been asked to consider if there are any other ways they can promote the survey. Cllr Townsend did a positive interview on BCB which went out on 2<sup>nd</sup> September.

The next Steering Group meeting is 22<sup>nd</sup> September.



We're aiming to help more people get around Bingley Rural on foot or bike, by bus and rail, to cut traffic and pollution, and keep our area green and healthy.

[hardenvillagecouncil.gov.uk/greentravel](https://hardenvillagecouncil.gov.uk/greentravel)

## Appendix 4: Financial Reports

### Harden Village Council Summary of Receipts and Payments Summary - Cost Centres Only

Cost Centre	Receipts			Payments			Net Position
	Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
Administration				2,075.00	1,502.90	572	572
Assets & Projects				17,675.00	3,378.50	14,297	14,297
Audit & Accountancy				400.00	965.00	-565	-565
Donations				1,000.00		1,000	1,000
Events				200.00		200	200
ICT				1,475.00	786.00	689	689
Income	37,755.00	48,631.67	10,877				10,877
Insurance				500.00		500	500
Maintenance & Repairs				4,100.00	2,222.00	1,878	1,878
Neighbourhood Plan				1,000.00		1,000	1,000
Newsletter				750.00	255.00	495	495
Parish Plan				1,000.00		1,000	1,000
Staff Costs				14,000.00	10,249.33	3,751	3,751
Training				200.00	22.50	178	178
Travel				200.00	84.66	115	115
<b>NET TOTAL</b>	<b>37,755.00</b>	<b>48,631.67</b>	<b>10,877</b>	<b>44,575.00</b>	<b>19,465.89</b>	<b>25,109</b>	<b>35,986</b>
<b>Total for ALL Cost Centres</b>		<b>48,631.67</b>			<b>19,465.89</b>		
<b>V.A.T.</b>		<b>0.00</b>			<b>904.68</b>		
<b>GROSS TOTAL</b>		<b>48,631.67</b>			<b>20,370.57</b>		

<b>Bank Reconciliation at 10/09/2021</b>			
	Cash in Hand 01/04/2021		50,213.77
	<b>ADD</b> Receipts 01/04/2021 - 10/09/2021		48,631.67
			98,845.44
	<b>SUBTRACT</b> Payments 01/04/2021 - 10/09/2021		20,370.57
<b>A</b>	<b>Cash in Hand 10/09/2021</b> (per Cash Book)		<b>78,474.87</b>
	Cash in hand per Bank Statements		
	Petty Cash	10/09/2021	0.00
	Savings Account	10/09/2021	26,384.85
	Current Account	10/09/2021	52,090.02
			<b>78,474.87</b>
	Less unrepresented payments		0.00
			78,474.87
	Plus unrepresented receipts		0.00
<b>B</b>	<b>Adjusted Bank Balance</b>		<b>78,474.87</b>
<b>A = B Checks out OK</b>			

### Harden Village Council

#### BANK ACCOUNTS

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Current Account	£52,090.02
Savings Account	£26,384.85
<b>Total in Banks</b>	<b>78,474.87</b>
<b>Cash</b>	<b>0.00</b>
<b>GRAND TOTAL (Banks and Cash)</b>	<b>£78,474.87</b>