

Harden Village Council



Clerk: Ken Eastwood, Harden Village Council, PO Box 572, Keighley BD21 9FE
clerk@hardenvillagecouncil.gov.uk 07850 049 487

Dear Councillor,

You are summoned to attend the next meeting of Harden Village Council, to be held on **Thursday 13th October, 2022** at 7.15pm in Harden Memorial Hall.



Clerk to the Village Council

8th October, 2022

AGENDA

1. Apologies for Absence

To consider apologies offered.

2. Disclosure of Interest

To receive disclosure of personal and prejudicial interest from members on matters to be considered at the meeting.

- a) To receive declarations of interest from councillors on items on the agenda;
- b) To receive written requests for dispensations for disclosable pecuniary interest;
- c) To grant any requests for dispensation as appropriate.

3. Minutes of Meetings (previously circulated to Members)

- a) To approve minutes of the Village Council meeting held on 14th July, 2022.
- b) To ratify decisions taken by the Clerk under delegations during August and September.
- c) To note the Outstanding Issues Report (information only, see Appendix 1).

4. Public Representation

Members of the public are invited to raise any matters of concern for a maximum of 15 minutes.

5. Planning Matters

To formulate observations relating to the following application: -

- a) 22/03999/LBC - Replacement windows and doors at the Dene, Harden House, Wilsden Road, Harden.

(Planning applications can be viewed via Bradford Council's online system <https://planning.bradford.gov.uk/online-applications/>).

6. Green Travel Project (see Appendix 2)

To receive an update on the Bingley Rural Green Travel Project and to discuss progress with other transport and travel projects.

7. Harden Green Action Group (see Appendix 3)

To receive a progress update from Cllr Wood.

8. Exchange of Information

To consider any concerns which may have been passed to the Village Council by residents.

9. Civility and Respect (see Appendix 4)

To receive a report from the Clerk on the national Civility and Respect Project and to consider whether or not to sign the Civility and Respect Pledge, hosted on the National Association of Local Councils (NALC) website.

10. Christmas Lights

To discuss preparations for switching on the Christmas lights on 4th December. To authorise, or otherwise, related expenditure.

11. Limited Assurance Review

To note that PKF Littlejohn LLP have completed the review of the Annual Governance and Accountability Return (AGAR) for Harden Village Council for the year ended 31st March 2022.

The auditor has stated the AGAR was prepared in accordance with proper practices and no other matters have been drawn to the attention of this authority.

The external auditor report and certificate have been issued and published on the Village Council's website. A notice of conclusion of audit has been published and displayed publicly in line with statutory requirements.

12. Correspondence (see Appendix 5)

To receive the following correspondence and to formulate a response, if appropriate: -

- a) Email from West Yorkshire Police with regard to speeding on Wilsden Road.
- b) Email from a resident with regard to disposable BBQ's.
- c) Email from a resident re. Goit Stock.
- d) Email from Bradford MDC re. emergency planning.
- e) Email from Bradford MDC re. 'Play In Parks' programme.
- f) Email from Age UK re. Reconnecting Veterans Project.
- g) Email from Shipley Area Coordinator re. Joint Street Cleansing Worker - Cullingworth and Harden and weed killing.

h) Letter from Clarke Telecom re. proposed radio base station installation at Wilsden Road, Harden.

13. Financial Matters

a) To authorise the following payments: -

Payee	Amount	Description
Bradford Council	£2,094.58	Payroll
Bradford Council	£4,320	Summer play in the park
K M Eastwood	£4.50	Expenses
The National Allotment Society	£66	Annual subscription
Harden Congregational Church	£50	Room hire (September & October)

b) To note the balances and bank reconciliation reports in Appendix 6.

14. Minor Items and Items for Next Agenda

To note minor items and items for the next agenda.

15. Next Meeting

To confirm the date of the next Village Council meeting, as 10th November 2022, 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	July 2022	Bradford MDC confirmed they won't consider a request for land within the St Ives estate boundaries. Project Team meeting to be arranged.
Neighbourhood Planning	Ongoing project.	Council, Clerk & Integreat Plus	August 2022	Bradford MDC managing Regulation 16 consultation, which ran 20 June to 5pm on 15 August 2022.
Traffic & Transport	Commission traffic survey(s) and expert recommendations.	Cllr Townsend & Clerk	September 2022	Agenda item.
Climate	Climate emergency actions and projects.	Cllr Wood	June 2022	18 June - stall at the Childrens Gala - 'pledge tree' for people to make green pledges, and copies of the green travel map given out. Balsam bashing activity held on 25 June.
Emergency Plan	To develop an emergency plan for Harden.	Cllr Ahmed	June 2022	Former Cllr McShera was to meet with Bradford Emergency Planning Officer to review and complete.
Signage & Wayfinding	Project to enhance boundary and village centre signage.	Cllr Kirkham & Clerk	August 2022	Work commenced on listing items for the welcome sign (map). Quotations for graphic design received. Preferred designer requested to provide examples of previous work.
Road Closures	Research possibility of road closures during the Remembrance Sunday Service.	Cllr Kirkham and Bradford MDC	October 2022	Advice received from Bradford MDC.

Appendix 2: Bingley Rural Green Travel Project



Evaluation report for Shipley Area Committee – September 2022

This report was produced by Councillor Jools Townsend, Harden Village Council, with input from and on behalf of the project steering group: Cllr Addi Bostan, Cullingworth Village Council; Cllr Shaun Breeze, Denholme Town Council; Cllr Peter Allison, Wilsden Parish Council, plus our partners in the project at Sustrans and Mapping for Change. It is being submitted to our project funders, Shipley Area Committee, and made available to our four local councils, plus Bingley Town Council, City of Bradford Metropolitan District Council (CBMDC) and West Yorkshire Combined Authority (WYCA) for their ongoing use and reference. All queries on this report should be directed to clerk@hardenvillagecouncil.gov.uk.

Report summary

Our councils and the project steering group are very proud of what we've achieved through the Bingley Rural Green Travel Project. As well as reaching thousands of local people through good quality PR and communications, with well-crafted, positive and empowering messages, we achieved our goal of getting people talking and giving us their views. We were pleased with the level of responses to our surveys and the amount of qualitative commentary provided – and Sustrans' analysis report gives us an excellent overview of residents' and visitors views and perceptions of green travel and the opportunities for improvements. Our roadshows involved scores of positive conversations with engaged, interested people – both locals and visitors – and our online mapping workshops used an innovative approach to delve deeper into people's views and explore specific locations with green travel assets and problems. We were delighted with the quality of our green travel promotional map, and the reception and coverage it's received, already with 1,000s of copied distributed, and widespread coverage in local media, as well as through local councils' communication channels.

Although we have uncovered common worries about and barriers to green travel, we have also identified many opportunities to make the changes we need together. We are particularly delighted with the huge amount of enthusiasm for the project we have received from local people. When the project was showcased at Harden Children's Gala in June, multiple people approached the stand and said how pleased they were we were doing this and addressing such an important topic, and when asked to make pledges for the climate many opted for green travel related commitments, showing the interest and scope for making changes.

In addition, this project clearly lays some important foundations for local councils to continue working together and with wider partners (such as bus operators and of course CBMDC) towards the rapid decarbonisation we need, especially of transport, while also benefiting and empowering local communities.

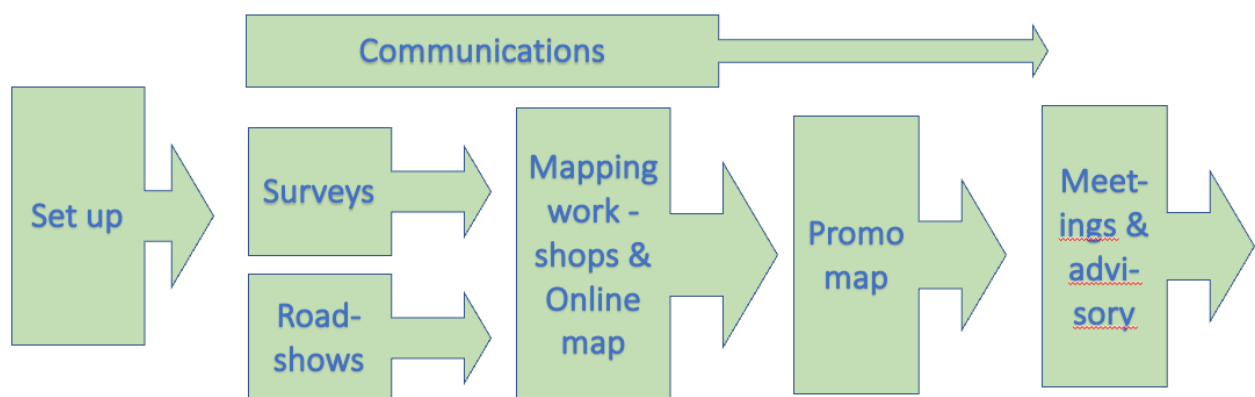
About the project, background and aims

Bingley Rural Green Travel Project brought together the four local councils covering the Bingley Rural ward (Cullingworth, Denholme, Harden and Wilsden) for the first time, to deliver a unique, collaborative engagement project taking action on the climate crisis. It recognised that transport has become the biggest source of carbon emissions, with emissions in this sector failing to fall to date, and action ramping up at national and regional level to decarbonise journeys, including by making public transport, walking and cycling the natural way to get around.

Our project also responded to local concerns within our councils and expressed by residents about the rising volume of traffic, and the growing road danger, pollution, noise and disturbance this wreaks on our communities, as well as the paucity and erosion of the alternatives to private car use. Our councils had started to discuss ways to work together to advance safe, healthy, inclusive and sustainable travel, and two of our councils had made climate emergency declarations. We were also conscious of the perceived difficulty of making progress in this regard in more rural communities like ours, and transport authorities often focusing efforts on urban centres. We wanted to show how areas like ours could make positive change on sustainable travel.

Our approach was based on evidence suggesting that locally-led change and citizen engagement and empowerment may hold the key for bringing about more sustainable lifestyles, including with transport and travel. Drawing on academic research as well as our local experiences and skills, we set out to engage people in a positive and interactive way, to get people talking, and hear people out, so we and transport authorities and operators could draw on and hopefully respond to their views and voices. We recognised that it's not so simple as persuading people to make different choices: to create modal shift we need to understand and break down perceived and practical barriers, and support people to make (initially small) changes that work for them. We also need to work with local identities and build a sense of ownership and pride in sustainable travel.

What we delivered



Setting up: Our first step was to pull together a steering group with a nominated representative from each council (members listed above). We drew up and agreed a simple terms of reference for the group to ensure we were clear about how we would work together. This in itself provides a template and precedent for collaborating on other projects or for one-off events/issues.

The steering group also agreed a forward plan for the project to be delivered over the coming year, including each council making an equal contribution to the budget shortfall (as our total exceeded the £10k provided by Shipley Area Committee). Drawing on Cllr Townsend's third sector links, the steering group also included and was supported through much of the project by active travel community engagement specialists from the charity Sustrans, and we were joined by participatory mapping experts from Mapping for Change at the relevant points.

“We were delighted to be a part of such an important and forward-thinking project, using our collaborative mapping expertise and digital Community Mapping platform to hone in on the areas of concern and opportunities for change. Centring discussions around a map can also help foster a more holistic or ecosystem approach by increasing understanding among participants around the issues and interrelationships of resources outside their immediate areas of concern.”
– **Hannah Stockwell, Mapping for Change**

“Sustrans was delighted to be involved in the Bingley Rural Green Travel Project. We used our community engagement expertise and research skills to run a series of roadshows and a survey. Responses clearly demonstrated that a suite of improvements need to be made to infrastructure and services to enable and encourage people to travel sustainably. We also support the councils' aims of lowering speed limits to 20mph to make active travel a safer option for everyone”

Designs and materials: Before delivery started in earnest we worked with a graphic design and printing company to draw up **project branding** and some **hard copy materials** (banners and postcards) to use at our in-person engagement events. Cllr Townsend produced **online and newsletter content** that could be used/adapted by all councils to promote the initiative. We also prepared and issued to a press release launching the project, coinciding with delivery starting, and did **an interview with BCB Radio**. Throughout the project we made use of this branding and materials, and created new promotional materials and articles at relevant points, to ensure the project was recognisable and to maximise wide involvement and awareness.

Roadshows: Our first wave of engagement comprised a series of four roadshows at different locations, to engage a mix of residents and visitors: two at St Ives (one during the summer holidays and one at a weekend), one in Wilsden village centre (coinciding with school finish time), and one in Cullingworth (at an existing community event). As the coordination of these was handled by Sustrans, we were able to draw on their practical experience on matters such as risk assessments and permissions, as well as their advice on ensuring the stands were suitably inviting and engaging. Each stand was staffed by a mix of Sustrans staff plus local councillors to bring our local knowledge. As well as handing out our postcards (which directed to online information) and Sustrans' walking and cycling freebies, we chatted to people about our project's aims and asked people to complete our survey gathering views and experiences of local green travel. We estimate that **we spoke to around 330 people at these events**, based on the number of survey responses (below) and most people being in groups or pairs with only one completing the survey usually.

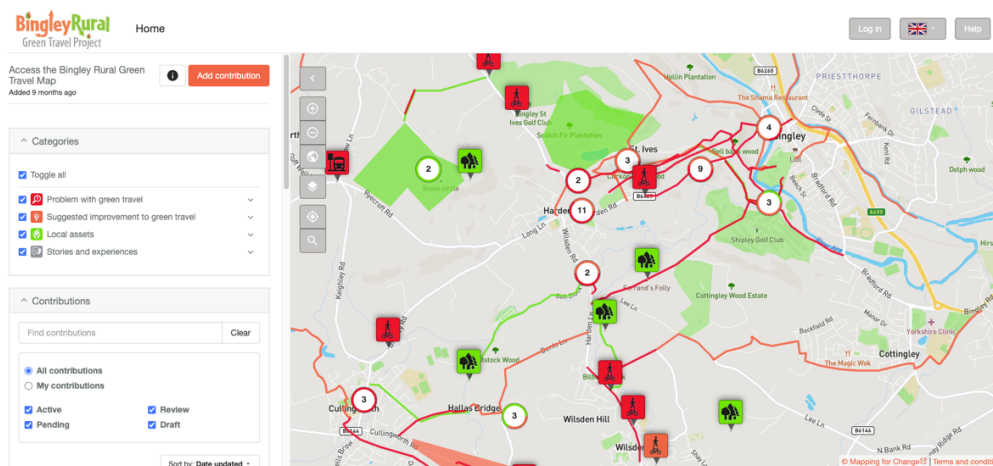


Surveys: Alongside the roadshows, our councils carried out a range of communications via our usual channels (our websites, local social media groups/accounts and our newsletters/bulletins) to promote an online version of the survey. Altogether **we received 249 responses**, 83 online and 166 at the roadshows, which were analysed by Sustrans. A full, detailed report with breakdowns across the different survey sites, is [available here](#) and further commentary is in the section below.

Mapping workshops: To follow up from the surveys, we worked with Mapping for Change to plan and organise online mapping workshops, to enable us to delve deeper into people's views and ideas, considering the specific locations where we had issues, concerns and opportunities, as well as our green travel assets and attractions. We ran three workshops: two repeated at alternative times to broaden involvement, and then a follow up for those who wanted to take forward the discussion.

The councils marketed attendance, to those who had signed up to get more info via our surveys, via direct emails to local community groups (several of which nominated representatives to join) and again using our usual communication channels. We were pleased to have **seven and 11 attendees on the initial workshops respectively, with a group of five on the follow-up**, enabling closer examination of the issues.

The workshops discussed survey results and made use of an [interactive online map](#), created by Mapping for Change under their licence, to ask people to contribute input and to spark discussion. We were very pleased with the level of discussion and range of contributions made verbally and using the online map inside and after the workshops. **97 contributions have been added**, plus six comments on others' contributions.



Interactive online map: Shortly after these workshops concluded, we made the [online map](#) publicly available, but with a simple log-in needed for people to contribute, and a process of vetting posts. Again, this was publicised via social media, bulletins and websites (see below sample posts). Although contributions are not spread evenly across the area, there is a good range of comments to work with, building a useful picture of people's views and concerns on different locations. The councils can make use of this tool on an ongoing basis to collect input on green travel, including focused on particular locations. The workshops also gave a chance for councillors on the steering group to hear directly from local residents on these issues and have a constructive discussion about what is needed.

Promotional map: The last stage of the project's engagement activity was to produce, publicise and distribute a promotional green travel map showing green travel routes and opportunities across the area. The steering group worked collaboratively to develop this with a graphic design agency, drawing on the input we received through the mapping workshops and online map.

[The map](#) was created to show all bus routes, connections to rail, and key walking and cycling routes, as well as 10 local attractions/beauty spots that are accessible via these green modes of travel. We also signposted helpful sources of info, and gave reasons to try greener journeys without the car, to inform and inspire.

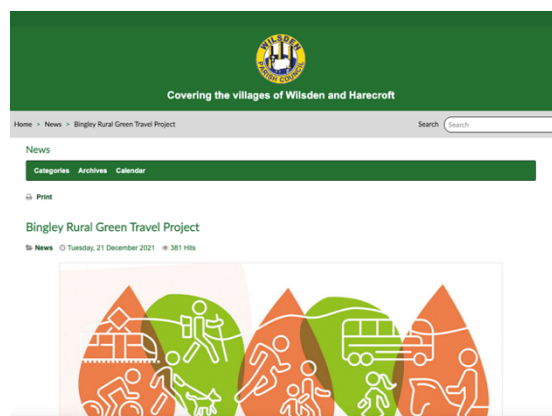
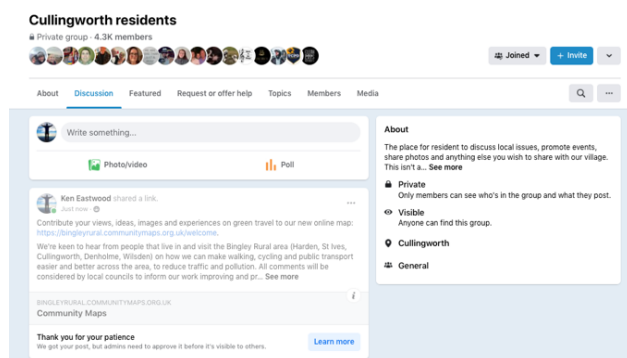
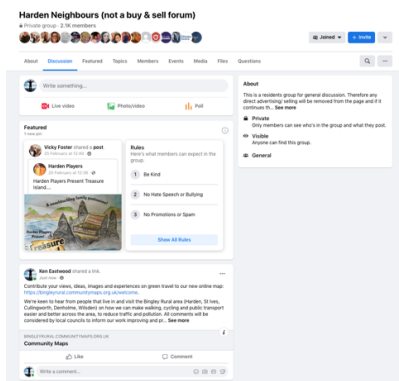
The map was launched through a successful PR campaign gaining coverage in local and national trade media outlets, with print coverage naming Shipley Area Committee ([BBC Radio Leeds](#), [Telegraph and Argus](#), [Keighley Gazette](#), [Highways News](#)), as well as the local councils' communication channels (for example, see [Denholme's website](#) and [Bingley Council's](#), both mentioning Shipley Area Committee), and it has been distributed through a wide range of local shops, cafes, community events and in some parts of the ward delivered through doors as an insert in council newsletters. It was also included on the Visit Bradford website and [Bingley Walkers are Welcome](#), and promoted via [CBMC's twitter feed](#). **6,700 copies were printed**, to maximise the councils' available distribution routes while not creating waste, with about half distributed so far, and plans for distributing the remainder in the coming months.

Across our engagement activities and promotion of the project, Shipley Area Committee's support was clearly credited whenever possible (excepting short social media posts, although these always linked to web pages where the Committee was referenced). This included:

- Logo on banners at the roadshows
- A clear 'funded by' credit in online information and articles – for example see <https://hardenvillagecouncil.gov.uk/greentravel/> / <https://www.wilsdenparishcouncil.gov.uk/news/bingley-rural-green-travel-project>
- Credit on the welcome page of the interactive online map – see <https://bingleyrural.communitymaps.org.uk/welcome>
- Logo on the illustrated promotional map and posters promoting it – see below
- Mention within the press releases issue to local media and news bulletin articles

Some example screenshots of online articles and social media posts:





Follow-up input and discussions: To follow up from the project’s community engagement and gathering of local input, the councils arranged a number of **discussions with Bradford Council, WYCA and bus operator representatives** to review our findings and explore what improvements could be made in response to people’s ideas and concerns. Meetings have taken place with active travel teams from CBMDC and WYCA, relaying the general concerns around road safety, and focused especially on improved active travel routes and connections around St Ives, and with First Bus and Keighley Bus Company senior representatives, feeding in a range of suggestions, including ways that buses can be better integrated across the area, and the need for ongoing dialogue between local councils and bus operators. These discussions were very positive, and in particular the councils are pleased to have lines of communication open with relevant people within the bus companies, and plan to continue using these to promote bus use and ensure services are developed in line with local needs. However, we have also had some frustrations with the follow-up from CBMDC (see section below on achievements, outcomes and disappointments).

What we found

As noted above, a detailed report analysing our surveys is available [here](#), and input collected through our interactive online map, including via our mapping workshops, can be found [here](#). Taken together, these sources shine a light on local views and opportunities to improve green travel to enable and encourage more people to reduce their car use and adopt more sustainable behaviours. In summary, and speaking broadly, our key findings were:

- **Positivity and openness towards green travel** – Just about everyone we spoke to was positive and interested in how we rise to the challenge of greener travel in our area. Not one person questioned our project, and a great many were very enthusiastic and complimentary, and generally people seemed to immediately get the point that reducing car use would be beneficial locally as well as contributing to climate action. This shows that even in our car dependent communities, the door is open (in terms of attitudes at least) for reducing private car use, coinciding with wider research suggesting that most people would *like* to drive less, and that people will respond positively if they are engaged in an empowering way that involves dialogue.
- **High levels of car dependency** – Our surveys underlined that most people in our ward use private cars most days, with only a small minority heavily using public transport, and almost all visitors to the area arriving by car. It is important to note, though, that results are likely to have been skewed to an extent by the effects of the pandemic, during which public transport use plummeted. We know there are significant minorities who are entirely dependent on public transport. Based on Census data over 10% of local households have no access to a car. For these people mobility was especially impeded by the pandemic, and they will stand to benefit from improving green travel. Nevertheless, our results, taken together with the positive response noted above, show the huge scope for most people in our ward to take at least small steps to avoid or shift car journeys.
- **Low awareness of public transport** – It was especially notable at our roadshows, particularly when talking to visitors to the area, that many people lacked awareness of public transport services and standards. Many people found it hard to answer the survey question asking their opinion on local public transport, either because they were a visitor and had not considered coming any way other than driving, or because they lived locally and rarely/never used public transport or had not done so for a long time. This suggests an opportunity to raise greater awareness of local services, including how they serve key destinations like St Ives, cheap ticket deals, and to increase the visibility of public transport generally among non/lapsed users living in the area and those visiting.
- **Road safety concerns inhibiting walking and cycling** – The issue that people seemed most passionately concerned about across our engagement activities was inadequate road safety making walking and cycling not only unappealing but simply unviable. Many people commented on specific routes and locations where they felt unsafe or too frightened to walk or cycle, such as the badly maintained and narrow pavement and fast traffic along the road between Harden and Bingley, and the non-existent pavement and fast traffic along a section of the road between Harden and Wilsden, affecting access to the railway as well as Bingley's shops, services and leisure opportunities. Many St Ives visitors, particularly families, said that they would not have felt able to walk or cycle there because of a lack of safe routes, and relayed how that generally impeded their ability to use active travel and get their children walking and cycling. Others commented that they would not consider cycling at all in the area due to fast traffic and a lack of safe routes. There was also concern

expressed by many at the roadshows and in online workshops that there were not enough safe spaces for younger children to build up cycling confidence.

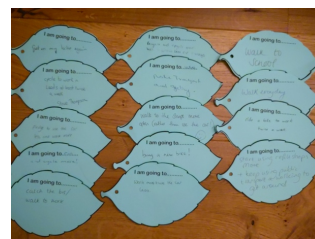
- **Poor integration of buses / buses and trains** – Many people we engaged talked generally about poor integration of transport modes and services, and gave specific examples of why this makes public transport use difficult or impossible in serving their needs, due to making journeys unreliable and/or lengthy. Interchange of bus services at Cullingworth as a key point for connectivity between bus services was highlighted, and many people also referenced the lack of integration of bus and train timetabling at Bingley. This affects access to crucial services, such as Wilsden Medical Practice, which covers all four villages (with surgeries in Wilsden and Cullingworth), yet is impractical for many to access, such as someone in Denholme coming to the Wilsden surgery by public transport.
- **Concerns about (depleting) public transport not meeting local needs** – The paucity or complete lack of evening bus services for some of our villages/towns was repeatedly mentioned, as was some services not starting early enough, and how this hampers use of public transport for both leisure and shift work, or even daytime work for those needing to go further afield using the railway. Many examples were given of the infrequency (and reducing frequency over time) of bus services, making them less and less viable for meeting people's needs.
- **St Ives Estate is a major car trip generator** – Almost all visitors to St Ives had arrived by car, and there was a lack of awareness about how the estate can be reached via bus from Bingley or the Bradford/Cullingworth direction. This has implications not only for sustainability but for ensuring inclusive, fair access to green spaces. Given that St Ives is visited mainly for walking and enjoying the outdoors, it was unsurprising that visitors expressed great interest in getting there using active travel, but there was widespread concern about the current opportunities for doing so safely. There appears to be a major opportunity to promote access to St Ives and Bingley Rural's other green spaces by bus, walking and cycling, ensuring there are suitable and safe services and routes to enable this, and over time discouraging car use.

Achievements, outcomes & disappointments

We aimed to work together to get local people thinking and talking about green travel, and to draw on people's views to explore how we could make walking, cycling and public transport better, more accessible and viable for more people. Broadly speaking, we feel pleased that we delivered on these aims, especially paving the way for ongoing collaboration on sustainable transport and related issues, although there is clearly much more to do to achieve the shifts we need to greener travel habits. We would describe the project's key positive outcomes as follows:

1. **Joined-up working between local councils** – The project saw our four local councils coming together to coordinate a joint project for the first time, creating a precedent and model for coordinating other projects, ongoing collaboration on transport, travel and sustainability issues specifically, and for responding to issues and crises.
2. **Heightened local awareness of green travel and its importance** – The combined reach of communications carried out across the area, distribution of thousands of maps, and hundreds directly engaged through our roadshows and surveys means we can feel confident that the project has put green travel in people's minds, increased awareness and information, and given people a chance to have their say. Anecdotal feedback from many residents at Harden's Children's Gala suggested widespread awareness of and positivity about the project.

3. **Confidence on green travel and evidenced appetite for change** – The project has given the local councils increased confidence (and connections) to continue pursuing improvements and change on green travel, including the assurance that local people are positive about and interested in this topic.
4. **Lines of communication opened with bus companies** – A major benefit coming out of the project is the four local councils now having clear contacts and developing relationships with our two bus companies, who have welcomed our ongoing input and collaboration. This has already delivered some benefit, with the project steering group being able to feed in advice to First Bus on small service adjustments that could make a big difference, and also when rumours were circulating that the 616/619 could be cut, we were able to get swift reassurance that this was not on the table, aiding local trust in the service.
5. **Mechanism established for ongoing input and consultation** – As well as having the ability to feed in on an ongoing basis to local bus companies, we now have an established mechanism for collecting input and ideas in the form of our interactive online map. This can be used continuously, and the local councils can deploy it as a means to seek input on any particular location or transport issue, relating to public transport and active travel and feed this through to partners/authorities, or deal with it as relevant.
6. **Promotional materials, messaging and imagery that can continue to be used** – While our year-long project as funded by Shipley Area Committee is now finished, the branding and materials are non-time-specific, and can be deployed on an ongoing basis, such as at community events, in newsletters and websites.
7. **A model other councils and communities can use to promote greener living** – We are proud of the uniqueness (we believe!) of this project and believe it shows how local councils can work together, raise awareness, and gather input on green travel: a topic often seen as difficult, especially in more car dependent rural communities. We are presenting on the project, our findings, and scope for replication, at the YLCA conference on 23 Sept. Our steering group's chair, Cllr Jools Townsend, is also through her professional work in sustainable travel in the third sector now starting to refer to the project: for example, she mentioned it in her joint event with sustainable transport NGOs at COP26, and giving evidence to a House of Lords Built Environment Committee inquiry on public transport. Both Mapping for Change and Sustrans have also expressed their ability to share learnings with their other projects working with communities nationally.
8. **New green action group** – While not solely down to this project, the increased confidence and momentum around climate action that this project created has undoubtedly contributed to councils working together. Wilsden Parish Council has joined Harden in declaring a Climate Emergency and both decided to participate in a joint Green Action Group. This brings together many concerned local residents, numerous community group representatives that fed into the Green Travel Project, and some councillors from other parts of the ward. The first three meetings have been very well attended, with a range of ideas discussed for longer term projects and some action days litter-picking and balsam-bashing. Cllr Townsend also gave a presentation on why community action on the climate emergency is so important, and lessons from this project the group could help take forward. The group also ran a stall at Harden Children's Gala in June, which provided information on the Green Travel Project and



asked people to make pledges– we were delighted so many of these were about green travel (see above right).

9. **Good practice sharing with other councils** – Cllr Townsend ran an well-received workshop at the Yorkshire Local Councils Associations' conference on 23 Sept, for an estimated 30 delegates from councils across Yorkshire. This outlined the rationale for the project, delivery techniques, and included discussion on how other councils might apply its principles and learnings in other areas, according to their local needs, and the presentation clearly credited Shipley Area Committee. Cllr Allison will also continue to share the project's lessons through his role with YLCA and NALC.

We have also experienced a few disappointments and difficulties, though, which are important for us to be honest about and learn from, particularly in feeding back to Shipley Area Committee:

- **Dedicated and proactive schools engagement was beyond the scope of the project** – When we started drawing up our funding proposal for this project, it initially included a school engagement element, but it became clear that this would exceed the amount of funding available, so it was removed. There have been some attempts by members of the steering group to engage local schools in the project and explore ideas for ongoing work to encourage green and healthy school journeys. However, it's clear that this is an involved piece of work with dedicated resourcing and expertise needed. Therefore, included in the recommendations below is a suggestion that the local councils look for further funding opportunities that might enable a dedicated project to be run working with local schools.
- **Initial difficulty securing permission to use of St Ives Estate** – While our roadshows were eventually delivered successfully with no problems or issues and lots of positive responses, getting permission to run the stands in St Ives was not plain sailing. We were surprised to not have the support and enthusiasm of CBMDC's Parks Department. There are clearly some great opportunities to not only improve sustainable and inclusive access to St Ives, but to use this special green space as a beacon for sustainability, connecting with nature and learning on how we can protect our climate. This is something Shipley Area Committee could champion, working with local councils, and engaging the Friends of St Ives to encourage them to engage positively and collaboratively.
- **Working with CBMDC Highways colleagues** – As noted above, we are working to feed in our learnings and insights from this project to CBMDC, WYCA and bus company colleagues, and explore how we can work more closely together on green travel. A discussion has yet to take place with the CBMDC Highways Team. Resource availability within this team clearly has implications on the ability to explore and implement important proposed improvements, including proposals long pre-dating this project, such as 20mph schemes for Harden and Cullingworth, which would make active travel safer and more appealing, helping to address many concerns voiced through this project. The Harecroft Speed Reduction project, jointly funded by the Road Safety Trust is nearing completion.

Ongoing legacy building & recommendations

This project was designed as an initial step towards greener mobility in Bingley Rural, and aimed to leave a strong foundation for local councils, working with Bradford Council, West Yorkshire Combined Authority and transport operators, to build on. It has created awareness, momentum and interest around green travel in the local area, and shown there to be openness and opportunities for continuing to engage local communities on behaviour change. It is therefore recommended that the councils continue to work together to seize on

these opportunities and push this issue forward, especially given the growing urgency around the climate emergency and transport decarbonisation.

Recommendations to Bradford Council:

- Maintain a regular programme of dialogue between CBMDC's Highways Team and local councils, most pressingly to ensure swift progress towards the 20mph limits proposed for Harden and Cullingworth, and responsiveness when new ideas, opportunities and concerns are put forward;
- CBMDC's Active Travel Team should respond to the specific proposals put forward for active travel connections into St Ives Estate, and outline how these proposals might be taken forward with local councils' support, as well as opportunities to continue to work together on wider infrastructure improvements and awareness raising campaigns/local engagement;
- CBMDC's Highways and Active Travel Teams should consider how the interactive online map can be used as a tool for consultation and input on transport and travel on an ongoing basis, embedding this within local engagement and planning processes;
- CBMDC might also consider how this project and its lessons can be replicated/used elsewhere across other parts of the Bradford district, especially more rural/urban fringes.

Recommendations to WYCA:

- Draw on this project as an example of how local councils can be engaged and empowered to support progress towards transport decarbonisation and inclusivity, and consider how this model could be utilised and embedded in WYCA work on this policy area;
- WYCA's active travel lead could helpfully follow up with CBMDC's Active Travel Team and the local councils that led this project to consider how WYCA can support active travel development proposals related to the St Ives Estate and other green spaces and more widely across the ward;
- WYCA's public transport team could helpfully respond to communications from the project steering group requesting a conversation about how local councils can feed in their local expertise, and views gathered through this project, into bus service reviews and improvements under the new BSIP.

Recommendations to the local councils involved:

- Continue to convene a joint working committee (suggested quarterly) with representatives from each of the four councils, and inviting Bingley Town Council to join too, to take forward issues on green travel and potentially related joint working opportunities to do with climate, sustainability and inclusion;
- Use this committee to ensure appropriate follow-up and ongoing dialogue with the bus companies and WYCA on the suggested improvements we have put forward (including through the implementation of West Yorkshire's Bus Service Improvement Plan) and to work together to promote public transport, including being alert to deals and promotions such as cheap evening tickets and the capped £2 fares coming in in Jan-Mar 2023;
- Use this committee to continually review complaints, issues, ideas and opportunities coming to councils across the ward related to green travel and ensure these are constructively fed through to CBMDC and/or other partners/authorities or dealt with directly as relevant; also ensure this committee is well-connected to strategic active travel route developments in the area, such as those led by Sustrans towards better connecting the Great Northern Railway Trail, supporting these and aiding integration;
- Develop and maintain feedback mechanisms to local communities (e.g. regular articles in bulletins, social media posts) so they feel valued, informed and part of the

journey/solution, knowing how their input is being used. Some ideas may take a lot of time to come to fruition or may not be viable but it is important to keep the momentum and trust going;

- Harden Village Council to follow up with BMDC's Active Travel Team and WYCA on the proposed improvements to active travel routes into St Ives, including connecting Harden via St Ives into Bingley;
- Harden Village Council and Cullingworth Village Council to continue to follow up (suggested jointly) with CBMDC's Highways Team on their 20mph proposals to take these forward more swiftly, including bringing in other councils as relevant on cross-boundary matters and encouraging consideration of slower speed limits on faster roads between the villages;
- Continue with the Volunteer Car Scheme covering the four villages, operated by Wilsden Parish Council, ensuring that residents who don't have access to a car can attend medical appointments where current public transport makes this unavailable;
- Seek funding for a follow-up joint initiative engaging all schools across the area (primary and secondary) on green and healthy travel and reducing car use on school journeys – a project that could be delivered by Sustrans potentially working with Mapping for Change.

All comments and queries on this report are welcomed, and should be directed to Ken Eastwood, Harden Village Council's Clerk, clerk@hardenvillagecouncil.gov.uk

Appendix 3: Harden Green Action Group

About the group

The group has met four times so far, with the first meeting being back on the 7th April. We were meeting roughly every 6 weeks until the summer, when we took a break, and are now meeting every month - on the second Wednesday, 7-8 pm at Harden Congregational Church.

We've had varying attendance of between 10 and 20 people, with a few 'core' members who have been to every meeting so far; our distribution list has 32 members, some of whom haven't been able to come to the meetings but are actively engaging in email discussions. Members come from across the village, some with links to other community groups (the church, WI, scouts) and with a variety of interests. One of the 'core' members is also a member of Wilsden Parish Council, and councillors from Wilsden and Cullingworth have previously attended and are on our distribution list.

We have a Facebook group and posted fairly regularly on the Harden Neighbours group page, but have been a bit quiet lately - I'm hoping to pick this up again. I have been sending notes from the meetings to members by using the BCC function - to keep people's details private and to allow them to easily 'opt out'. However, I have been worried that it stifles discussion in between the meetings, so have asked members if they are happy to share their email addresses and be part of a wider chain - all of the people present at September's meeting have agreed to this, as have some of those not present - so I'm hoping that this will have a positive effect on engagement.

What we've done so far

The group started with a litter picking session in early April, to gather interest in the group from the local community. We carried out sessions in the village centre and on Harden Moor, collecting quite a vast volume of litter.

[In the first meeting](#) we mainly talked about the group and shared ideas about what we might do, and arranged another litter picking session to coincide with Earth Day on the 22nd April at Harden Moor. With the help of Cllr Paul Sullivan, this resulted in new bins being located at two of the entrances to Harden Moor

In our [second meeting](#) in May, Cllr Jools Townsend gave a talk about the urgency of the need to take action on climate change, and the difference that groups like ours can make. We also discussed the other projects we'd like to work on, which prompted us to set up a Himalayan Balsam bashing session at Deep Cliff in June. It was hard work but felt productive – though was slightly disappointing when returning a couple of months later to see much of it had still grown. We're assured it's a long term project though – so it'll be a while–until we see long lasting results.

Two members also agreed to run a stall at Harden Childrens' Gala in June, which saw some great engagement with the community. We had a 'pledge tree' where people were invited to make environmental pledges and hang them onto a handy nearby branch. The main themes of these pledges were around reducing waste, making fewer car journeys and increasing biodiversity in the area.

Our [third meeting](#) took place in July and was meant to be attended by BMDC's recycling manager, Edith Grooby, but unfortunately she had to cancel at the last minute. Instead we used the session to do a bit of 'team building' – learning more about each other and our motivations for joining the group. We also talked about what we wanted to achieve in the short and long terms, and started to get an idea for how we might prioritise our work. The group agreed that it was important to keep doing 'short term' projects like litter picking and tree planting, whilst also having ambition to make more substantial improvements, such improving use of public transport and active travel, and potentially setting up a community energy project

After the summer break we had our [fourth meeting](#), which Edith Grooby was able to attend. It was a fascinating (!) session in which she talked to the group about recycling and waste management locally, and had some great anecdotes to share with the group. There was lots of discussion about recycling, reusing and reducing waste – and the group came away with lots of ideas:

- Do a bit of research and pull together a guide for the community about what can be recycled where
- Look into the logistics of setting up a Tetracycle point or similar in the village
- Take part in / run a campaign about reduce/reuse/recycle
- Look into what we can do about encouraging producers/supermarkets to deal with packaging waste

- Work towards becoming a plastic free community (we've already signed up to this but haven't yet started work)
- Arrange a visit to a recycling/waste facility
- Invite Edith back in a few months

We had a brief discussion afterwards about what else the group would like to do (including a prompt from me about setting up a community energy project) which I've detailed below.

What's next

- Organise more litter picking sessions
- Tree planting- we have access to funds and means, but nowhere to plant them – we need to star
- Start work on a community energy project. My thoughts are that this could have three main parts:
 - Short term:
 - Invite the 'green doctor' to run a session on reducing energy consumption and energy conservation in the home (I have contacted them but no reply as yet- will follow up if we're keen to do this)
 - Pull together a guide on reducing energy consumption (there may well already be something out there we can adopt/amend/promote)
 - Gather information about grants etc. available to homes and businesses to improve energy efficiency
 - Pull together info about support that people can access for help with energy costs
 - Medium term
 - Look into bulk purchase discounts for solar panels/insulation etc.
 - Long term
 - Produce our own energy for the village/s through renewable means e.g. a wind turbine. First steps for this I think are around speaking to other communities who have done this, and pulling together a small team of people to focus on it who can establish if it's an option for us, and then take on whatever work is needed to make it a reality

I'm hoping that as conversations develop, members will be happy to lead on different pieces of work, so that we can achieve more and progress isn't reliant on me. I'll also be doing more work to promote the group locally – which I think will happen as we get out doing more things (e.g. recycling / energy consumption guides) – but there's more to do around promoting it in the village. All ideas welcome!

The next meeting of the group is on Wednesday 12th October, 7-8pm at Harden Congs.

Costs

So far the only costs have been room hire, which was £20 per session for the first 3 meetings, rising to £25 per session from September 2022. As such the projected costs for room hire for 2022-23 are:

£20 x 3 = £60 (meetings pre- September 2022)

£25 x 7 = £175 (meetings September 2022 - March 2023)

Total: £235

Depending on the speed of work that takes place around creating the recycling and energy consumption guides, there may be associated costs in year. I'll bring these to the council as I know more. In addition, there may be a charge for a visit from the 'Green Doctor' - though as yet I still haven't heard from them. This is provided by Groundworks and Bingley Town Council ran a session with them earlier this year, so I will find out more from them about how this worked. I don't expect there to be any further costs but will begin to pull together a proposed budget for 2023-24 to include the activities we hope to deliver - whilst making sure we take advantage of any other sources of funding (e.g. grants).

Appendix 4: Civility & Respect

Report by the Clerk to the Council

Background

In recent years there have been growing concerns about the impact bullying, harassment, and intimidation are having on local (parish, town and village) councils, councillors, clerks and council staff and the resulting effectiveness of local councils.

Since the abolition of the Standards Board regime in 2010, which consisted of a centrally prescribed model code of conduct and standards committees with the power to suspend a local authority member, there have been concerns about the lack of sanctions to address inappropriate behaviours.

The National Association of Local Councils (NALC), One Voice Wales, the Society of Local Council Clerks (SLCC) and county associations have responded to this by setting up a Civility and Respect Project.

Civility and Respect Pledge

NALC, SLCC, and OVW believe now is the time to put civility and respect at the top of the agenda and start a culture change for the local council sector.

The Civility and Respect Pledge is being introduced because there is no place for bullying, harassment and intimidation within our sector.

The pledge is easy for councils to sign up for and it will enable councils to demonstrate that they are committed to standing up to poor behaviour across our sector and to driving through positive changes which support civil and respectful conduct.

All local councils are being asked to take the Civility and Respect Pledge.

The Pledge

By signing the Pledge, the council would be agreeing to treat councillors, clerks, employees, members of the public and representatives of partner organisations and volunteers with civility and respect in their roles and that it: -

- Has put in place a training programme for councillors and staff.
- Has signed up to the Local Government Code of Conduct for councillors (note Harden Village Council has this in place).
- Has good governance arrangements in place including staff contracts and a dignity at work policy (Harden Village Council does not currently have a dignity at work policy).
- Will seek professional help at the early stages should civility and respect issues arise.
- Will commit to calling out bullying and harassment if and when it happens.
- Will continue to strive for good governance, learn from best practices in the sector and to seek advice.
- To undertake the Foundation Level of the Local Council Award Scheme (note Harden Village Council has achieved this).
- Support continued lobbying for change in legislation to support the Civility and Respect Pledge, including sanctions for elected members where appropriate.

Appendix 5: Correspondence

Email From: West Yorkshire Police

Date: 23 June 2022

Subject: Speeding - Wilsden Road

Ken

Apologies. We've had ridiculous demand and as such are having to be brutal with prioritising.

We did a couple of speed watches with the pro laser gun where the highest speed was 31mph. There were very few speeders and we did morning and late evening (when were told its the worst).

Looking at the data I think it's very unlikely the Highways department will look at anything further. Its already a 20mph zone. Competing demand for other roads are fiercely competitive and there is limited funding.

Speeding continues to be a priority in Bingley rural as we know how passionate the residents are about this matter. As such we will continue to educate and enforce when demand allows. There are

other roads where we do find high levels of speeding when we enforce that we will prioritise, but we will bare in mind this location is important to residents.

Kind Regards

Terri
Sgt Green
Baildon, Bingley and Bingley Rural Neighbourhood Sergeant

Email From: A resident
Date: 7 August 2022
Subject: Disposable BBQs

Dear sir

Due to the danger of starting fires I urge the village council to ban the use of disposable BBQs within the village boundaries other than residents within there property.

The country land and management association is lobbying to prevent them being sold nationally.

Email From: A resident
Date: 25 August 2022
Subject: Litter

Hello

It saddens me to send this email and I don't think it will be the first you have received.

A few days ago I walked in Goit Stock wood along the river and waterfalls. I was appalled to see two large piles of rubbish!! There were other pieces of litter along the path which appears to be the normal these days although this foot path is usually OK.

Any litter is not acceptable but seeing this amount made me so angry.

I hope you as a council can address this problem or arrange for it to be cleared up by another organisation.

I look forward to hearing from you.

From: Mick Birro
Date: 2 September 2022
Subject: Community Emergency Response Plans

Good afternoon Emergency Response Group co-coordinator,

The Emergency Management Team have undergone a few changes recently with our manager Frances Towers, Gina Glot and Chris Slaven all choosing retirement. We have a new Manager in Michelle Shepherd that joins us from the Emergency Planning Team of Yorkshire Water and brings a wealth of experience to the team, I have also re-joined the department after a spell south of the border with Barnsley MBC.

As summer slips away we would like to re-engage with local community groups and assist with the updating and developing of your emergency response plans, build community resilience, communication channels and where possible strengthen communities for daily as well as disruptive challenges in your areas.

Please feel free to get in touch with me as a single point of contact for the team and we'll be happy to arrange to meet with yourselves and discuss individual needs.

I have also attached the latest Community Plan template if required.

Kind regards

Mick Birro

Emergency Planning Officer

From: Lee Clapham

Date: Thursday, 22 September 2022

Subject: Summer 2023

Following our successful summer of 2022 'Play In Parks' programmes across the District and due to the inevitable, expected increase in various costs absorbed by our Service, we have found it - albeit reluctantly - necessary to increase our costs to you for our offer for the Summer of 2023. I have outlined below various elements of where our increase in costs will be absorbed, to enlighten you and your colleagues into the situation that we find ourselves in :

vehicle hire
fuel
staff
stock replenishment
insurance
general servicing / safety testing

With this in mind, there will need to be an increase of £100 per event, taking the total cost for a 'Play In Park' event for next Summer 2023 to £700 per event (2022 was £600 per event)

Apologies for any inconvenience that this increase in costs may cause but we do hope that you understand our predicament and that we can of course be of Service to your organisation once again next summer. Please can you let me know asap if you would like to replicate your dates for next year or advise me of any changes to the programme that may need to be made.

I look forward to hearing from you in due course.

Kind Regards

Lee Clapham
Commercial Play Services Officer

City Of Bradford Metropolitan District Council

From: joanne.dodds@ageukbd.org.uk
Date: 23 September 2022
Subject: Reconnecting Veterans Project

Good afternoon

I am emailing all the Clerks as a way of an introduction. I am going to be attending the CBMDC & Local Council Liaison meeting on Wednesday and thought it would be useful to introduce myself prior to the meeting.

I am the Bradford District Armed Forces Champion and also I am currently working for Age UK on a project called Reconnecting Veterans. I have attached one of my flyers for information. My role is to engage with those that have served in the forces and to find out what would improve their lives. Also, to hear of any concerns, issues they might have.

My hope is to raise awareness of the project and ask that if you know of anyone who has served that may benefit from talking to me then please do either pass on my details or if they have given permission let me have theirs.

I am working with groups such as the official breakfast clubs in Keighley and Shipley, Bradford Bulls and Bradford College who are all supporting veterans. What I am finding is that those that have served do like to get together with others that have served. There does not seem to be any other groups and clubs that are just specifically for veterans and so if you do know of any more in your areas, please do let me know.

I have set up a drop in, coffee morning at the Alhambra once a month, the second Tuesday at 10.30 which is growing steadily and then at Weatherspoons in Bradford the last Thursday in the month. There are areas across the district which I believe would benefit from something similar, and I would like to work with the local communities to get things going. If you think this is something that would be beneficial, please do let me know.

I am more than happy to come and meet with you and discuss in more details my work to support those that have served in the Armed Forces.

Best wishes

Joanne Dodds
Community Assistant /Veterans
Age UK Bradford District

P: [01274 391 190](tel:01274391190) M: 07341 737171

From: damian.fisher@bradford.gov.uk

Date: 28 September 2022

Subject: Joint Street Cleansing Worker - Cullingworth and Harden

Hi Ken

Sorry for the delay we are currently still seeking approval for these posts. Looks like money is getting tight again, as we have to submit business cases to the Director for all posts. Will come back to you with timescales on this as soon as I know.

I have also asked Brian to sort the weedspray and cutting back issues. These will either be done this week or next.

Thanks a lot.

Damian Fisher
ShIPLEY Area Coordinator



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Our ref: BRD25246

Parish Clerk Ken Eastwood
C/O City Hall
Bradford
BD1 1HY

Email: clerk@hardenvillagecouncil.gov.uk

13th September 2022

Dear Mr Eastwood,

PRECONSULTATION – PROPOSED RADIO BASE STATION INSTALLATION AT BRD25246 GRASS VERGE AT WILSDEN ROAD, HARDEN, BINGLEY, BRADFORD, BD16 1JP, NGR E: 408694 N: 437955.

Clarke Telecom Ltd act on behalf of the mobile telecommunications operator CK Hutchison Networks (UK) Ltd. The proposal is to install a radio base station, in order to provide the latest 3G, 4G and new 5G technologies to the Harden area.

The purpose of this letter is to consult with you and seek your views on our proposal before any planning submission is made. We understand that you are not always able to provide site specific comments, however, CK Hutchison Networks (UK) Ltd are committed to consultation with communities on our mobile telecommunications proposals and as such would encourage you to respond.

As part of CK Hutchison Networks (UK) Ltd continued network improvement program, there is a specific requirement for an installation at the grass verge of Wilsden Road to ensure that the latest high quality 3G and 4G service provision is provided in this area of the district. The proposed column will also ensure that new 5G coverage can also be provided at this location. This ensures that coverage and capacity requirements are maintained.

Mobile telecoms networks are now ubiquitous throughout the UK. It is an expectation that an individual can connect and use their mobile phone whenever and wherever they are. With the advent of new technology, under the banner of 5G, further advances are proposed and Central Government has seen the telecoms industry, and in particular 5G, to be at the forefront of economic development.

This site will enable 5G coverage to be provided to this area of Harden. The Government recognises that widespread coverage of mobile connectivity is essential for people and businesses. That is why the Government is committed to extending mobile geographical coverage further across the UK, with continuous mobile connectivity provided to all major roads and to being a world leader in 5G. This will allow everyone in the country to benefit from the economic advantages of widespread mobile coverage.

As well as improved mobile signal, 5G networks are also crucial to drive productivity and growth across the sectors that local areas are focusing on through their emerging Local Industrial Strategies. Enabling and planning for 5G implementation is central to achieving the Government's objective to deliver prosperity at the local level and enable all places to share in the proceeds of growth.



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5G service provision will bring faster, more responsive and reliable connections than ever before. More than any previous generation of mobile networks, it has the potential to improve the way people live, work and travel, and to deliver significant benefits to the economy and industry through the ability to connect more devices to the Internet at the same time, the 'Internet of Things'. This will enable communities to manage traffic flow and control energy usage, monitor patient health remotely, and increase productivity for business and farmers, all through the real-time management of data.

The demand for mobile data in the UK is increasing rapidly, and as households and businesses become increasingly reliant on mobile connectivity, the infrastructure must be in place to ensure supply does not become a constraint on future demand.

The radio base station will also meet the extra demands on the network in this area as more people use internet enabled handheld devices. It is a densification project for the operator's network to fill holes in service provision including coverage and capacity. This will enable the operator's customers to be able to use their handheld devices without calls being dropped or buffering occurring where there is a gap in the operator's network coverage and capacity ability. A site in this location will fill the gap in service provision and provide high quality, reliable, advanced 3G, 4G and 5G to this urban area of Bradford.

The preferred CK Hutchison Networks (UK) Ltd option is as follows:

**BRD25246 GRASS VERGE AT WILSDEN ROAD, HARDEN, BINGLEY, BRADFORD, BD16 1JP,
NGR E: 408694 N: 437955.**

The proposal relates to the installation of up to a 20m high slim-line monopole, supporting 6 no. antennas, 1 no. wraparound equipment cabinet at the base of the monopole, 2 no. equipment cabinets, 1 no. electric meter cabinet, and ancillary development thereto.

The proposed height of up to 20m is essential in order to ensure the latest 4G and new 5G technologies are provided in the Harden area. These latest technologies operate at higher frequency bands than older technologies such as 2G and 3G. The higher the frequency band the greater the radio signal is naturally weakened. This means that the effects of clutter are even more significant than for the provision of older technologies. As a result, a higher column is normally required to maintain the same coverage footprint. The latest 4G technology and new 5G service provision carry higher capacity and data speeds to the user, this leads to such antennas having to be positioned at a higher height than more standard antennae and in turn a taller antenna height for 5G service provision.

The antennas are proposed to be open and not shielded as this provides the optimal service provision to the surrounding area. If the antennas were to be shrouded, they would not be as efficient at providing the latest technologies to this cell area. Thus an additional installation would likely be required in this cell area which would lead to the proliferation of masts contrary to the NPPF.

The cabinets are designed to appear like other statutory undertakers equipment cabinets. They are small for telecommunications apparatus and are proposed to be coloured grey to assimilate with other commonly found equipment cabinets. The cabinets can be installed under the operators permitted development rights, but have been included on the plans and in the description in order to remain fully transparent.

We have considered alternative site options and discounted as follows:



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- **Streetworks – Footway of Harden Road, Harden, Bingley, Bradford, BD16 1HP, NGR E: 408610 N: 438356.**
The footway at this location is commonly used as a parking bay for the convenience store at the junction of Harden Road roundabout. There is also overhead power lines directly above the footway at this location. This site has therefore been discounted.
- **Streetworks – Footway of Wilsden Road at Junction with Harden Road, Harden, Bingley, Bradford, BD16 1JX, NGR E: 408587 N: 438336.**
The footway at this location has existing electrical cabinets, street furniture and pavement scarring from existing underground works. This therefore leaves a lack of physical space of to house the required telecommunications equipment to achieve the required level of coverage. This site has therefore been discounted.
- **Streetworks- Footway of Wilsden Road, Harden, Bingley, Bradford, BD16 1JP, NGR E: 408635 N: 438225.**
A mast at this location is not viable due to the residential properties on the opposite side of Wilsden Road being situated on a higher elevation than the footway. These properties would therefore restrict the required level of coverage from being achieved to the west of the site. This site has therefore been discounted.
- **Streetworks – Footway at Harden Road Junction with Narrow Lane, Harden, Bingley, Bradford, BD16 1HS, NGR E: 408873 N: 438358.**
An installation at this location is not possible due to the obstruction it would cause for access to the residential property directly south-west of the site location. This site has therefore been discounted.
- **Streetworks – Footway of Wilsden Road junction with Wilsden Old Road, Harden, Bingley, Bradford, BD16 1JD, NGR E: 408652 N: 438145.**
An installation at this location is not possible due to the impact it would have on visibility splays for vehicles at this junction. This would be likely to cause a highways safety issue. This site has therefore been discounted.
- **Streetworks – Footway of Ferrands Park Way, Harden, Bingley, Bradford, BD16 1HZ, NGR E: 408757 N: 438277.**
An installation at this location is not possible due to the narrow nature of the footway which is incapable of hosting the proposed telecommunications equipment. This site has therefore been discounted.
- **Streetworks – Footway of Sunny Mount at junction with Wilsden Road, Harden, Bingley, Bradford, BD16 1JN, NGR E: 408617 N: 438248.**
An installation at this location is not possible due to a physical lack of space to host the required telecommunications equipment. The chosen site also ensures that the installation is not directly inline with the orientation of the nearest residential properties. This site has therefore been discounted.

The proposal for this CK Hutchison Networks (UK) Ltd site has been designed within International Commission on Non-Ionising Radiation Protection (ICNIRP) public exposure guidelines. A certificate of ICNIRP compliance will be included within the planning submission.

Finally, we would be interested in any local stakeholders or groups that you consider would like to know more about our proposals and look forward to receiving your comments on the preferred option identified above. For your information pre-consultation letters and a set of plans have been sent to the local ward councillors for Bingley (Falak Ahmed, Sally Birch and Paul Sullivan), the Chief Planning Officer at Bradford City Council and the Town Clerk of Harden Parish Council.

We look forward to receiving your response within 14 days of the date of this letter.

Yours sincerely

James Dodd

James Dodd
Town Planner
Clarke Telecom

Google Streetview of Location



Mast Design



Appendix 6: 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			0.00 (N/A)	2,580.00	1,683.57	896.43 (34%)	896.43
Assets & Projects		1,168.35	1,168.35 (116835)	13,350.00	7,306.07	6,043.93 (45%)	7,212.28
Audit & Accountancy			0.00 (N/A)	1,000.00	773.00	227.00 (22%)	227.00
Donations			0.00 (N/A)	1,000.00		1,000.00 (100%)	1,000.00
Events			0.00 (N/A)	425.00		425.00 (100%)	425.00
ICT			0.00 (N/A)	3,150.00	538.00	2,612.00 (82%)	2,612.00
Income	39,008.00	39,008.00	0.00 (N/A)			0.00 (N/A)	0.00
Insurance			0.00 (N/A)	500.00		500.00 (100%)	500.00
Maintenance & Repairs			0.00 (N/A)	4,400.00	540.00	3,860.00 (87%)	3,860.00
Neighbourhood Plan			0.00 (N/A)	1,500.00		1,500.00 (100%)	1,500.00
Newsletter			0.00 (N/A)	775.00	318.68	456.32 (58%)	456.32
Parish Plan			0.00 (N/A)	1,000.00		1,000.00 (100%)	1,000.00
Staff Costs			0.00 (N/A)	21,920.00	12,354.09	9,565.91 (43%)	9,565.91
Training			0.00 (N/A)	250.00	90.59	159.41 (63%)	159.41
Travel			0.00 (N/A)	150.00	45.00	105.00 (70%)	105.00
NET TOTAL	39,008.00	40,176.35	1,168.35 (3%)	52,000.00	23,649.00	28,351.00 (54%)	29,519.35

Total for ALL Cost Centres	40,176.35	23,649.00
V.A.T.	5,296.82	1,854.82
GROSS TOTAL	45,473.17	25,503.82

Bank Reconciliation at 21/09/2022			
	Cash in Hand 01/04/2022		48,642.22
	ADD		
	Receipts 01/04/2022 - 21/09/2022		45,473.17
			94,115.39
	SUBTRACT		
	Payments 01/04/2022 - 21/09/2022		25,503.82
A	Cash in Hand 21/09/2022 (per Cash Book)		68,611.57
	Cash in hand per Bank Statements		
	Petty Cash	21/09/2022	0.00
	Unity Trust Current Account	21/09/2022	68,611.57
			68,611.57
	Less unrepresented payments		68,611.57
	Plus unrepresented receipts		
B	Adjusted Bank Balance		68,611.57
	A = B Checks out OK		