



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. *Key achievements and outcomes are summarised in more detail on p7-8.*

About the project, background and aims

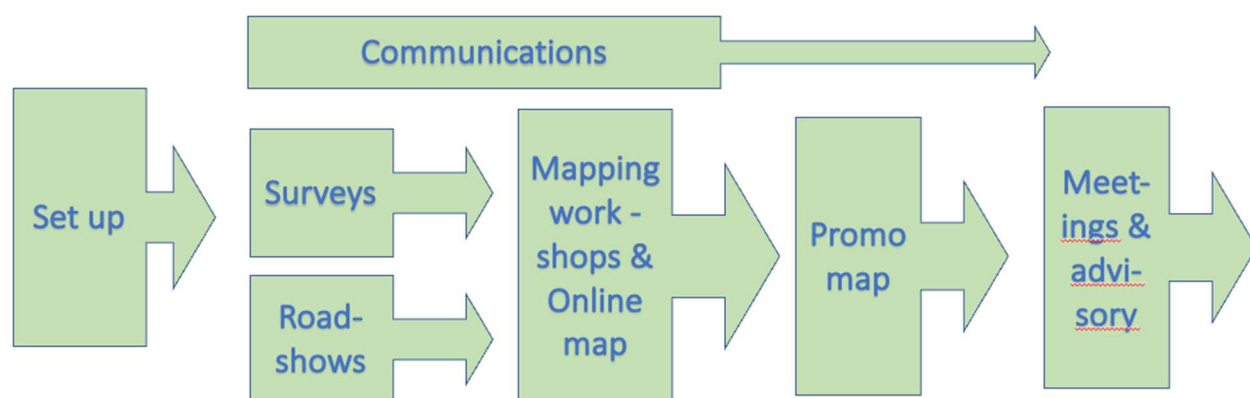
Bingley Rural Green Travel Project brought together the four local councils covering the Bingley Rural ward (Cullingworth, Denholme, Harden and Wilsden) for the first time, to deliver a unique, collaborative engagement project taking action on the climate crisis. It recognised that transport

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”
– Sarah Bradbury-Ewen, Sustrans

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.

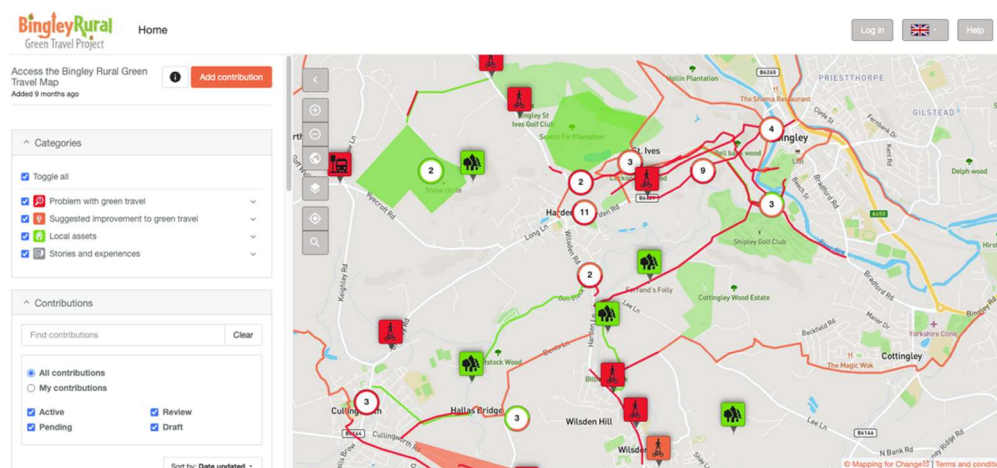
Roadshows: Our first wave of engagement comprised a series of four roadshows at different locations, to engage a mix of residents and visitors: two at St Ives (one during the summer holidays and one at a weekend), one in Wilsden village centre (coinciding with school finish time), and one in Cullingworth (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.



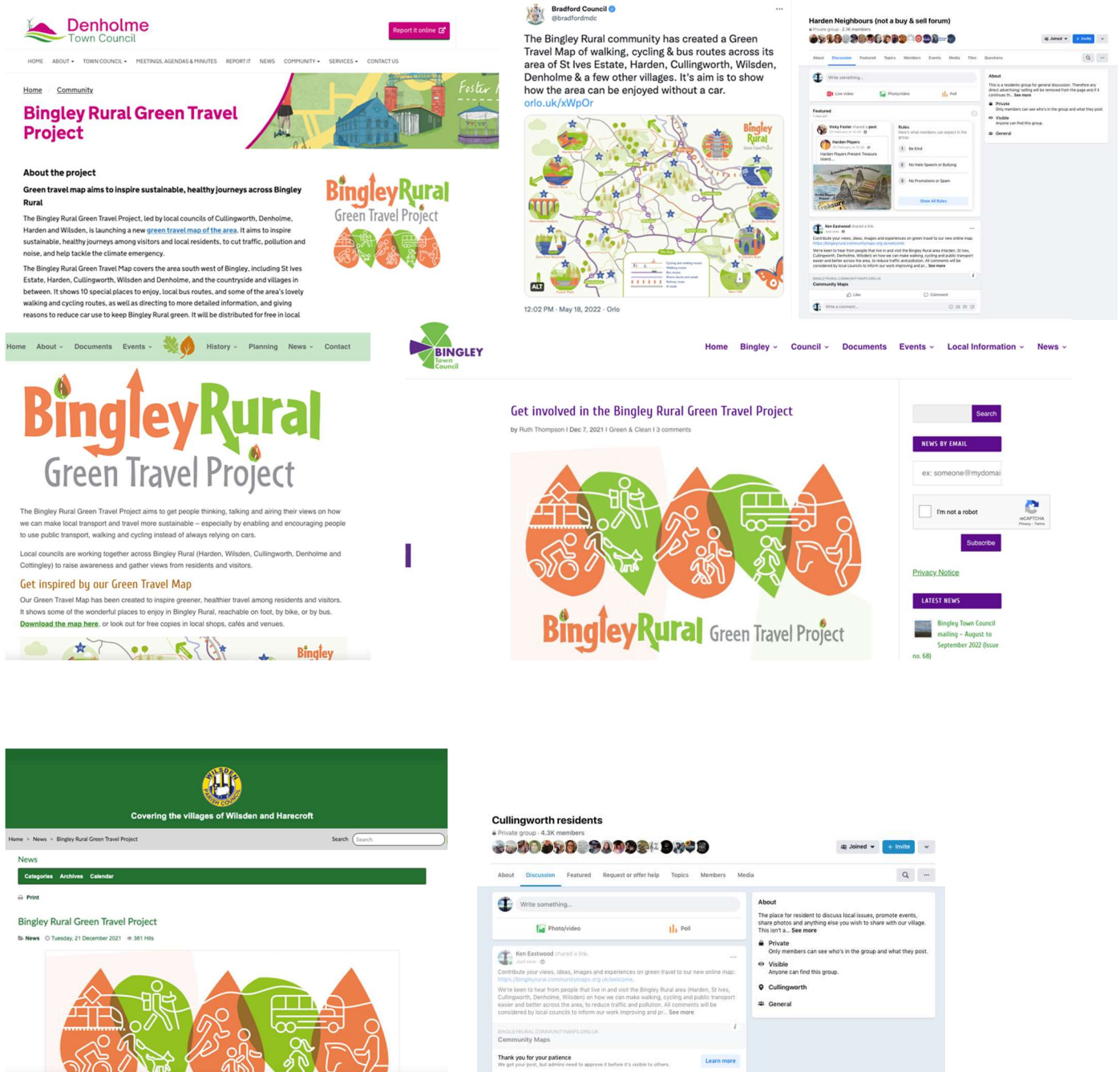
Interactive online map: Shortly after these workshops concluded, we made the [online map](#) publicly available, but with a simple log-in needed for people to contribute, and a process of vetting posts. Again, this was publicised via social media, bulletins and websites (see below sample posts). Although 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.

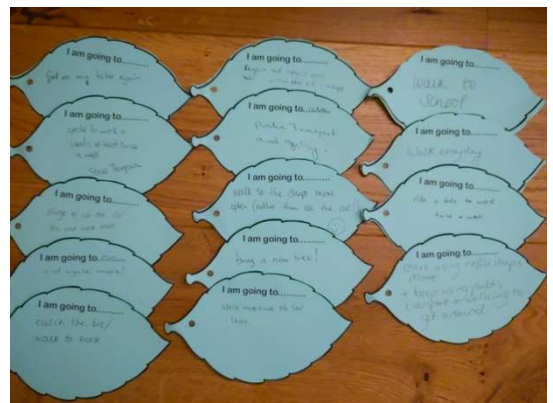
Achievements, outcomes & disappointments

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, on clerk@hardenvillagecouncil.gov.uk