



YORKSHIRE & HUMBER
Association of Civic Societies

Member of



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SOCIETY INSIGHT

Spring 2019
Volume 15, Issue 2

"TRANSPORT"

SOME THOUGHTS ON HS2

'The train, which started at half-past one, jerked and rattled along an embankment whence she looked down through bare branches and branches freckled with yellow leaves into Bragdon Wood itself and thence along the edge of Brawl Park and so to the first stop at Duke's Eaton. Here . . . the train settled back, when it stopped, with a little jerk and something like a sigh. And then there would be a noise of . . . coarse boots treading on the platform and after that a pause while the autumn sunlight grew warm on the window-pane and smells of wood and field from beyond the tiny station floated in. At quarter-past two she came to St. Anne's, which was the terminus of the branch, and the end of everything.'

Does that remind you of anything?

Perhaps it calls to mind one of the UK's favourite poems: in which

*Yes, I remember Adelstrop -
The name. because one afternoon
Of heat the express-train drew up there
Unwontedly. It was late June.
The steam hissed. Someone cleared his throat.
No one left and no one came
On the bare platform . . .*

Edward Thomas's poem Adelstrop, about a village station in Gloucestershire at which he stopped unexpectedly in June 1914, is very familiar. The first quotation is from a science fiction novel, perhaps little-read today, by C S Lewis of 'Narnia' fame. It is called 'That Hideous Strength'.



It's easy, perhaps, to be nostalgic about the days of steam, about country stations where the chief occupation seemed to be gardening, occasionally interrupted by passenger or milk trains, about trundling along small branch lines with country views, as the heroine in the C S Lewis book did. Such reminiscences are comforting, but possibly not entirely in line with the reality of rail travel as it used to be.

Fast forward to 2026. Are we in science fiction territory again? Not if you believe the supporters of the new, super-fast railway line, High Speed 2, from London to Birmingham and (perhaps by 2032) on to Manchester and Leeds. By then travellers will be able to get from London to Birmingham in an amazing 23

minutes faster. It might be possible to shave a whole hour off the journey time from Leeds to London. And it will only cost us £42 billion (that's at 2015 prices) to go the first stretch to Birmingham – a bargain £1,826,086,900 for each minute saved. The hope is to get the whole route, to Leeds and Manchester, within £55.7 billion; these figures are the subject of much controversy, and, like many public spending projects, likely to be exceeded.

This is, of course, not a sensible way of looking at it. That might be the cost, but think of the savings to business. Because London is the focus of the country, so the argument runs, and is the centre of both business and government, it makes sense for people to reach London as fast as possible (curiously, the argument about leaving London as fast as possible is rarely put forward). Any saving of time is a saving of money, and money is paramount. And HS2 will increase capacity on the whole network. So it makes sense to spend very large sums to save what may be even bigger sums.

Opponents of HS2, have plenty of arguments against this – that there is no business case that stacks up in its favour, that it is too London-centric, that the cost in lost landscapes, historic buildings and blight on communities is too great – the Society for the Protection of Ancient Buildings has published alarming information about listed buildings to be demolished or that will be badly affected by the proximity of the HS2 line – and that the costs associated with shaving a few minutes off some journeys cannot be justified.

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It has also run into trouble, with delays and legal costs, because of opposition from the Tory shires – even though no public inquiry has been held into the route and its justifications.

Railways are undoubtedly an excellent way of moving large numbers of people without the amounts of pollution associated with air or road transport. But to use that argument to promote a slightly-faster route into London is, perhaps, not logical.

Is HS2 the way forward? Should HS2 be abandoned?

Consideration might be given, instead, to providing alternatives to cars or buses in places outside the capital. A look at a map of the rail network provides food for thought; if you live in the south-east, you nearly always have an accessible railway not too far away. In other parts of the country that's not the case. Instead of spending billions on a single route, why not spend them on upgrading and reinstating lines that will have a greater impact on the mobility of people throughout the country?

Some lines have been brought back from the execution of Dr Beeching's axe by volunteers – the Wensleydale Railway is a good example, which proves that a reopened line is not just for tourists but is used a great deal by local people. Just think how much more it might be used if public money was available to reopen its full length, from Northallerton, where it meets the east coast main line, to Garsdale, joining the Settle to Carlisle line. It would open

up all sorts of possibilities for both visitors to the Dales and for the people who live there.

The line between York and Beverley has been carefully studied and promoted to relieve congestion and cut down the number of accidents on the A1079. Its reinstatement looks possible – but like all these matters, it's that tricky matter of political will that is needed. There's a similar case for reopening the line to Ripon, too – certainly to Harrogate - to take the pressure off an equally accident-prone A61, and preferably through to Northallerton.

In all these cases, it is the more-rural hinterland of Yorkshire that needs to benefit. HS2 may help the more-populous areas of West and South Yorkshire; in North Yorkshire, many would say that the many billions earmarked for faster travel to London would be better spent on helping us to get about in your own area. This would constitute a better deal for the North.

David Winpenny
Ripon Civic Society

VIEW FROM THE CHAIR

Alison Drake MBE MA

It was with much sadness that I learned of the death of YHACS committee member Alison Drake MBE who passed away at home on Thursday, 9th May this year. Alison, who was chair of Castleford Heritage Trust, had joined the YHACS committee in January 2018 but unfortunately, health problems started to intervene and in April this year she had indicated that she wouldn't be able to attend YHACS events for the time being because a worsening lung condition was leaving her short of breath. It was nonetheless a great shock to hear the sad news of her passing only a few days later.



Photo courtesy of Castleford Heritage Trust

As fate would have it, I was due to attend the annual Unsung Heroes Awards dinner of Wakefield Community Foundation on Friday evening, 17th May and I knew from press reports that Alison had been nominated for an award. In fact, it transpired that she was to be presented with a life-time achievement award for her work in Castleford. Yvette Cooper MP made a very moving speech about Alison and her achievements in the town and we were shown a film of an interview with Alison talking about the work she had done.

Alison, who had received the MBE in the Queen's Birthday Honours List in June 2012, was a warm and kind-hearted individual who had been very supportive of YHACS. She had enjoyed coming to our events and taking part in our committee meetings. She told me on more than one occasion that it was refreshing and motivating to spend time with us and that a visit to a YHACS event would inspire her to do more when she went back to Castleford.

Our sympathies go to Alison's family, particularly her husband Graham, to whom we have written expressing condolences on behalf of YHACS.



Something to Celebrate!

Believe it or not, YHACS will be celebrating its 20th anniversary in November this year. That's quite a milestone in our history and one that we have decided to mark with a special 'birthday lunch' at the Principal Hotel in York on Saturday, 23rd November.

I am delighted to be able to tell you that our guest speaker will be Sarah McLeod, CEO at the Wentworth Woodhouse Preservation Trust.

Tickets will be £37.50 to include a drinks reception, a three-course lunch with wine, and tea/coffee. We would like to acknowledge the generosity of York Civic Trust for their support.

More information and booking forms will be available shortly but do put the date in your diary.

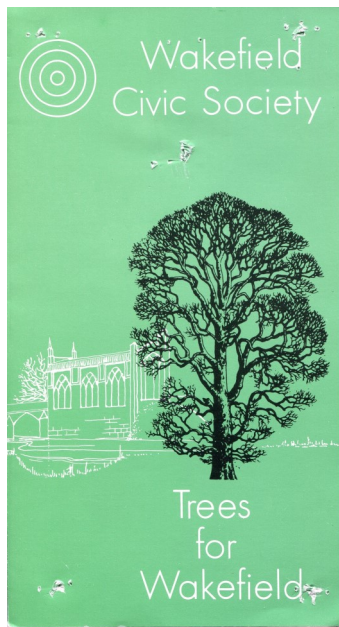


Dronfield Civic Society

A New Member!

At our Sheffield meeting in April, we were pleased to welcome John Fletcher and John Hinchliffe, two representatives from Dronfield Civic Society – just over the border in Derbyshire of course. Well, they must have liked the look of us, because shortly afterwards, their society decided to join! So, a big Yorkshire welcome to our latest YHACS member, Dronfield Civic Society.

Of course, this does prompt me to ask some of our long-established members why you're not coming to our meetings? If you've not been recently – or not been at all – then you don't know what you're missing! Come on, give it a go. We know you'll like it!



When it comes to Environmentalism, are we leaders, followers or mere observers?

I'm detecting an increasing desire in civic society circles for societies to be more pro-active in environmental matters. Some of the articles in this newsletter are indicative of that and at my own society in Wakefield, we are looking at offering some form of environmental awards to help raise the profile of the subject – not that it needs much profile raising at the moment: with headline grabbing demonstrations by the Extinction Rebellion protest movement and even government announcements on action to combat climate change, it's a subject that is difficult to avoid.

I know that civic societies focus on the built environment and issues such as architecture and design but I would like to think we don't ignore the spaces in between buildings and the infrastructure requirements of our cities, towns and villages. There's plenty of scope for civic societies to get involved – from looking at the carbon/eco efficiency of new build to the quality of landscaping and even, as Peter Cooper suggests in his article, planting trees. Although I can take no credit for it, Wakefield Civic Society embarked on a tree-planting campaign back in 1972 to plant up to 1,000 trees around the city with, dare I say it, the intention of turning Wakefield into 'another Harrogate'! I'm not sure if the 1,000 target was achieved, but I do know that many of the trees survive to this day.

But do we need to go further than that. Should we, in fact, be willing to become standard bearers for environmentalism and show leadership to others by adjusting our own lifestyles (practising what we preach) or do we just monitor and observe while continuing with our current habits and lifestyles?

Are we, for example, ready to give up our cars, take up cycling, stop taking foreign holidays, stop eating meat, wear jumpers and cardigans rather than turning up the heating, etc, etc, etc.? Well, that all sounds a bit drastic doesn't it? Now, I'm sure that in our membership there will be people who have done at least some of these things – I've certainly cut down on my motoring for example, although that's more a product of giving up the day job seven years ago thereby avoiding the daily commute – and I've been a vegetarian for over 30 years. For me, these were relatively easy changes – but if I were still commuting, would I be prepared – and even able – to use public transport? A friend of mine who works at a local hospital finishes her daily shift at around midnight – try catching a bus home at that hour!

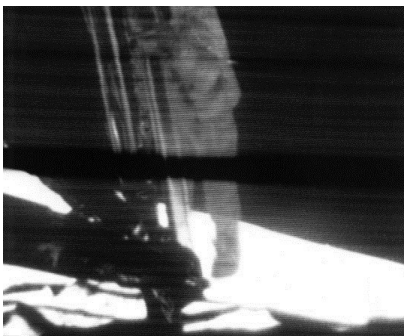
So, maybe, we have to accept the realities of the situation. People will take time to change their habits. It often requires legislation or economic pressure to force us to change our ways – although peer pressure can also play an important part – and this is where campaigns to ban single-use plastics can be effective. However, I suspect we're some way off the point where we are ready to treat meat eaters like social pariahs: but then, who remembers the 60s where people routinely smoked cigarettes in restaurants between courses and at the cinema during films? Things can change, sometimes incrementally and sometimes because change is forced on us.

If, however, civic societies are to help to drive that change, perhaps it behoves us put our own houses in order first?

Kevin Trickett MBE

THE ULTIMATE TRANSPORT STORY OF 1969

I'm old enough to remember that incredible bit of transport history - the Apollo 11 trip to the moon and its even more dramatic safe return a few days later. I was 25, not long married and living in a top floor garret flat in one of those huge Victorian, North Oxford houses, finishing off my D Phil thesis.



Watching those grainy pictures (*left*) on our somewhat battered 14 inch TV - we'd painted the case pink to make it look more "trendy"- I was glued to the transmission way after midnight. It's reported that the Moon landing TV coverage on 20/21 July 1969 was historic - the first all-night broadcast on British television, both BBC1 and ITV remaining on air for 11 hours from 11.30 pm on 20 July to 10.30 am the following morning. The LM

landed on the Moon at 9.18 pm on 20 July. Neil Armstrong stepped onto the surface at 3:56 am, so it was a long night!

50 years on, when I collected my morning paper on 20th July 2019 I was somewhat saddened to hear the young girl serving me say how fed up she was at "*seeing all the boring newspaper pictures and TV footage*" of what I guess for her seems like ancient history! Not half as good as Star Wars?

Maybe a manned Mars mission might excite her curiosity?

David Moss



TRAFFIC IN HARROGATE AND KNARESBOROUGH

It has long been recognised that Harrogate suffers from peak hour traffic congestion, much of it arising from commuting trips in and out of the town.

As a result, key routes such as the A61 to Leeds, the A59 to York and the A661 to Wetherby carry much more traffic than they should and key junctions are over-saturated, leading to a variety of rat-running on country lanes and residential streets. On several of these roads, congestion occurs throughout the day and not just the peak hours. School trips contribute significantly to the problem.

North Yorkshire County Council, which is the Highway Authority, is now carrying out a consultation across the whole of Harrogate and Knaresborough to find out people's attitude to traffic congestion and views on a range of measures to tackle it. This study has its origins in the County Council's earlier proposals for a Harrogate northern by-pass. As such, it was concerned predominantly with traffic on the A59 Skipton Road and Knaresborough Road, which it regarded as a critical section of an east-west route across the county. Following sustained resistance to the idea of road-building from sections of the community, it has now become a study into Harrogate-wide congestion issues.

The County Council has offered two broad options for future work: One package based on managing demand and changing travel behaviour, and a second package based on infrastructure improvements alongside traffic management and public transport facilities. The second, more expensive package would include the construction of a relief road to the north-east of Harrogate, and investment in park and ride.



.....But at the moment we are stuck with 20th century remedies to modern day congestion: buses, bicycles, traffic lights, even road-building. So whatever we do now might be just a short-term fix.....

The Harrogate and Knaresborough economy includes a large tourism element, shopping, hotel, conference and entertainment facilities, as well as wide range of businesses, located throughout the area, in the centre and in various business parks. There are a number of outstanding schools which attract students from a wide catchment area and also adding to the pressure in the next decade or so will be the proposals for some 13,000 new houses, many on the periphery of the built-up areas.

So balancing the needs, over the next few decades, of business, housing, tourism and future development with the need to tackle climate change, improve air quality, healthy living and quality of life for residents is not easy. Some might say impossible. The County Council resources are limited, funds are squeezed, and we probably look to central government to provide funding and the necessary changes in regulations to achieve any progress. For

example, we need to reverse the decline in bus travel and we need to significantly upgrade the rail service, but none of this can be done by the County Council alone.

But, if we look at history, perhaps we need not be too pessimistic. At this point in the 19th century – 1819 – few people could have foreseen the dramatic changes in travel and communications that would occur in that century. Railways, the telegraph, eventually the telephone and the motor car. Even the bicycle was something new.

I believe we are in a similar place in the 21st century. With communication technology, automation, artificial intelligence, and connectivity, together with the imperatives from global warming, we know that big changes are likely and that a revolution in travel, communications and life-style similar to that in the 19th century could be on the horizon.

But at the moment we are stuck with 20th century remedies to modern day congestion: buses, bicycles, traffic lights, even road-building. So whatever we do now might be just a short-term fix, soon to become yesterday's technology in the course of the next generation. Meanwhile in Harrogate and Knaresborough we await the outcome of the consultation and the County Council's response to it.

David Siddans
Harrogate Civic Society

ONLY 2% TRUST DEVELOPERS!

The public lacks trust in developers and the planning system, according to a survey published by property firm Grosvenor Britain & Ireland. Conducted in March 2019, the YouGov survey comprised 15 closed questions, to which 2,183 members of the public responded. It found that that just 2% of the public trust developers and only 7% have faith in local authorities when it comes to planning for large-scale development.

The public believes that developers only care about making or saving money – with 75 per cent of respondents citing this as a reason for their lack of trust. When asked how to increase public trust in large-scale development, 74% want developers to be held to account for what they promise. 72% want local authorities to be held to account for what is promised. 71% said they want opportunities for local people to have more influence on the outcome of development. 69% want more transparency from private developers through the planning process.

Craig McWilliam, CEO of Grosvenor Britain & Ireland, said: *“These findings are a significant wake-up call to all involved in large-scale development – the public doesn't trust developers or local authorities to act in their best interests. Together with others we must accept our responsibility, act to rebuild trust and back local government leaders shaping developments for the communities they serve.”*

In response to the survey, the firm says it has made a series of commitments that it aims to implement across its business, including inviting Civic Voice to join a steering group to consider what the future of public participation and consultation looks like. Ian Harvey will be representing the civic movement.

Abstract from Civic Voice Bulletin, 15 July 2019





JUST WHAT HAS PONTEFRACT CIVIC SOCIETY DONE FOR RAIL?

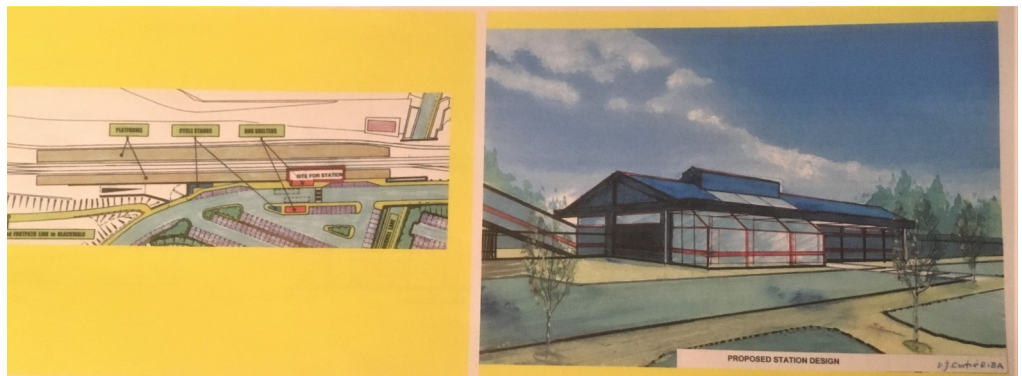
When Peter Cookson became aware of the potential for a West Riding service from Bradford to London, he worked hard from 2008 including giving the Grand Central Chief Operating Officer a tour of Pontefract, and his efforts paid off with the start of the service calling at Pontefract Monkhill in May 2010. We know it's not perfect when some return services avoid Monkhill, and weekend services are required, though that hasn't stopped us campaigning for improvements.



Grand Central

In 2010, the civic society also commissioned architects plans for a Monkhill station building to overcome accessibility issues, which sadly still remain, and we also sought a much larger car park and a through bus route. None of this has been delivered by partners and the authorities other than a partial car park improvement, yet we continue to remind the decision-makers that the local population is growing, some of whom tell the civic society that they need better stations and services.

One success we have had is the half-hourly service to and from Leeds, which now exists with alternate routes via Castleford, and via Wakefield. We have also pushed for the extension of part underused service from Huddersfield to Wakefield; this has now been extended to Castleford, which is a partial success, though we believe a bad decision when even greater patronage could be achieved along the line at Glasshoughton, Monkhill, Knottingley, and even Doncaster! This could achieve connectivity to the south of the Humber, east coast and Lincoln.



Pontefract Civic Society - Monkhill proposals

So, our work at Monkhill is not done; considerable challenges remain to get what a principal town deserves, and we hope residents and businesses will get involved in our campaigns.

A minor project to connect the east-west cycle routes will see a ramp delivered in the near future from Black Walk to Monkhill station. Platform extensions at Tanshelf and Monkhill have successfully been completed to accommodate longer rolling stock, which we hope to eventually see on Northern Rail services and Grand Central customers already on the train who are getting off will no longer hear the announcement to move down the carriages to alight.

Last year's timetable fiasco left Pontefract Baghill with a dreadful, almost unusable service of two trains per day, though we are pleased to announce

that three trains per day for Baghill -York & Sheffield returned in May 2019. A more holistic approach would have better served Baghill, offering connectivity to Scarborough, without the high investment at Castleford, and perhaps similar options could be planned to Sheffield, the Peak District, and Manchester.

May 19th, 2019

Trains to York	09.36	12.37	15.37	Sundays	17.01	19.37
Trains from York	10.15	13.13	17.15	Sundays	18.02	20.40
Trains to Sheffield	10.49	13.47	17.49	Sundays	18.34	21.24
Trains from Sheffield	08.56	11.59	14.57	Sundays	16.13	19.00

There are still no trains running during the day on a Sunday, which for two main centres of retail & tourism is a travesty.

Finally, a recent opportunity was presented to us by Richard Isaac, the Regional Community and Sustainability Manager (Northern Rail) on a very supportive two-hour site tour of all three Pontefract stations accompanied by myself, and our Rail Group Coordinator, Dave Hogg.

We discussed various ideas suitable for our situation, including engaging the local community in providing service feedback, reporting station incidents, creating heritage artwork, litter picks, planting; all leading to increased patronage. Local schools could also be engaged which would see benefits for pupils encouraging young people to take an interest in rail travel and our stations. We have already planned to install a heritage board at each station, and Richard has offered us a covered notice board on each station. The Board of Trustees for Pontefract Civic Society has therefore approved a proposal submitted by Dave Hogg, for the creation of a Station Adoption scheme to cover all three stations.

We see this partnership being a great benefit to rail users, and we hope that readers will get on board with this exciting initiative in order to rejuvenate our station facilities. We have also recently hosted a regional meeting for rail action & campaigning groups which are members RailFuture (Y&H), and we've met two key players in the new Yorkshire Coalfields Community Rail Partnership after which we were invited to join this emerging body, where Dave attended the inaugural meeting in Barnsley.

If anyone wishes to hear more about our lobbying on rail, then please email rail@pontefractcivicsociety.org.uk or contact myself (07837 281 886) or Dave Hogg on 07910 564 141.



Paul Cartwright

JO COX COMMUNITY WOOD ANNOUNCED BY SPEN VALLEY CIVIC SOCIETY

A community wood, complete with 2,000 trees and plants, outdoor classroom, and 250 metres of wheelchair friendly paths, will be created to celebrate the life and values of Jo Cox, the former MP for Batley & Spen who was murdered on 16 June 2016.



Volunteers cut back overgrowth to uncover a footpath

Spenn Valley Civic Society has been awarded a £28,000 grant toward the project from Biffa Award, a multi-million pound fund that helps to build communities and transform lives through awarding grants to community and environmental projects across the UK, as part of the Landfill Communities Fund. Additional funding and ongoing support is being provided by Kirklees Council.

The woodland site, at Quaker Lane, Liversedge, is currently low grade pasture and a small existing wood, which is in poor condition and infested with Himalayan Balsam. Old fences are also in a bad state of repair. Thanks to Biffa Award funding, the site can now be totally transformed by creating new fences, paths and gates, installing picnic tables, benches and an outdoor classroom, and restoring the woodland for wildlife.

A wide range of native trees will be planted, together with perennial wildflower plants. There will be a particular emphasis on nectar producing flowering plants which are attractive to insects. Nesting boxes, bat boxes and an insect hotel will also be incorporated.

Work started on 18 May 2019 when volunteers removed most of the derelict fencing, carefully saving the best timbers for re-use when creating edgings for the new paths. After the initial scrub-clearing work and installation of paths and fences has been completed, volunteers, including children from 10 local schools, will help to plant the trees, hedges and wildflowers needed to create the woodland during the winter of 2019/20.

Finally, in conjunction with the Jo Cox Foundation, a Jo Cox oak tree will be planted in early 2020 before the site officially opens to the public.

Jo's family has worked closely with the Civic Society in planning the project and Jo's sister Kim Leadbeater, Ambassador for The Jo Cox Foundation, has been part of the volunteer team. Kim said *"I would like to say a huge thank you to Spen Valley Civic Society for developing this fantastic project in Jo's name; it is an honour and a privilege to play a small part in it. Jo was passionate about nature- she would love the idea of an outdoor facility which can be used by the whole community, and her children will be very excited to come and spend time in Mummy's wood. I look forward to seeing the project develop in the coming months and would like to thank Biffa for their generous support in making it possible."*

The wood will be free to enter and open 365 days of the year. It can be reached easily from adjoining footpaths and the Spen Valley Greenway cycle route, and will be the only public woodland of its kind in the area. There will be good access into and around the site for disabled visitors.

Max Rathmell, Chair of the Civic Society and Project Leader said: *"This is a terrific scheme which will create a community asset that can be enjoyed by everyone. Just as importantly, it will also benefit wildlife through the nature-friendly habitat we're developing"*.

Gillian French, Biffa Award Head of Grants, said: *"It is a privilege to fund such an important project for not only the nearby community, but also people from further afield who want to remember Jo Cox. It is also great to hear that so many children will have the opportunity to get involved in the creation and ongoing maintenance of the woodland."*



Volunteers remove nails from old fencing timbers (left)

Project Leader Max Rathmell restores an old stone wall (right)

For further information please contact:

Erica Amende, secretary Spen Valley Civic Society, via the Society's website or 01274 875262

Biffa Award: 01636 670062, media@wildlifetrusts.org

Notes

Since 1997, Biffa Award has awarded grants totaling more than £175 million to thousands of worthwhile community and environmental projects across England, Scotland, Wales and Northern Ireland. The programme administers money donated by Biffa Group Ltd through the Landfill Communities Fund. www.biffa-award.org

Landfill Communities Fund - The Landfill Communities Fund (LCF) is an innovative tax credit scheme enabling operators (LOs) to contribute money to organisations enrolled with ENTRUST as Environmental Bodies (EBs). EBs use this funding for a wide range of community and environmental projects in the vicinity of landfill sites. LOs are able to claim a credit (currently 4.2%) against their landfill tax liability for 90% of the contributions they make.

Since its inception in 1996, over £1.4 billion has been spent on more than 51,000 projects across the UK. For further information please visit www.entrust.org.uk or see HMRC's general guide to landfill tax.



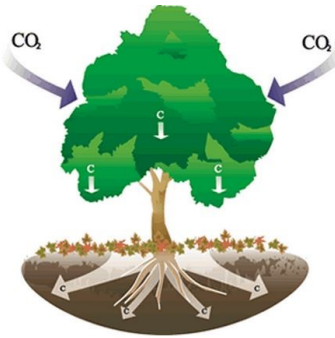
THE CLIMATE EMERGENCY AND LIGHTING A CANDLE

It seems almost every day a new report, initiative or call for action is announced regarding the need to address environmental issues. Reducing the use of single use plastics, tackling pollution, combatting climate change, the list is daunting.

What can civic societies do to help? How can we make a difference when the challenge seems so massive and measures taken may change our standard of living and the structure of our society?

How about planting trees?

I am always in awe of our predecessors who planted trees in parks and gardens and knew that they would never see them reach maturity but continued all the same. Trees and plants have added significance now that we realise we must reduce the concentration of CO₂ in the atmosphere. Trees store carbon, in urban areas improve health and wellbeing, connect people with the outdoors, absorb noise, reduce flood risk, lower temperatures through shading, provide habitats for various creatures and create green spaces for communities to come together. We know some societies are already planting trees but, if you're not, now's the time!



There are a few things to consider. What is already being done, we don't want to duplicate efforts, and we can work with other organisations, with schools a possibility. We need to identify suitable sites and obtain permissions. For private land we would need permission from the landowner, for highway verges and paved areas we would need permission from the highway authority. In parkland the local authority would need to be involved. There is help out there now to get your hands-on trees. There is a government scheme (administered by the Forestry Commission) to plant 130,000 trees in English towns and cities in the next two years with £10m promised so far. It's primarily to fight climate change.

Please have a look at <https://www.gov.uk/government/news/government-delivers-new-10m-fund-to-plant-over-130000-urban-trees>.



The Woodland Trust offer free tree packs for schools and communities. They are currently taking applications for trees to be delivered in November this year. <https://www.woodlandtrust.org.uk/plant-trees/free-trees>

Of course, there are decisions to be made on selection of suitable types to match sites, health and safety issues if working on sites and, quite important this, who looks after them especially during the early months when watering and feeding may be needed.

As it is better to light a candle than curse the darkness then all we really need to do is take the advice of Scarborough's great Borough Engineer, Harry Smith (1867-1944): *'If you do nothing else, whenever you can, plant a tree. It will be there when you have gone.'*

Peter Cooper
YHACS President

EMBRACING THE ELECTRIC VEHICLE REVOLUTION

Last year saw a new determination by the UK government to up the country's electric vehicles ("EVs") game. It announced that sales of fossil fuelled i.e. petrol and diesel cars must end by 2040, with funds being set aside for infrastructure and regulations to control the replacement EVs. A recent prediction I saw estimated that there could be 11 million EVs on the road by then.



I don't want to get into the debate on whether or not we want EVs or whether they will indeed be the answer to the proverbial maiden's dream, or even to question the figures currently being thrown around, but I do think we have to be thinking ahead in terms of infrastructure. Insofar as any of it comes to pass, it will have a substantial effect on our towns and cities. When we consider the local authority's strategy plans or comment on planning applications, we must be conscious that a revolution may be coming.

Undoubtedly, one of the most significant aspects of the change will be in terms of charging points for the EV's battery/ies. Whilst it is now possible to purchase EVs which effectively self-charge, the majority still presently need to be "plugged in" repeatedly. Are we going to be plugging in to our home circuit for a slow overnight charge of about 3kW or beefing up our power (and the cost of the electricity used) to provide, say, 22kW for a four hour charge? Is the provision of a charging point going to become a statutory requirement in new housing or a "wishlist" item for housebuyers in much the same way that they now look for high speed internet provision? Are we going to see mini electricity sub-stations on every housing estate so that every house can have its own fast charging? What if we live in a flat and/or leave our EV in the road overnight? Will someone provide pavement charging points or do we invert a few pedestrians with our trailing cables?



It is not yet known whether faster chargers will fall within permitted development or require planning permission, particularly as the faster chargers tend to require DC rather than AC current which might mean larger units. And the provision of electricity leads into the planning arguments about solar panels and wind turbines. Because they tend to generate electricity during daylight which will not be used until nightfall, some form of battery storage will need to be provided. Would this require planning permission also?

There is of course an alternative to home charging – destination charging. If, for example, the EV is regularly driven to a place of work, it could spend the day in the work's car park being slow-charged. If on the other hand, it sometimes gets taken to the supermarket or the cinema, it could be fast-charged (present figures suggest "rapid charging" of 43kW can reduce charging time to one hour). (Whether you

would want to come out of the cinema partway through the film to move the EV to enable someone else to use the charging point is another matter!).

The “experts” seem to think that an electric equivalent of a filling station is unlikely, except possibly on motorways, because the operation of charging, even at its current fastest, means too long “hanging around”. Drivers need to have something else to do, such as getting a snack at a motorway service area while the EV charges. If this is so, then the spaces currently occupied in our towns and cities by filling stations will become available for other purposes. This does not though preclude the possibility of neighbourhood charging stations on housing estates where only a short walk home would be required.



Also, I understand that introducing charging strips to our roads or adding dodgem-style masts to turn our cars into minitrans is rather too fanciful – at least for the time being.

So let us bring good design to the infrastructure as it appears and ponder on new uses for redundant fossil fuel filling stations.

Onward and upward comrades; the revolution cometh!

Richard Ward.



BRAINTEASER No.5 SOLUTION

In the Spring 2019 Newsletter you were asked to find the missing letters ? in these three series?

?	T	F	S	N	E	Answer O
E	O	E	R	E	?	Answer X
O	R	X	?	N	E	Answer T

No one entered a solution.

The first series is of odd numbers 1, 3, 5, 7.... So ? Is One, Three, Five.... O

The second series is 1, 2, 3, 4, 5.... So ? Is one, two, three, four.....six.... X

The third series is of even numbers..So ? Is two, four, six, eightTT

David Moss

QUARRYING IN THE YORKSHIRE DALES

I live in the beautiful rolling dales which are a popular tourist destination away from the hustle and bustle of the cities and towns, but we tend to forget that they have been an industrial centre for thousands of years and that quarrying and mining is not a new activity.

The lead industry, for example, goes back to the time of the Romans and was still important in the 19th century, especially in Swaledale and in Wharfedale above Grassington. The remains of mining can be seen in the shafts, waste heaps and the ruins of washing floors and smelting mills, all of which add to the interest and character of the Dales.

Stone has also been quarried for centuries. Small local quarries were dug to provide stone for dry stone walls and the hundreds of field barns that are dotted across the Dales. Local limestone was also quarried to make cement and for the construction of the villages and farmsteads.

The skilled quarrymen, were the stone masons and stone dressers. They prepared the quarried stone for building, which would include cutting it into regular sized blocks. The Stone Getters/Breakers would work in gangs at the quarry face. The numbers varied between two to four, with each individual having to provide his own tools. These would include sledge hammers, bars and shovels. Each gang could also be comprised of Fillers (loaders), Barers (burden men), Wheelers/Brakers (wheel boys), Lime packers (who processed what the breakers and fillers sent to the kilns and the Lime burners/firemen. The latter was a very skilled job, but not given that recognition financially! All skills were learned with time and experience.

If they were rained off, there was no work and therefore, no pay....It was also dangerous and there were horrible accidents.

Clothing would typically be jackets, waistcoats and trousers, probably made of heavy moleskin or corduroy to keep out the wind – and help protect from the limesdust which burned skin. Footwear would have been iron shod clogs. Work could only be carried out when the weather was clement. If they were rained off, there was no work and therefore, no pay. Employment was on a “piece rate” basis only.

It was also dangerous and there were horrible accidents. Blasting, or preparing a blast, could lose you a thumb, blind, disfigure or seriously injure you. At worst, kill you. Men were crushed to death by falling rock or stone. Depending on the size of the rock (several tons sometimes), the remains could be identifiable, or not. Flying rock could cause untold damage and maiming. Carts running out of control or slipping into kilns (with or without the horses) killed and crushed men.

Health & Safety? Non existent.

Fast forward to the quarries of today. In particular, Swinden Quarry at Linton, just over a mile from where I live and where I and some friends were lucky enough to be afforded a tour in mid May. It totally changed my understanding of the industry.

Although the Yorkshire Dales are in a National Park, some quarrying is still permitted in exceptional circumstances and earlier this year, Swinden was granted another 10 year extension to mine until 2040. It started in 1793 and production was mechanised in 1948. A modern processing plant was installed in the 1970s. There are nine Tarmac quarries/sand and gravel units in north Yorkshire.

Emma Chaplow, Quarry Manager, was our informant and guide. Her 22 years of career experience within Tarmac came across with the enthusiasm and passion for what she does. Emma manages the quarry and its 30 employees where everything is mechanised and has conform to stringent levels of H&S regulations.

The quarry has its own railhead, meaning that 60% of the aggregate leaves the quarry by rail, courtesy of the old Skipton to Grassington railway. The limestone from the quarry is carboniferous, meaning that it is good quality.

Think limestone. What's it used for? Chippings in driveways? What else? The list is illuminating! Literally.....

Light bulbs. Tarmac on our roads. Concrete for construction. Paving. Glass. Paint. Chewing Gum. Fertiliser. It's also used to help purify water at treatment works! Did you know that to build an average home takes approximately 60 tons of aggregate? It also means that per person, we are responsible for using 4 tons per annum. Staggering.

So how is it extracted in our modern and safe quarries?

The process is simple.

1. Deep holes are drilled along the quarry face, loaded with explosives and blasted. Rock cascades onto the quarry floor (photo, left)



2. The rockpile is loaded using a powerful excavator into the world's largest tracked primary crusher (photo, right)
3. The crushed rock is then transported via a series of conveyors to the primary stockpile.
4. It is then conveyed to the secondary crusher, which reduces the size again.
5. The limestone is then conveyed to the Screen House. Here, it passes over a series of large sizing screens that separate it into different sizes. The aggregate size ranges from 100mm to fine dust.
6. It is now ready to be transported out of the quarry. Limestone that does not leave immediately is stored in a large shed with partitions to separate the different sizes of stone.
7. The aggregate is transported either by road, on lorries. Or rail. It is conveyed out of the quarry to the rail loading silos. A train passes underneath and the aggregate is loaded into the wagons.

The size of the drill rigs, face shovel, crushers and conveyors are enormous. You can't just order a part for these if it breaks down. You could be waiting 8 months....(imagine waiting that long for your washer to be repaired??) so planning in advance is part and parcel of good management.

The **environment** is of great concern to Tarmac and they are considerate of and implement reductions in all the impacts a quarry can make. This covers dust, noise, vibration, wagon movements (by using rail more), visual impact on the surrounding area, carbon emissions and they sheet and wash all vehicles leaving site.

A **Biodiversity** Benchmark accreditation was awarded following an audit by the UK Wildlife Trust. The coveted award is given to organisations that demonstrate continual biodiversity improvement. This covers:

Tree planting;

Bird nesting boxes;

Restoration lakes, reedbeds, hedgerow planting;

Fish surveys;

Weekly water monitoring; and

Walling. Miles have been repaired all around the site by highly skilled craftsmen.

We need our quarries. We need the materials they produce. We also need all the factors companies like Tarmac employ which contribute to keeping our environment safe and to celebrate the biodiversity they bring.

Judith Blackburn

THE ANNUAL PETER SPAWFORTH AWARD

Is your society preparing to enter this year's competition? It really isn't that difficult! If you haven't entered before, why not give it a try?

All you have to do is complete an entry form and submit it with any supporting evidence. It's free to enter and there is the certainty that one of our members is going to get to hold the trophy as Regional Civic Society of the Year **and** to receive £200. There are also second and third prizes of £100 and £50 respectively as well as the prestige of appearing in this Newsletter (and the opportunity for publicity for your society).

You may be running a campaign this year or carrying out a specific project which you can tell us about, but you don't have to do anything specific, because what the judges are really looking for are examples of progress. And progress can take various forms, such as improving the management of the society, or a new or improved relationship with the Press or the local council. If you're not sure whether your proposed subject matter is relevant, please email me and I will be happy to advise.

Yes, it's another thing for you to do, but not a big one! Don't be modest. Tell others about your achievements. After all, the sharing of achievements is one of the core aims of YHACS. We can all learn from others.

Entry forms will be issued later in the year.



Richard Ward



ADDINGHAM CIVIC SOCIETY'S ENVIRONMENT WEEKEND

Approximately 300 people attended Addingham Environment Group's annual Environment Weekend on May 18th and 19th.

There were over 30 displays covering the themes of **local wildlife, water, zero carbon and waste** and these were illustrated both by work of the Addingham Environment Group and by work of other invited local groups and organisations.



MP **John Grogan** paid a visit in the morning and said how impressed he was with the interesting work on display and pleased to see how much progress had been made by the Group since his previous visit in 2018. Addingham Civic Society Chair, **Jim Robinson**, thanked the principal organiser **Gill Battarbee** and her team for putting the event together so expertly. Over 60 volunteers were involved.



As in previous years **young people** were well represented. **Addingham First Brownies** displayed wildflowers that they had grown in pots from seed and **Addingham Second Brownies** displayed their work on wildflower planters and bug hotels. **The Guides** showed off their ideas for improving the Silsden Road Recreation Ground and Hoffman Wood Field as village green spaces. **The Primary School** presented two items, a display illustrating work carried out during their school science week and a poster demonstrating their recent work on plastic and waste based on their new status as a "Plastic Free School".



The Environment Group's displays on **biodiversity** included material on local trees and hedgerows, on wildflowers, pollen and pollinators, especially bees and butterflies, and on bird populations. Local residents have been recording bird and butterfly sightings in the village for over two years now and these are forwarded to the Wharfedale Naturalists Society to be incorporated in their long-term archive. In addition, this year the Environment Group, with the assistance of Catherine Mercer of the **Yorkshire Dales Millennium Trust** and Skipton-based entomologist **Maurice White**, is training residents to identify **bumble bees**. The overall aim is to increase populations of wildflowers in the village and help to reverse the decline in **pollinators**.

The Group's work on the **village becks** focussed on the flood event of Boxing Day 2015 and the results of a village questionnaire designed to assess which parts of the village were most affected by the flood and what lessons could be learnt for the future. The survey was part of the **4Becks project**, a project facilitated by the Yorkshire Dales Rivers Trust and funded by the Wharfe Flood Partnership.

Under the **Zero Carbon** theme, village residents, using the WWF carbon footprint calculator (<https://footprint.wwf.org.uk/>), have been submitting their carbon footprint values to the Environment Group. Based on data from 40 people the village average is now 11.8 tonnes per person per year, with values ranging from 6.7 to 20 tonnes. The national target set for the UK by

2020 is 10.5 tonnes. The zero carbon displays in the Hall consequently were primarily concerned with the ways residents might reach that target over the next 12 months, including switching to **LED light bulbs**, **fitting solar panels**, switching to a **green energy supplier**, eating **less beef and lamb** and buying an **electric car or bike**.

To encourage people to think seriously about embracing electrically powered means of transport there was a demonstration of an **electric car** in the car park, courtesy of Mark and Jo Robinson, and a demonstration of **electric bikes** by Richard Solomons who invited visitors to take a trial ride.



The Group's work on waste was represented by a display showing the success of the group in removing litter from the village becks and green spaces as well as its progress in **reducing the use of plastic** in the village and its attempts to **encourage recycling**. The display also invited volunteers to join the **Zero Waste Group**, and as a result of an excellent response a Zero Waste group meeting will be held soon to discuss what steps to take next.

As in previous years there were many displays from other groups and organisations both from Addingham and further afield. **Addingham Garden Friends** showed how their planting policy is designed to favour pollinating insects and the **Addingham Gardens and Allotment Society** encouraged visitors to become allotmenters and adopt environmentally friendly cultivation methods. There was also a display describing the history of the **Church Orchard**, created over 30 years ago using organic methods by long-term resident Derek Law. Sue Ross exhibited a series of paintings showing some of the environmentally themed work of her **Addingham Art Group** and **Pam Morgan** designed a popular green activity table for children. **Don Porritt's** topographic model of the village as always attracted much interest and **Mary Jenner** invited visitors to identify wildlife curiosities found in the village.



Steve Arabskys of the **Yorkshire Owl Experience** brought a number of rescued, mainly native owls that captivated both young and old visitors. Maggie Brown of the **West Yorkshire Bats** brought some rescued bats and used the occasion to improve her knowledge of Addingham bat populations by asking visitors to tell her where they had seen bats in the village. **Yorkshire Wildlife Trust** promoted the work they do throughout the county to manage and protect wildlife and **Peter Miller** encouraged visitors to find ways of thinking more about nature by taking part in YWT's 30 Days Wild programme each day in June. Anne Cuthbertson from **Wharfedale Tackles Plastic** presented a poster pointing out the problems of plastic in the environment and the urgent need to reduce its use and improve recycling rates. Karen Shackleton of the **Ilkley Clean River Group** outlined the problem of river pollution in Ilkley from raw sewage spills from the Ashlands Sewage Treatment Works and described the work of the River Group in tackling the problem. The **Yorkshire Dales Rivers Trust** brought their mobile classroom and SuDS house. In the classroom Catherine Mason encouraged visitors to play with moulding sand to experiment with surface water runoff in a river catchment and in the main Hall Charlotte Simons invited visitors to pour water on to **the SuDS house** to show how rainwater falling on roofs can be held back from running off swiftly into drains.



Andy Whitfield of **Heritage Wild Flowers** encouraged visitors to increase wildflower populations making seed available from his wildflower nursery in Bramhope. Andy Boyle from **Otley Energy** demonstrated how local communities within Wharfedale are getting together to explore how to create carbon neutral communities of the future, and artist **James McKay** from Leeds



University painted an optimistic picture of Addingham as it might look in 2069 in a warmer world functioning sustainably and powered by renewable energy.

On the **Sunday**, the Environment Group organised a guided local walk from the village up to the lower part of Addingham Moorside, finishing at Lumb Ghyll Farm, courtesy of **Judith Wallbank**, during which details of the 4Becks project, the value of hedgerows, local geology, botany and wildlife were explained.

The Environment Group would like to thank all those who contributed to making the Weekend a success, preparing for the event and helping over the weekend in many different ways.

Rick Battarbee and Jim Robinson

Photos courtesy of Debs Griffiths and Sue Hunter



SHOP-FRONT DESIGN CAN YOU HELP DRONFIELD CIVIC SOCIETY?

As are many Civic Societies, the Dronfield Civic Society is looking to improve the town-centre and the three conservation areas in Dronfield.

The Dronfield Neighbourhood Plan, to which we contributed, includes the following statements *"The quality of the Streetscape and other public spaces do not match the quality of the historic buildings and needs to be improved in key locations"* and *"Although a conservation area, the town centre has suffered degradation since its designation was a major theme of the consultation undertaken as part of the development of the Plan. This has been in the form of inappropriate signage, the decay of some buildings and the poor state of footpaths and the public realm generally. Some businesses have enhanced the street scene with their sensitively designed shop fronts, whilst others demonstrate a disregard for conservation area principles"*.

The Plan also has a specific section about shop frontages in the town centre.

As part of our efforts to improve the town, we have produced a draft guide on Outdoor Signage, Posters, Banners and Advertisements in Dronfield, which we have shared with our Town and District Councils, in the hope that we can get a shared understanding of the requirements around such matters.

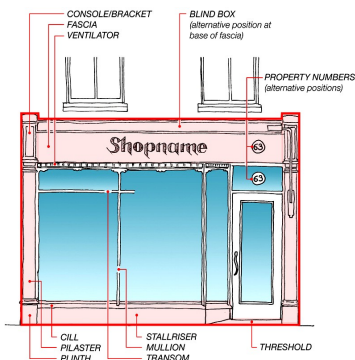
We would now like to move on to produce a guide around the issue of shop fronts and this where your help is needed.

Has any Society in YHACS produced such a guide, which you could share with us, or any advice you could offer on the subject?

If you do, could you e-mail me at enquiries@dronfieldcivicsociety.org.uk

Many thanks.

**John Hinchcliffe,
Chairman**



NEW GOVERNMENT TASK FORCE TO REGENERATE ENGLAND'S HIGH STREETS



Civic Voice reports that the regeneration of high streets in England has received a boost with the creation of a new Task Force that forms part of the Government's 'Plan for the High Street'. A new consortium led by The Institute of Place Management (IPM), which includes Civic Voice and others, has been awarded an £8.6 million contract to lead the High Streets Task Force and deliver support to local authorities and communities who want to transform their high streets.

Announcing the Task Force, High Streets Minister Jake Berry MP said: *"High streets and the way we use them are changing, and this Government is committed to helping communities to adapt. We want to see vibrant town centres where people live, shop, use services and spend their leisure time. But in order to evolve successfully, high streets must meet the needs of their local community and the key to this is strong local leadership. This is why we are providing additional support through a High Streets Taskforce, drawing on the best expert advice, training and data that's available."*

The High Streets Task Force will also help to reinvent town centres as community hubs, while supporting local authorities applying to the Government's £675 million Future High Street Fund. Civic Voice will be the lead partner to engage with community groups looking to shape the future of their high streets.

Commenting on the new High Streets Task Force, Ian Harvey, Executive Director of Civic Voice, said: *"There is rarely a quick fix or set blueprint, but we have always said that collaboration is the way forward for our high streets. Long-term high street success relies on unlocking the local passion and pride that exists in local communities. We are pleased to be part of this consortium to play a role in revitalising the nation's high streets. Out of town is over, and high street is the future. Civic Voice looks forward to supporting communities to create visions for their local area."*

The IPM will head up a strong consortium of professional bodies, experts, data providers and community networks (details below), who will provide expertise, knowledge, training and support to those involved in helping to regenerate town and city centres across the country.

Professor Cathy Parker, Co-Chair of the IPM at Manchester Metropolitan University, said: *"We are looking forward to working with our partners through the High Streets Task Force. With support and investment from the government and professionals across the country, we have a fantastic opportunity to develop places that are really valued by the local communities they serve. As the professional body that supports people committed to developing, managing and making places better, the IPM is perfectly placed to support the regeneration of high streets across the country."*

The Task Force is a key part of the government's "Plan for the High Street", which includes the Future High Street Fund. The Task Force will form immediately with planning meetings held this month and pilot delivery due start by September 2019. It will be fully operational by July 2020.

HERITAGE OPEN DAYS 13-22 SEPTEMBER 2019



The national cultural festival, **Heritage Open Days**, is celebrating its **25th anniversary**. It is England's largest festival of history and culture. The Festival happens all over Europe. In England, it is funded by the People's Postcode Lottery and organised by the National Trust: it takes place in September each year.

The statistics are staggering. In 2018, there were 5517 events drawing 3.1 million visitors: 2046 local organisers and 49,000 volunteers, adding an estimated £20 million to local economies. The principle is that all events (primarily the opening of buildings, walks and talks) are free, and if they are free anyway, must offer something different – so that a church like St Mary's in Beverley offers tours of the bell chamber and the roofs, and Beverley Minster offers guided tours, a free organ recital, and access to the normally closed western towers.



**The Pilgrimage of Grace 1536:
Yorkshire's Great Rebellion**

Yorkshire is an enthusiastic supporter of Heritage Open Days, and many of the events are organised by Civic Societies or Civic Trusts. I calculated (I am not good at calculation, forgive me if these are not absolutely cast-iron stats) that in 2018 East Yorkshire had 141 open buildings and special events, North Yorkshire 104, South Yorkshire 137 and West Yorkshire a whopping 241.

A total of 623, with some 42 from our Humber colleagues across the water (and yes, the Humber Bridge puts on a show for visitors too). All this organised by volunteers, without central funding.

Beverley is fortunate to be able to work in partnership with the long-established and wide-ranging Hull Civic Society programme, with a joint printed brochure with a print run of 10,000 copies widely appreciated across the East Riding. Heritage Open Days are great fun for everyone and bring people to all sorts of places they might not normally visit. In our area of Hull and Beverley there are some perhaps unexpected favourites: cemetery tours, prisons (of course), synagogues, mosques and masonic halls, as well as the more traditional Grade I listed buildings guided walks, talks and famous gardens.

This year's theme is People Power (last year it was Extraordinary Women). The national website went live in June 2019, and by searching online for Heritage Open Days you can find great places to visit all over England: or you can restrict your search to a particular day, a particular location or a particular type of heritage. Try <https://www.heritageopendays.org.uk> and plan some great days out.

**Barbara English,
Beverley Civic Society**

SKIPTON CIVIC SOCIETY HOST A VISIT OF SELBY CIVIC SOCIETY MEMBERS



A group of 20 members from Selby Civic Society visited Skipton on Saturday 18th May, as part of their 50th Anniversary celebrations.

Unfortunately, their coach was held up by heavy traffic, but they still managed to enjoy most of a planned tour of the town centre with five members of Skipton Civic Society. The threatened rain did not come to spoil their day.

They saw the castle and Holy Trinity, from where they viewed the War Memorial. They were then shown the Town Hall and the main buildings on the High Street and Middle Row. After this, they went down Albert Street and saw the re-used warehouses and newer developments, and then down to the canal, seeing the basin and learning about the Springs Branch, which was created to allow the Earls of Thanet to ship their limestone to the main waterway.

From Coach Street bridge they were shown the 'pocket park' created by the Society from waste ground which had been used to store derelict cars, and which has become a peaceful little space with seats and an information board. They then went along Canal Street and the party assembled to have lunch, with free time to explore afterwards. The two groups discussed planning and development in their respective towns, and how conservation areas were being protected.

The Selby group said they had very much enjoyed their visit and had seen far more than they would have done if they had just walked around on their own. They admired the efforts taken to preserve so much of the best of old Skipton.

They were given a book on Skipton history, and copies of the Civic Society's War Memorial booklet and the three leaflets on aspects of Skipton which have been published over recent years. All these are available at the Tourist Information Centre, (and the library when it re-opens), and further information about the Society can be found at www.skiptoncivicsociety.org where there are links to the Facebook page showing past and future activities. New members and visitors are always welcome at the meetings.



YORKSHIRE & HUMBER
Association of Civic Societies

Reg. Charity No. 1112290

www.yhacs.org.uk

Please send any articles,
comments, letters or
questions to the editor:

David Moss

Email:

The Yorkshire and
Humber Association of
Civic Societies (YHACS)
is the distinct voice of the
civic society
movement in the
Yorkshire and Humber
region, and our vision is
to enhance the quality of
life for all citizens in the
region by engaging
citizens not only in the
protection of local
heritage but also in the
promotion of sustainable
economic development
and urban renaissance.

Sat 27th July	YHACS Summer Meeting in Selby
13th- 22nd September	Heritage Open Days
Sat 26th October	YHACS Autumn meeting in Pontefract

NEXT YHACS MEETING

SATURDAY 28TH JULY 1:00 - 4:00 PM

MEMBERS MEETING

AT

SELBY TOWN HALL, YORK ST, SELBY YO8 4AJ

GUEST SPEAKERS :

**STEPHEN SMITH - SENIOR CORPORATE ENGAGEMENT
OFFICER, TRANSPORT FOR THE NORTH**
DAVID LEWIS - SELBY CIVIC SOCIETY

CONTACT: KEVIN TRICKETT ON INFO@YHACS.ORG.UK

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