

ALLERTHORPE PARISH COUNCIL

Confirmed Minutes of the Parish Council Meeting (No 183) held in Allerthorpe Village Hall on Tuesday 31st August 2021 at 19.00.

Present:

Laura Brennan	Chairperson
Debbie Forster	Vice-Chairperson
Noel Brennan	Parish Councillor
Clare Metcalfe	Parish Councillor
Sim Wilkinson	Parish Councillor
Bev Butler	Parish Councillor
Jane Smith	Clerk
Leo Hammond	Ward Councillor

183.1 Apologies and Welcome

Angela Batty Parish Councillor

There were 7 members of the public present.

The Chairperson welcomed everyone.

183.1a Pre-meeting submission by parishioners in attendance

None.

183.2 Declarations of pecuniary and non-pecuniary interests, including any dispensations of pecuniary interest

None

183.3 To confirm minutes of the previous meeting:

182 21st June 2021

The minutes of the meeting were accepted as a true record, proposed by Mr Wilkinson, seconded by Ms Forster and signed by the Chairperson.

183.4 To discuss speeding and traffic concerns through the village. To develop a plan of action.

It was confirmed that the last traffic survey took place in the village in 2018. (*see appendix a*) It was thought that the speed strip on the road was well into the village, thus not recording the speed of traffic entering the village. Mr Hammond said that he would request another survey. Ms Forster stated that she had spoken to traffic management and that they have another traffic survey for Allerthorpe scheduled for Spring 2022.

Mr Hammond said that he is working with the Police and Crime Commissioner on traffic speed through villages. He recommended Community Speed Watch, where 6 people are trained to survey traffic speed. Vehicles breaking the speed limit are reported to the police who contact the vehicle owner. A member of the public confirmed that the scheme had been very successful in Bolton village. Mrs Butler and two members of the public said they would be happy to volunteer.

The problem of speeding traffic from the Melbourne end of the village was discussed. It is particularly dangerous when the school children return home on the bus and have to cross the road. There have also been a couple of incidences of parked cars being damaged and local owners of parked vehicles being subject to abuse from drivers. Mr Hammond

encouraged everyone to report speeding and abuse to the police. Also to report any incidents to the Clerk so that a log can be kept.

A member of the public asked whether the 30mph sign could be moved. Mr Hammond said this would be subject to legal proceedings and would be very expensive.

The idea of 30mph bin stickers was raised as this has proved very successful in other areas. It was decided that the Parish Council would purchase stickers and give to village residents with an explanatory letter.

The Chairperson summarised as follows:

- The Traffic Survey is scheduled for Spring 2022
- To follow up information on Community Speedwatch
- All speeding and accident incidents to be reported to the Police and also to Parish Clerk, who will keep a log.
- Bin stickers to be ordered.
- Traffic concerns to be on agenda for next meeting.

183.5 Trespass Group

To receive updates.

Mr Gilbert kindly produced a written resume of progress to date (*see appendix b*).

In brief, the trespass group is now dealing with 3 potential trespassers, who have all been advised of the claim. So far, the defendants have denied the trespass, but not engaged further. Mr Gilbert said that it is in the hands of the barrister, and it could be another 6-9 months. Mr Gilbert will be submitting his concerns re the Golf Club. It will be an agenda item for the next Parish Council meeting.

183.6 To receive general information/correspondence

Local Plan Update – the Parish Council's response has been co-ordinated by Mrs Batty and has been submitted.

183.7 To Agree Finance

a. Current Financial Position:

i. Payments 18.06.2021 – 23.08.2021

Seven payments were itemised totalling £1,322,64: two salary payments for the Clerk; one quarterly payment to HMRC; one quarterly payment to Payroll services; one monthly BT internet payment; two payments for the installing and planting up the village planters.

Receipts 18.06.2021 – 23.08.2021

No payments were received.

ii. Summary of receipts and payments

Since 01.04.2021 there have been receipts of £5,245.53 and payments of £7,165.54.

iii. Bank Reconciliation

The current bank statement stands at £19,601.63

Ms Forster, as a non-signatory, will sign to show that this figure agrees with the accounts.

iv. Asset Register

There have been no changes to the asset register since the last meeting.

183.8 Village Hall Kitchen Extension Fund

To discuss and make a decision about whether to add PC monies to the fund:

Following on from the discussion at the last meeting, Mrs Metcalfe confirmed that the quote for demolishing the existing kitchen, replacing with a fit-for-purpose kitchen, storage area and full disabled access was £43,328,000 +VAT. She explained that we are fairly certain that we will not be liable for VAT for two reasons: creating full disabled access and also because the extension is a separate room and not an extension of the existing hall.

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Mrs Butler, as treasurer for the Village Hall, stated that at present the Village Hall accounts stand at £38,560.54. She felt that we needed to keep a float of £4,000 for unexpected repairs, and therefore ask for the PC to gift or loan £11,000 to the Village Hall.

The present kitchen is in a very bad state and will have to be pulled down at some point. The Clerk explained that the Parish Council have surplus funds due to the previous Parish Clerk being on long-term sick. The work had been done voluntarily by Mr Howard-Smith and the present Clerk for over 2 years, although monies from the precept had been received hoping that the previous Clerk would return to good health.

Ms Forster proposed that the Parish Council gift £11,000 to the Village Hall. Mr Brennan seconded the proposal and it was unanimously agreed.

Ms Forster said she would look in to the possibility of loaning the money and the Village Hall paying back a small sum each year.

183.9 Planning

a. applications since last meeting

- (i) 21/02129/PLF Erection of single storey extension to side to provide annexe, construction of open sided porch to side and creation of new vehicular access.
The Conifers, Main Street *No objections*
- (ii) 21/02299/PLB Proposed internal alterations to first floor (Revised scheme of 18/00321/PLB)
The Rookery, Main Street *No objections*
- (iii) 21/30274 /CONDET Submission of details required by Condition 9 (Travel Plan) of planning permission 21/00107/PLF.
Allerthorpe Park Golf Club *Awaiting more details*

b. decisions since last meeting

- (i) 21/00133/PLF Erection of extension to existing waste transfer station. (revised scheme of 20/03746/PLF)
Murr Plant and Transport Ltd Waste Transfer Station, York Road, Barmby Moor. *Still pending*
- (ii) 21/01026/PLF Alterations to and conversion of a former agricultural building to two dwellings.
6 Warren Cottages, Waplinton Lane *Approved*

183.10 Rendering Plant at Holme-on-Spalding Moor

A leaflet has been put through many doors in Allerthorpe re the above, asking for support by objecting. There was some speculation that the facts in the leaflet might not all be correct. It was decided to put this on the agenda for the next meeting.

183.11 Soay Solar Energy proposed planning application

No planning application has been received by ERYC as yet. It was decided to put this on the agenda for the next meeting.

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183.12 Dates of next meetings

The following dates were agreed:

Tuesday 26th October 2021

Tuesday 18th January 2022

183.13 Meeting Closed 20.41

Signed Date

Appendix a:

Traffic sub-committee

16/10/2017

Concerns

Increase in traffic flow and speed partly due to new roundabout on A1079, restrictions on other roads for high-sided vehicles. Potential increase in traffic due to golf club site development. Last traffic survey in 2012.

Outcome objectives:

1. To reduce traffic speed in Allerthorpe village
2. To review traffic volume
3. To review possibilities of traffic reduction
4. To review possibilities of traffic restrictions

Specific issues

- A1079 Roundabout to Allerthorpe. There is unrestricted speed. As a result, many vehicles do not slow down on entering the village.
- Melbourne Rd from Golf club unrestricted speed limit to Allerthorpe. (This is a 'racetrack') As a result, many vehicles do not slow down on entering the village. Many enter at 50 mph plus. With approval for 150 'holiday' lodges (residents can live in the caravans for 50 weeks of the year) this will exacerbate the traffic problem. This is made worse as all houses on the right entering from Melbourne are recessed and vehicles may feel there are no hazards and this may give them a sense of carte blanche to speed.
- Flashing speed signs at entrances to the village. These are 'outward' only. Thus, after entering the village there are no further calming methods. As a result, vehicles speed up after the corner (by the Public House, PH) as they drive through Main St. towards Melbourne. This is compounded as all houses on the left are recessed (back from the road with a high wall and shrubs at roadside) and vehicles may feel this allows them to speed undetected. This is an accident waiting to happen when cars, pedestrians and those with animals leave the recessed properties. Vehicles also increase speed towards the Church on the way out of the village towards the A1079.

Traffic calming methods-possibilities

- Change speed zoning on Melbourne Rd from Golf club e.g. 60mph to 40mph then 30mph (or 20mph) in the village
- Change speed zoning from A1079 to 40mph
- Change village speed limit from 30mph-20mph
- Chicanes at both ends of the village
- Permanent additional speed indicators (min. 2) within the village
- Additional road markings
- Warning signs
- Traffic cameras

Additional measures

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- Weight restrictions on high sided vehicles
- Additional lighting. There are only two lampposts from the Melbourne entrance to Allerthorpe to the PH. This makes it very dangerous for pedestrians walking to the PH along Main St. from the Melbourne Road. The number of pedestrians walking from the Golf club lodges will likely increase.

Ultimate measure

- A by-pass

Officer's Note
Allerthorpe Village – Traffic concerns

Further to the Parish Council's recent correspondence regarding traffic issues in Allerthorpe, please see detailed response below:

Traffic calming methods-possibilities

- **Change speed zoning on Melbourne Rd from golf club e.g. 60mph to 40mph then 30mph (or 20mph) in the village**
- **Change speed zoning from A1079 to 40mph**

Main Street is similar to other roads which lead off the A1079 i.e. Back O'Newton Road, Dauby Lane and Common Lane. There are many roads such as this in the East Riding and in order for a reduced speed limit to be considered there needs to be a history of collisions caused by speeding. In the case of Allerthorpe there have not been any recorded injury collisions in the previous 3 year period which demonstrates a good road safety record. I am afraid that the Council does is unable recommend a reduction in the speed limit.

- **Change village speed limit from 30mph-20mph**

20mph speed limits only work if speeds are already at or below 24mph or on roads which meet the criteria for traffic calming measures. In both cases we know from previous surveys that speeds are in excess of 35mph and therefore there would be little compliance of a lower limit. Allerthorpe does not meet the criteria for physical traffic calming as it has a good road safety record, no school or local amenities.

- **Chicanes at both ends of the village**

Chicanes only work if there is sufficient opposing traffic otherwise cars see the road is clear and continue around it. The Council does not recommend chicanes here as they would serve no benefit and could create a collision potential where there are no injury accidents at the moment.

- **Permanent additional speed indicators (min. 2) within the village**

Fortunately Allerthorpe already has the benefits from having Vehicle Activated Signs (VAS). We do not erect further VAS as these tend to only be placed where needed most on entering villages and towns.

We also do not erect further VAS within villages as these could be considered as repeater signs which when challenged in court are not permitted within a restricted area. The DfT states:

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Vehicle activated signs are not a substitute for standard plate signing nor are they to be used as speed limit repeater signs. Vehicle activated signs will not normally target all drivers but rather that population exceeding the posted speed limit or a safe speed for the particular hazard. If used correctly they will be illuminated for only a proportion of drivers and are therefore not repeater signs. Vehicle activated signs should be considered only when there is an accident problem associated with inappropriate speed that has not been satisfactorily remedied by standard signing and where safety cameras and related signs are not a cost effective or otherwise appropriate solution. Inappropriate speeds might include vehicle speeds on the approach to a hazard, such as a bend or junction, that are below the posted speed limit and consequently below the police enforcement threshold.

- **Additional road markings**
- **Warning signs**

Unfortunately, there are no additional road markings which can be introduced to reduce speed further. Road markings and signs are there to warn for hazards such as bends and Allerthorpe already has these.

- **Traffic cameras**

Allerthorpe does not meet the Police's strict criteria for speed cameras which is based in injury collisions. For further information on this you may wish look at the Safer Roads Humber website

Additional measures

- **Weight restrictions on high sided vehicles**

The Council are unable to recommend a weight limit through Allerthorpe because unlike Melbourne there is no suitable alternative route without a substantial diversion or transferring traffic to other villages. Weight limits do not ban HGVs outright; they are still able to access any sites within the Weight Limit area. To ban HGVs in Allerthorpe would then put pressure on other settlements on the alternative route; so it is preferable for each village to take its fair share of the traffic so that not one village bears the brunt.

The Council will be looking at the feasibility of introducing a Weight Limit through Melbourne as unlike Allerthorpe there is an alternative suitable route around the village without having an impact on other villages.

- **Additional lighting.** There are only two lampposts from the Melbourne entrance to Allerthorpe to the PH. This makes it very dangerous for pedestrians walking to the PH along Main St. from the Melbourne Road. The number of pedestrians walking from the golf club lodges will likely increase.

Regrettably the budget available to the street lighting section is to maintain existing lighting stock and not to provide new lighting. The parish councils can act as a lighting authority and commission new lights if they see fit. The parish council currently own five lights in the village which are maintained by ERYC via a Service Level Agreement so they may be prepared to look into this measure

- **A by-pass**

The A1079 act as a by-pass for Allerthorpe. By-passes are constructed to avoid major settlements such as towns and cities. The budget required for such a scheme is in the millions. I am afraid Allerthorpe does not meet the criteria.

- **Speed Survey**

A traffic count/speed survey has been commissioned as part of the investigation for a weight limit through Melbourne, as part of this assessment traffic in Allerthorpe has been included to get general/HGV figures for the area. Once speed results are available we will contact you again.

Traffic sub-committee update

AGM 16th May 2018

- History
- East Riding of Yorkshire Council (ERYC) who to contact
- Sub-committee & meeting
- Communication with Traffic dept ERY Beverley & response from ERY Traffic Dept.
- Surveys
- Possible action

History

1st meeting: Thursday, 5th October

Participants: Chris Mills, Bev Butler, Graham Gilbert & Tim O' Gram

Rationale for Traffic sub committee

Increase in traffic flow and speed partly due to new roundabout on A1079, restrictions on other roads for high-sided vehicles. Potential increase in traffic due to golf club site development.

Purpose: To agree on a focus to improve traffic issues in Allerthorpe

Outcome objectives:

1. To reduce traffic speed in the village
2. To review traffic volume
3. To review possibilities of traffic reduction
3. To review possibilities of traffic restrictions, if any

Strategy

Focus on past, present and future

Past

What has the parish council have on record re traffic surveys & traffic calming measures that have been introduced etc?

Present

What precedents are available in East/North Yorkshire villages?

e.g. Fangfoss. Changed village speed limit from 30mph-20mph

Future

A traffic survey - (Speed, volume and vehicle type) may be required to:

1. Compare and contrast with previous traffic data
2. Convince local authorities that traffic calming is required

Who to liaise with:

ERYC

1. **Traffic Dept.** (Katy Stork Tel: 01482-395628) Role: Signing & Lining
2. **Road Safety Dept** (Paul Copeland Tel: 01482-395561) Role: Speed Mgt. devices, Casualty reduction
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Traffic calming methods-possibilities communicated to Traffic dept ERYC and their response

Traffic calming methods-possibilities

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Speed Survey & Results

Surveys conducted in mid-March- connection via lamppost and across the road in front of O'Gram Farms and April 11-17 connection via the lamp post and across the road south of Allerthorpe House.

Survey result (summary) received 14/05/2018

The speed at or below which 85% of vehicles are travelling at (usually referred to as the 85th percentile speed) is an important factor in the assessments. Only those locations with the highest scores qualify for speed enforcement, either by operational police officers or the camera unit. The next tier of locations will receive some intervention from the council's road safety team, e.g. speed indication devices. Any locations not ranked in the top tiers will not receive an intervention as their scores will not have been high enough and if that is the case, the residents will be informed accordingly.

- **Number of vehicles recorded was 19,843 per week**

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- Vehicles per day 2835 per day.
- **The number of potential offenders is 371 per day** which equates to 13.09% of the traffic.
- **The mean speed was recorded as 29.9mph** and the 85th percentile speed was 34.3mph.
- **Number of recorded injury collisions in the previous 3 year period-none.**
- **The Speed Management Procedure awarded Allerthorpe 3 points** which is considered low priority (0-11 points no further action, *12-15 points free temporary Speed Indication Devices, 16+points Police Enforcement*)
- **Does not meet the criteria for Police enforcement** or intervention from the Council's Road Safety Team.
- the Council is unable assist further in this matter but I would like to thank you for raising your concerns.

Possible future action

Community Speed watch

Will need to discuss with Humberside Police Paper details, liabilities, roster, rotor etc. Speed gun required and has to be calibrated. H Police trialling it at present in N. Lincs.

Traffic sub-committee 16/05/2018

Allerthorpe Parish Council Traffic sub-committee

1st meeting: Thursday, 5th October; 3.10pm-4.10pm

Participants: Chris Mills, Bev Butler, Graham Gilbert & Tim O' Gram

Rationale for Traffic sub committee

Increase in traffic flow and speed partly due to new roundabout on A1079, restrictions on other roads for high-sided vehicles. Potential increase in traffic due to golf club site development.

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What has the parish council have on record re traffic surveys & traffic calming measures that have been introduced etc?

Present

What precedents are available in East/North Yorkshire villages?
e.g. Fangfoss. Changed village speed limit from 30mph-20mph

Future

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A traffic survey - (Speed, volume and vehicle type) may be required to:

1. Compare and contrast with previous traffic data
2. Convince local authorities that traffic calming is required

Traffic calming methods-possibilities

- Change zoning on Melbourne Rd from golf club e.g. 60mph to 40mph then 30mph (or 20mph) in the village
- Change village speed limit from 30mph-20mph
- Chicanes at both ends of the village
- Permanent mobile speed indicators (min. 2)
- Additional road markings
- Traffic cameras

Next steps

- Chris Mills to liaise with Parish Council over past traffic data that may be on record and identify local authority traffic contacts. Highlight the purpose of the sub-committee at the quiz night on 13th October and request support where required.
- Graham Gilbert to review traffic improvement precedents in other villages
- Bev Butler to identify a selection of lorries and their destinations and why they choose a route via Allerthorpe.

—

Good afternoon

Further to our telephone conversation last week, I can inform you that I am in receipt of the survey and have assessed results under the Council's Speed Management Procedure.

The Council and the Police have entered into an agreement called the Speed Management Strategy to co-ordinate and assess speeding concerns received by both the Council and the Police and this started in October 2012. These assessments include criteria such as a small scale speed survey up to a full 7 day traffic count and speed survey if necessary at the location so that a picture of the speeding profile of drivers on the road can be considered. The survey will identify the number of vehicles travelling at a speed exceeding the speed limit and by how much. The speed at or below which 85% of vehicles are travelling at (usually referred to as the 85th percentile speed) is an important factor in the assessments.

A scoring system is used which determines what level of enforcement is required for a location. If the assessment finds large numbers of vehicles travelling at excessive speeds with a consequently high score, the Police are requested to carry out speed enforcement on the road. When the results of the assessment are collated and reviewed, the Council will write to the Town or Parish Council with the outcome and whether any consequent action will be taken. When an assessment at any location has been carried out, further reviews on the same street will not usually be considered within the following 5 years.

Please note all sites are assessed in the same manner under the Council's Speed Management Procedure to ensure fairness and to target those sites with the greatest number of offenders. The East Riding's speed management procedure has been officially adopted by the council's cabinet and applies to the whole of the East Riding. It allows the police and the council to analyse locations where they have received speeding

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complaints from the public, focussing on the location's collision history and latest speed offending rate. Locations are then scored and ranked by greatest risk/ need. Only those locations with the highest scores qualify for speed enforcement, either by operational police officers or the camera unit. The next tier of locations will receive some intervention from the council's road safety team, e.g. speed indication devices. Any locations not ranked in the top tiers will not receive an intervention as their scores will not have been high enough and if that is the case, the residents will be informed accordingly.

The speed survey was undertaken at the agreed location between 11 and 17 April 2018. During this period the total number of vehicles recorded was 19,843 per week which equates to 2835 per day. The number of potential offenders per day exceeding the Police's benchmark of enforcement of 35mph (30mph + 10% + 2mph) is 371 per day which equates to 13.09% of the traffic. The mean speed was recorded as 29.9mph and the 85th percentile speed was 34.3mph. As part of the assessment we also look at the number of recorded injury collisions in the previous 3 year period, in the case of Allerthorpe it has an excellent road safety record with no injury collisions recorded.

The Speed Management Procedure awarded Allerthorpe 3 points which is considered low priority (0-11 points no further action, 12-15 points free temporary Speed Indication Devices, 16+points Police Enforcement) and therefore does not meet the criteria for Police enforcement or intervention from the Council's Road Safety Team. The reason for the low priority rating is due to the majority of the traffic adhering to the posted speed limit and Allerthorpe having a good road safety record.

I understand that you will be disappointed but we have to target limited resources at those sites where there are a greater number of offenders and where we can reduce the number of casualties,

I am on sorry on this occasion the Council is unable assist further in this matter but I would like to thank you for raising your concerns.

Kind regards

Katie Stork
Assistant Engineer
Traffic and Parking Team

Tel: (01482) 393939

Web: www.eastriding.gov.uk

Twitter: www.twitter.com/East_Riding

Facebook: www.facebook.com/eastridingcouncil

- History
- East Riding of Yorkshire Council (ERYC) who to contact
- Sub-committee & meeting
- Communication with Traffic dept ERY Beverley & response from ERY Traffic Dept.
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Fortunately, Allerthorpe already has the benefits from having Vehicle Activated Signs (VAS). We do not erect further VAS as these tend to only be placed where needed most on entering villages and towns.

We also do not erect further VAS within villages as these could be considered as repeater signs which when challenged in court are not permitted within a restricted area. The DfT states:

Vehicle activated signs are not a substitute for standard plate signing nor are they to be used as speed limit repeater signs. Vehicle activated signs will not normally target all drivers but rather that population exceeding the posted speed limit or a safe speed for the particular hazard. If used correctly they will be illuminated for only a proportion of drivers and are therefore not repeater signs. Vehicle activated signs should be considered only when there is an accident problem associated with inappropriate speed that has not been satisfactorily remedied by standard signing and where safety cameras and related signs are not a cost effective or otherwise appropriate solution. Inappropriate speeds might include vehicle speeds on the approach to a hazard, such as a bend or junction, that are below the posted speed limit and consequently below the police enforcement threshold.

- Additional road markings
- Warning signs

Unfortunately, there are no additional road markings which can be introduced to reduce speed further. Road markings and signs are there to warn for hazards such as bends and Allerthorpe already has these.

- Traffic cameras

Allerthorpe does not meet the Police's strict criteria for speed cameras which is *based on injury collisions*. For further information on this you may wish look at the Safer Roads Humber website

Additional measures

- Weight restrictions on high sided vehicles

The Council are unable to recommend a weight limit through Allerthorpe because unlike Melbourne there is no suitable alternative route without a substantial diversion or transferring traffic to other villages. Weight limits do not ban HGVs outright; they are still able to access any sites within the Weight Limit area. To ban HGVs in Allerthorpe would then put pressure on other settlements on the alternative route; so it is preferable for each village to take its fair share of the traffic so that not one village bears the brunt.

The Council will be looking at the feasibility of introducing a Weight Limit through Melbourne as unlike Allerthorpe there is an alternative suitable route around the village without having an impact on other villages.

- Additional lighting. There are only two lampposts from the Melbourne entrance to Allerthorpe to the PH. This makes it very dangerous for pedestrians walking to the PH along Main St. from the Melbourne Road. The number of pedestrians walking from the golf club lodges will likely increase.

Regrettably the *budget available to the street lighting section is to maintain existing lighting stock and not to provide new lighting*. The parish councils can act as a lighting authority and commission new lights if they see fit. The parish council currently own five lights in the village which are maintained by ERYC via a Service Level Agreement so they may be prepared to look into this measure

- A by-pass

The A1079 act as a by-pass for Allerthorpe. *By-passes are constructed to avoid major settlements such as towns and cities*. The budget required for such a scheme is in the millions. I am afraid Allerthorpe does not meet the criteria.

Speed Survey & Results

Surveys conducted in mid-March- connection via lamppost and across the road in front of O'Gram Farms and April 11-17 connection via the lamp post and across the road south of Allerthorpe House.

Survey result (summary) received 14/05/2018

The speed at or below which 85% of vehicles are travelling at (usually referred to as the 85th percentile speed) is an important factor in the assessments. Only those locations with the highest scores qualify for speed enforcement, either by operational police officers or the camera unit. The next tier of locations will receive some intervention from the council's road safety team, e.g. speed indication devices. Any locations not ranked in the top tiers will not receive an intervention as their scores will not have been high enough and if that is the case, the residents will be informed accordingly.

- **Number of vehicles recorded was 19,843 per week**
- Vehicles per day 2835 per day.
- **The number of potential offenders is 371 per day** which equates to 13.09% of the traffic.
- **The mean speed was recorded as 29.9mph** and the 85th percentile speed was 34.3mph.

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- **Number of recorded injury collisions in the previous 3 year period-none.**
- **The Speed Management Procedure awarded Allerthorpe 3 points** which is considered low priority (0-11 points no further action, *12-15 points free temporary Speed Indication Devices, 16+points Police Enforcement*)
- **Does not meet the criteria for Police enforcement** or intervention from the Council's Road Safety Team.
- the Council is unable assist further in this matter but I would like to thank you for raising your concerns.

Possible future action

Community Speed watch

Will need to discuss with Humberside Police Paper details, liabilities, roster, rotor etc. Speed gun required and has to be calibrated. H Police trialling it at present in N. Lincs.

Traffic sub-committee 16/05/2018

Appendix b:

Update on Trespass Group action dealing with illegal sewer

Having established that ownership of the golf course has been transferred to Allerthorpe Golf and Country Park, the Trespass Group is now dealing with three potential trespassers, Park Leisure, Allerthorpe Golf and Country Park and Ecodrill ltd. Each has been advised of our claim and has had sight of draft legal proceedings.

Our actions so far have been designed to satisfy official guidance (pre-action protocol set out in the court rules) aimed at securing resolution of disputes without the need to resort to the courts. This part of the process assumes contemplation by all of the parties to the dispute of a suitable alternative dispute resolution procedure (e.g. mediation). It is essential the Group complies with the protocol as not to do so can have adverse costs consequences for the Group. However that obligation rests upon all of the parties to the dispute.

So far none of the defendants through their respective solicitors has chosen to engage in any meaningful fashion having denied the trespass. The interaction has nevertheless been valuable in demonstrating our good faith in seeking to satisfy the pre-action protocol requirements and now leaves us in a good position to escalate the matter by issuing the claim at Court.

The claim, which sets out the basic facts and the legal basis relied upon to claim relief is currently being refined by the Group's barrister given the late disclosure of evidence by one of the defendants

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Eventually the final version of the claim is likely to continue to include claims against all three defendants including the necessary injunctive relief whereby an order of the court is made to cover the removal and/or termination of the use of the sewer.

G C Gilbert

20/08/21

ALLERTHORPE VILLAGE HALL TRUST
Registered Charity No: 1046753

183. VH 1 Present & Apologies

Present:

Laura Brennan	Chairperson
Debbie Forster	Vice-Chairperson
Noel Brennan	Parish Councillor
Clare Metcalfe	Parish Councillor
Sim Wilkinson	Parish Councillor
Bev Butler	Parish Councillor
Jane Smith	Clerk

Apologies

Angela Batty Parish Councillor

No members of the public were present.

183.VH 2 Declarations of pecuniary and non-pecuniary interest including any dispensations of pecuniary interest:

None declared

183.VH 3 Minutes of Previous Meeting

The minutes of the meeting 182 held on 29th March 2021 were agreed as a true record, proposed by Mr Wilkinson and seconded by Ms Forster.

182.VH 3a Matters arising

None

183.VH 4a Finance Report

Mrs Butler had prepared the accounts for the meeting. They show a balance in the accounts of £38,560.54. This money has been raised by grants, fundraising and rent. As previously reported, we have had an estimate for the building works of £43,328.00 +VAT for the kitchen and storeroom extension.

183.VH 5 Management Committee report

- i. Following a note in the Parish Newsletter, we are very pleased to report that Mrs Margaret Murray has agreed to join the Village Hall Management Committee
- i. Monthly timetables of hall use are posted on the website and on noticeboards in and outside the Village Hall.

182.VH 6 Future Developments

- a) The planning of the village hall extension continues and hopes to start before the current planning consent expires in Jan 2022.

182.VH 7 Next meeting

Informal discussions and updates to continue via Whatsapp.

Meeting Closed at 21.05

Signed Date