

**HOLLYM PARISH COUNCIL**  
**MINUTES TO MONTHLY MEETING HELD ON THE 11th JUNE 2026.**  
**HOLLYM VILLAGE HALL, NORTH LEYS ROAD, HOLLYM, HU19 2SB.**

**Present:** Cllr. Adrian Boasman AB – Chair  
 Cllr. Keith Bedson KB  
 Cllr. Rob GH Clubley RGHC  
 Cllr. Rebecca Lindgren RL  
 Cllr. George Tupling GT

**Clerk:** Rachel Foster      **Ward Councillor(s):** 1      **Members of Public:** 1

<b>Minute</b>	<b>Discussion and Agreement</b>	<b>Action</b>
<b>26/06/054</b>	<b>To Elect Chair</b>	
	Cllr(s). Proposed and Seconded, Cllr. Adrian Boasman be Elected as Chair. Councillors Resolved Cllr. Adrian Boasman be elected as the Chair. The declaration of acceptance of office for the position of Chair was duly signed.	<b>Clerk</b>
<b>26/06/055</b>	<b>To Elect Vice-Chair</b>	
	Cllr(s). Proposed and Seconded, Cllr. Rebecca Lindgren be Elected as Vice-Chair. Councillors Resolved and Cllr. Rebecca Lindgren was elected as Vice Chair. The declaration of acceptance of office for the position of Vice-Chair was duly signed.	<b>Clerk</b>
<b>26/06/056</b>	<b>To note apologies for absence and absentees</b>	
	No apologies received. Cllr FD absent.	
<b>26/06/057</b>	<b>Councillors' disclosure of interests in matters on the Meeting Agenda</b>	
	None Declared	
<b>26/06/058</b>	<b>To confirm the minutes of the meeting</b>	
	Ordinary Meeting held on 21/05/2026 Agreed by all and signed by Chair.	
<b>26/06/059</b>	<b>Clerks(s) Report</b>	
	Clerk gave an update regarding the bags for the community litter pick. Clerk also gave a brief rundown of the DIFEY fund which is open to applications.	
<b>26/06/060</b>	<b>Public Forum</b>	
	Cllr KB presented a report from residents who are concerned about parking issues on North Side Road. Discussion between a member of the public and councillors brought up concerns of access for larger vehicles and emergency vehicles.	
<b>26/06/061</b>	<b>Ward Councillor Update</b>	
	Cllr Sean McMaster informed the Council that the Police Crime Commissioner fund for speed indicator devices is due to re-open in mid-late July. Cllr Sean McMaster to enquire about logistics of installation with ERYC. Clerk to contact Ottringham Parish Council's clerk for information. Cllr Sean McMaster also reported the issues with the roads that was raised at the last meeting to ERYC Highways.	

<b>26/06/062</b>	<b>Finance</b>														
	<p>a) Receipts '<b>noted</b>' – Bank Interest – May £4.92, Precept – 1<sup>st</sup> Payment £3100</p> <p>b) Payments '<b>resolved</b>' as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Clerk Salary – April Salary</td> <td style="text-align: right;">197.92</td> <td rowspan="6" style="vertical-align: middle; text-align: center;"><b>Clerk</b></td> </tr> <tr> <td>Lloyds Bank Fee - April</td> <td style="text-align: right;">4.25</td> </tr> <tr> <td>Pinfold Maintenance</td> <td style="text-align: right;">44.00</td> </tr> <tr> <td>Lloyds Bank Fee – May</td> <td style="text-align: right;">4.25</td> </tr> <tr> <td>Pinfold Maintenance</td> <td style="text-align: right;">22.00</td> </tr> <tr> <td style="text-align: center;"><b>Total Payment – June 2026</b></td> <td style="text-align: right;"><b>272.42</b></td> </tr> </table> <p>c) Bank Reconciliation <b>noted</b> – 31<sup>st</sup> May 2026.</p> <p>d) Annual Governance Accountability Return (AGAR):</p> <ol style="list-style-type: none"> <li>i. Internal Auditors Report was received and noted.</li> <li>ii. The Annual Governance Statement was reviewed and agreed and duly signed by the Clerk and Chair.</li> <li>iii. The Accounting Statement was reviewed and agreed and duly signed by the RFO and Chair.</li> <li>iv. Certificate of Exemption was reviewed and agreed and duly signed.</li> <li>v. Agreed the dates of the Public Rights Period – 15<sup>th</sup> June – 24<sup>th</sup> July 2026</li> <li>vi. It was resolved to appoint Southgates the Internal Auditor for the year 2026/2027.</li> </ol>	Clerk Salary – April Salary	197.92	<b>Clerk</b>	Lloyds Bank Fee - April	4.25	Pinfold Maintenance	44.00	Lloyds Bank Fee – May	4.25	Pinfold Maintenance	22.00	<b>Total Payment – June 2026</b>	<b>272.42</b>	
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<b>26/06/063</b>	<b>Planning and Consultations</b>														
	<p><b>Noted</b> the following Planning Appeals:</p> <p style="padding-left: 40px;"><u>Planning Appeal Ref: 26/00031/REFUSE</u></p> <p style="padding-left: 40px;">Proposal: Erection of first floor extension to side</p> <p style="padding-left: 40px;">Location: Lodge Cottage, North Leys Road, Hollym, East Riding of Yorkshire, HU19 2SB</p> <p style="padding-left: 40px;">Applicant: Philip Lyon</p> <p style="padding-left: 40px;">Appeal Type – Refusal of planning permission.</p>														
<b>26/06/064</b>	<b>Community and Parish Council items</b>														
	<p>a) Resolved to accept Councillor Annie Ives' letter of resignation.</p> <p>b) Resolved to order plaque for Councillor Bernard Jull.</p>	<p><b>Clerk</b></p> <p><b>Clerk</b></p>													
<b>26/06/065</b>	<b>Reports received from Committees and/or Councillors on External Bodies</b>														
	<p>a) Health – No Report.</p> <p>b) Shape – Cllr KB reported that we are waiting on ERYC to tender for diagrams and maps. No future Coastal Change meetings set. Cllr KB concerned that not a lot of action is taking place. After discussions it was resolved to write to the residents of Hollym, Cllr KB to draft.</p> <p>c) Village Hall – Nothing to report.</p>	<b>KB</b>													
<b>26/06/066</b>	<b>To note correspondence received</b>														

	<p><u>Agenda items</u></p> <p>15/05/2026 – Notification of appeal for 26/00068/PLF Lodge Cottage North Leys Road, Hollym – ERYC Planning</p> <p><u>For Information and reporting only</u></p> <p>07/05/2026 – Do It For East Yorkshire Community Fund 2026 – Cllr Sean McMaster</p> <p>11/05/2026 – Lantra Traffic Management for Community Events – Expression of Interest – ERYC</p> <p>14/05/2026 – Annual Town and Parish Council Planning Liaison Meetings – ERYC</p> <p>15/05/2026 – Latest updates – ERNLLCA</p> <p>19/05/2026 – Environment Agency flooding survey – ERNLLCA</p> <p>20/05/2026 – Delegates and Motions for the ERNLLCA AGM – ERNLLCA</p> <p>21/05/2026 – Road Safety Measures Grant Scheme – Cllr Sean McMaster</p> <p>01/06/2026 – Annual Town &amp; Parish Council Liaison Meetings Invitation – ERYC</p> <p>01/06/2026 – Town and parish councillors’ bulletin – June 2026 – ERYC</p> <p>03/06/2026 – LANTRA TMCE Training – ERYC</p> <p>03/06/2026 – SFI HEY LNRS alignment tool – ERYC</p> <p>03/06/2026 – June Newsletter – ERNLLCA</p> <p>03/06/2026 – Free training – Breakthrough Communications – ERNLLCA</p>	
<b>26/06/067</b>	<b>Items raised for the next agenda</b>	
	None.	
<b>26/06/068</b>	<b>Date and time of next meeting(s):</b> 16 <sup>th</sup> July 2026	
	<b>Meeting Closed at: 20.43pm</b>	

Signed .....

Date .....

## **CLERKS REPORT – 07/07/2026**

### **Speed Indicator Devices**

I have received some very helpful information from Joanna at Ottringham Parish Council.

I have a contact at ERYC who can help us with the process, as there are apparently a number of forms that need to be completed.

Ottringham Parish Council has entered into a Service Level Agreement with ERYC. ERYC installed the signs and will relocate them to alternative locations as required.

The installation cost charged by ERYC was £726.00 plus VAT.

Joanna also recommended the company they used to supply their Speed Indicator Devices.

I had already received a quote from MessageMaker Signs. When I contacted Stock Signs, used by Ottringham Parish Council, I found they are the same company, so I have only obtained one quote so far.

The price list is attached from Stock Signs/MessageMaker below.

R. Foster

Clerk to Hollym Parish Council



COST EFFECTIVE, AND SIMPLE TRAFFIC MONITORING TO AID TRAFFIC CALMING, ENSURE PUBLIC SAFETY AND AVOID ACCIDENTS.

**Messagemaker Displays is the UK's leading provider of Vehicle Activated Speed Signs, with over 20 years experience in the design, supply and manufacture of effective speed calming solutions.**

As road usage continues to increase it is acknowledged that speeding motorists are a danger on the roads and to communities. Prompting drivers when exceeding the speed limit, or highlighting the legal limit of a given area are both proven methods of speed reduction.

In addition, Vehicle Activated Speed Signs are an invaluable tool in monitoring speed and traffic movements in commercial and industrial settings.

**The three types of Vehicle Activated Speed Signs from Messagemaker Displays are:**

**SPEED LIMIT REMINDER (SLR)**

Display the road's current speed limit to any vehicle travelling over the speed limit along with a "SLOW DOWN" message.

**SPEED INDICATOR DEVICE (SID)**

Displays the speed of any oncoming vehicle travelling over the speed limit along with a "SLOW DOWN" message.

**SMILEY ACTIVATED MESSAGE (SAM)**

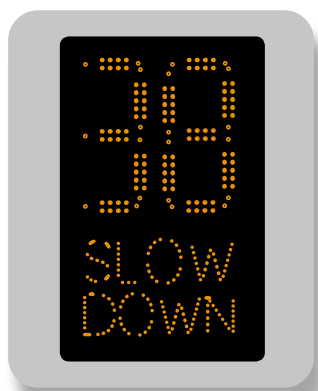
Displays the speed of any oncoming vehicle along with a red 'sad face' for speeding vehicles, and a green 'smiley face' for vehicles travelling within the speed limit.

[sales@messagemaker.co.uk](mailto:sales@messagemaker.co.uk)

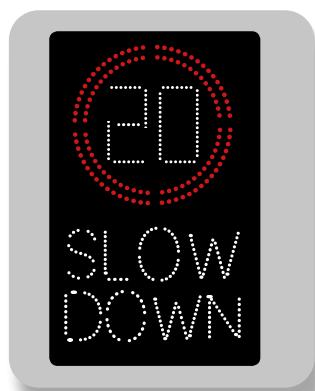
Tel. 01737 774747

[www.messagemaker.co.uk](http://www.messagemaker.co.uk)

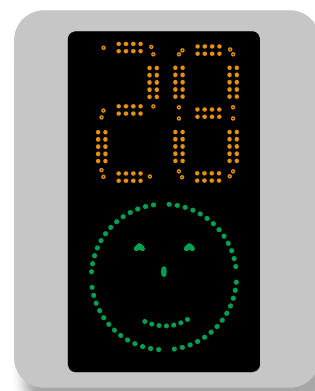
# TECHNICAL SPECIFICATIONS



SID  
Speed Indicator Device



SLR  
Speed Limit Reminder



SAM  
Smiley Activated Message

Technical Information		SID	SLR	SAM
Digit/ Roundel Size		300mm Digit Height	300mm Roundel Size	300mm Digit Height
Enclosure Dimensions (h x w x d)		660mm x 430mm x 150mm	660mm x 430mm x 150mm	660mm x 430mm x 150mm
Trigger Speeds		5 - 65MPH	5 - 65MPH	5 - 65MPH
Display On Time		0.5 - 7.5 seconds	0.5 - 7.5 seconds	0.5 - 7.5 seconds
Weight Without Batteries		8Kg	8Kg	8Kg
Rechargeable Batteries		12V - 22Ahr (Max 2)	12V - 22Ahr (Max 2)	12V - 22Ahr (Max 2)
Typical Operating Duration (battery powered models)	1 Battery	45,000 triggers	45,000 triggers	45,000 triggers
	2 Batteries	90,000 triggers	90,000 triggers	90,000 triggers

Please Note: Messagemaker Displays and Stocksigns Ltd recommend that the SAM sign is not used on the public highway. The SAM is designed for use on private roads.



VISIT OUR  
DEMO ROOM

## Why not come and Visit our Demo room?

In 2021 our brilliant team transformed some empty space at our Surrey headquarters into a stunning Demo Room, displaying our most popular LED traffic signs and displays along with 2 meetings areas.

# PRICE GUIDE



## VEHICLE ACTIVATED SPEED SIGNS

### Thank you for your interest in our range of Vehicle Activated Speed (VAS) signs

As requested we have supplied this price guide which includes all of the essential information needed to choose the most suitable speed reduction solution for your requirements.

Did you know we have over 25 years experience in LED traffic signage? Throughout that time we have built a reputation for our high-quality products and providing an exceptional personal service.

Plus, with a standard warranty of 6 years for our Vehicle Activated Speed signs (longest warranty in the UK for VAS), we can guarantee you a high-quality product that is built to last.

**If you have any questions or would like to place an order, please contact your account manager or call us on 01737 774747 or email [sales@messagemaker.co.uk](mailto:sales@messagemaker.co.uk).**



In Stock  
4 day delivery



6 Year Warranty  
(return to base)



Energy  
Efficient



Plug & Play



Traffic data  
capture



Remote data  
download

# VAS PRICE GUIDE



SID

Speed Indicator Device



SLR

Speed Limit Reminder



SAM

Smiley Activated Message\*



20/30

Urban Speed Sign

We have created our Vehicle Activated Speed (VAS) signs to be as user-friendly as possible and we reflect this in our pricing. All of our Vehicle Activated Speed signs are priced the same, meaning there is no price barrier between your desired type of LED speed sign.

All prices stated below are exclusive of VAT

<b>Vehicle Activated Speed sign</b>	£2,395.00
<b>Mains Powered</b>	no extra cost
<b>Battery Powered</b>	no extra cost
<b>Solar Powered</b>	+ £644.00
<b>Optional: Data Capture Function</b>	+ £309.00
<b>Bluetooth Remote Data Download (module + antenna)</b>	+ £283.00
<b>Optional: 4G Modem upgrade</b>	+ £391.00*

\*The 4G Modem upgrade requires an annual subscription of £25 a month (£300 per year)

## Optional Extras

<b>Additional Rechargeable Battery 12V 22Ahr</b>	£97.85
<b>Additional Battery Charger</b>	£68.95
<b>Additional Post Mounting Plate with 2x 76mm post clips</b>	£103.00
<b>Additional Pair of 76mm stainless steel post clips (includes bolts, washers and nuts)</b>	£7.78
<b>Pair of 89mm stainless steel post clips (includes bolts, washers and nuts)</b>	£13.26
<b>Delivery</b>	POA

All Vehicle Activated Speed signs are held in stock and will be delivered to a mainland UK address within 4 working days.

\*Important Note: Messagemaker Displays and Stocksigns Ltd recommend the SAM sign is not used on the public highway; it is designed for use on private roads.

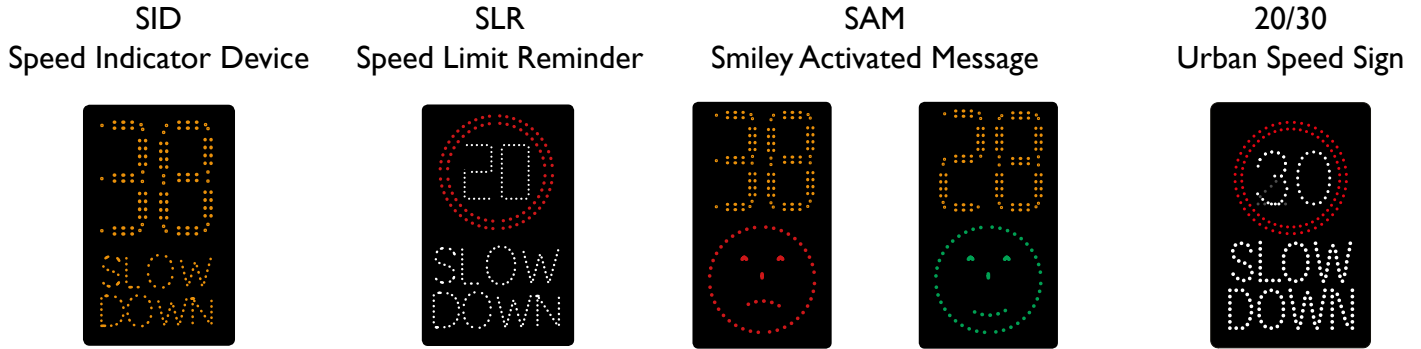
The Urban VAS is able to display 20 or 30mph speed limit reminders and is accompanied with TSRGD numerals and symbols to keep up to date with the consistency of the UK Highways.

## INCLUDED WITH EVERY SIGN

- Vehicle Detection Radar (internally fitted)
- Trigger Speed selection switch (internally fitted)
- 1x Post Mounting Plate
- 2x 76mm diameter stainless steel post clips (other sizes available to purchase)
- 6 Year Warranty

As road usage continues to increase it is acknowledged that speeding motorists are a danger on the roads and to communities. Prompting drivers when exceeding the speed limit, or highlighting the legal limit of a given area are both proven methods of speed reduction.

To maintain their energy-efficient quality, all Messagemaker Displays VAS units are fitted with light readers to auto-dim the LED's during night-time use. Adding to this, the SMD LED technology ensures minimum light pollution and targets the light so that only oncoming motorists can view. All of the below sign types are energy efficient, weatherproof, durable and effective solutions in speed reduction. For all questions and enquiries please contact your account manager or call us on 01737 774747.



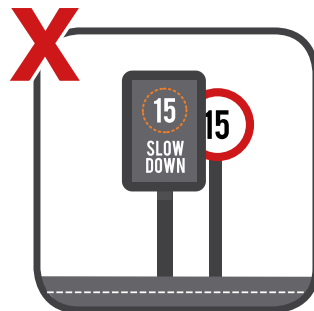
Technical Information		SID	SLR	SAM	URBAN
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*Important Note: Messagemaker Displays and Stocksigns Ltd recommend the SAM sign is not used on the public highway, it is designed for use on public roads. Please check with your local authority for guidance*

## POSITIONING GUIDE



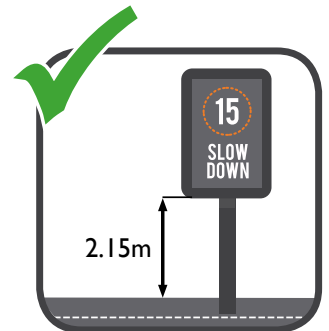
Avoid placing underneath overhanging trees/hedges, especially if using solar panels



Do not obstruct any pre-existing road traffic signs



Must be clearly visible to approaching traffic, preferably on a clear, straight road



2.15m minimum air space between the base of the sign and the ground

# POWER OPTIONS GUIDE

## Mains Power



### Benefits

- Low maintenance
- Secure and permanent

### Included

- Mains power supply unit (pre-installed)
- Mounting plate
- 2 x 76mm post clips

## Battery Power



### Benefits

- Quick to install
- Easy to relocate

### Included

- 1 x 12V 22Ahr rechargeable battery
- 1 x battery charger
- 1 x Mounting plate
- 2 x 76mm post clips

## Solar Power



### Benefits

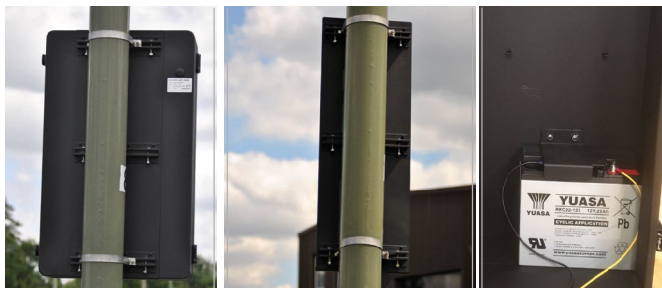
- No battery changes required
- Eco-friendly way to power

### Included

- 80 watt solar panel
- Custom post mounting kit
- 2 x 76mm post clips
- Charger controller
- 2 x rechargeable batteries

# OPTIONAL EXTRAS GUIDE

## Spare Batteries, Chargers & Mounting Plates



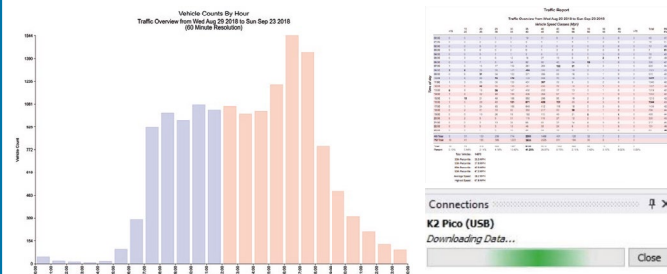
### Spare Batteries and Charger

- One sign can have 2 batteries in the unit to double the operating lifetime to 90,000 triggers.
- Multiple batteries and an additional charger can be used for seamless and instant battery changes by always having a battery/batteries on charge whilst others are being used.

### Mounting Plates

- For instances where the sign will be trialled or used in various locations, an additional mounting plate can be permanently fixed to a post(s) to enable easily re-location of the sign.

## Data Capture & 4G Modem Upgrade



### Data Capture

Although the data cannot be used to prosecute speeding motorists, collecting and evaluating traffic data on your road will be an invaluable tool to put in place new traffic calming measures.

### The Data Capture function on the sign will record;

- The speed of every motorist driving past your sign
- Date and time of each record

### The desktop software supplied will;

- Convert the data into usable graphs and tables in PDF and excel formats
- Summarise your data into percentiles

**Optional 4G Modem Upgrade:** Allows remote access for data download, trigger speed changes and scheduling options.

# DATA CAPTURE CASE STUDY

A Parish Council in Tetbury installed a Speed Indicator Device (SID) from Messagemaker Displays in August 2019 to help combat speeding motorists on their road.

The road in question has a speed limit of 30mph but the Parish noticed that motorists were often travelling at speed over 60mph.

The speed sign that we provided was equipped with the data capture addon, allowing the Parish Council to monitor the exact speeds of motorists along the road and evaluate how effective the sign was in reducing speeding within the village.

Within 1 month, the Parish Council saw great results with the average speed reduce from 38.6mph to 28.8mph, and the highest speed reduce from 61.5mph to 45.7mph.

The following graphs on this page are an excerpt from the report created from the Data Capture function on their SID sign.



**Traffic Report**  
Traffic Overview from Wed Aug 29 2018 to Sun Sep 23 2018

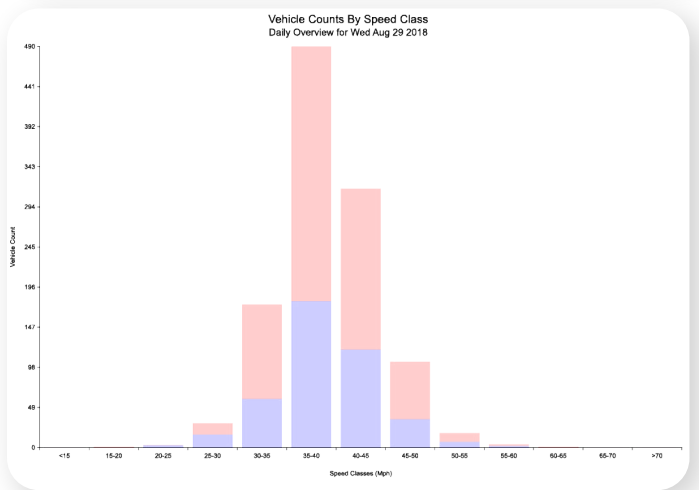
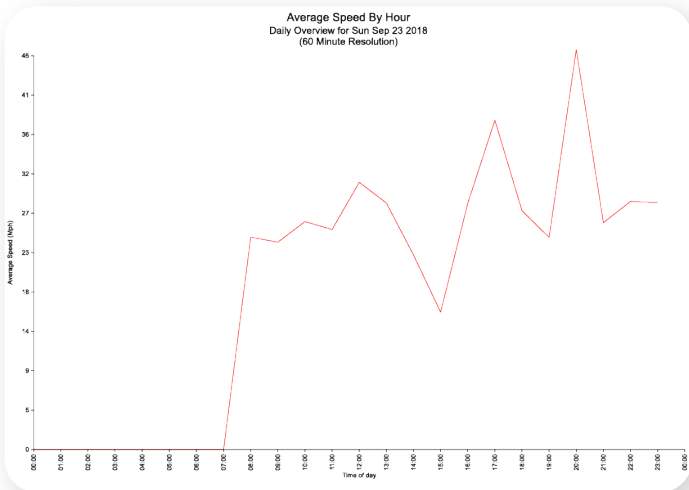
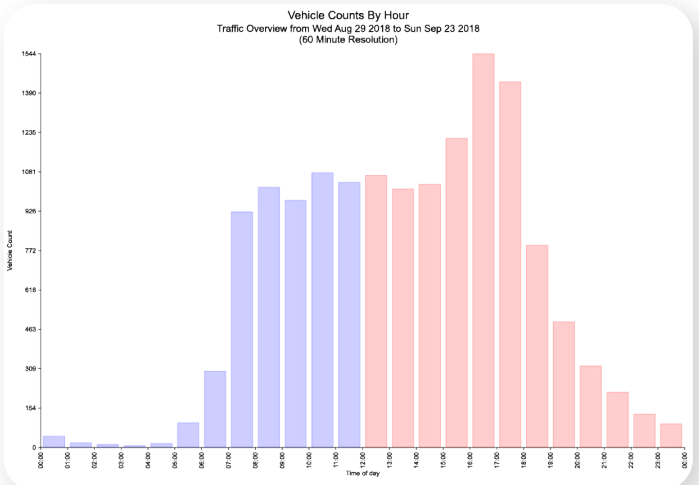
Vehicle Speed Classes (Mph)

Time of Day	<15	15	20	25	30	35	40	45	50	55	60	65	>70	Total	80th Percentile
00:00	0	0	1	1	3	10	11	6	3	1	0	0	0	45	47.1
01:00	0	0	0	0	3	5	4	1	4	1	0	0	0	18	51.1
02:00	0	0	0	0	1	2	2	8	2	0	0	0	0	12	49.2
03:00	0	0	0	0	0	0	0	1	3	0	0	0	0	7	61.4
04:00	0	0	0	1	1	2	8	3	0	1	0	0	0	16	45.3
05:00	0	3	4	9	12	16	27	13	5	5	2	1	0	87	48.5
06:00	0	1	7	6	24	32	30	45	24	18	1	0	0	200	47.8
07:00	1	0	14	17	110	361	264	123	31	0	1	0	0	924	44.5
08:00	2	8	25	25	147	459	230	83	19	2	1	0	0	1021	42.6
09:00	0	8	21	54	152	271	286	188	16	5	1	0	0	970	42.6
10:00	1	8	26	73	176	442	388	70	12	1	0	0	0	1077	41.8
11:00	1	5	25	50	135	431	307	72	9	3	2	0	0	1040	42.4
12:00	1	8	32	50	139	401	296	72	10	2	1	0	0	1007	42.4
13:00	6	8	18	56	147	432	332	77	13	3	1	0	0	1054	42.4
14:00	1	4	22	48	169	438	264	67	17	1	1	0	0	1032	42.1
15:00	1	50	21	48	189	352	296	86	19	2	0	0	0	1213	42.4
16:00	1	6	29	48	181	471	426	151	25	4	0	0	0	1444	43.1
17:00	0	1	24	45	169	449	412	116	18	0	0	0	0	1434	42.4
18:00	0	2	21	33	92	302	217	83	36	3	1	0	0	794	44.9
19:00	0	0	10	28	78	192	119	48	21	5	1	0	0	483	44.9
20:00	0	2	5	5	31	119	116	27	12	2	1	0	0	320	43.7
21:00	0	0	2	13	26	66	66	27	14	4	0	0	0	217	46.6
22:00	0	0	0	3	13	46	35	24	6	3	1	0	0	131	46.2
23:00	0	0	1	5	10	20	34	12	9	1	1	0	0	93	46.7
AM Total	5	31	133	236	774	2200	1488	491	128	32	7	2	0		
PM Total	10	41	185	386	1223	3938	2525	811	194	30	8	1	0		
Total	15	72	318	622	1997	6138	4013	1302	222	62	15	2	0		
Percent	0.10%	0.46%	2.14%	4.18%	13.42%	41.28%	28.87%	8.79%	0.16%	0.42%	0.10%	0.02%	0.00%		

Total Vehicles: 14879  
30th Percentile: 35.5 MPH  
50th Percentile: 37.9 MPH  
60th Percentile: 42.5 MPH  
80th Percentile: 47.0 MPH  
Average Speed: 38.2 MPH  
Highest Speed: 67.9 MPH

## Example Data Capture Reports include:

- Traffic Overviews - Daily and between a date range.
- Vehicle Counts by Speed Class
- Total Vehicle Counts by the hour
- Cumulative Speed Distribution Curves



# ABOUT MESSAGEMAKER DISPLAYS

Providing LED solutions for over 25 years

**Messagemaker Displays is one of the UK's leading suppliers of LED signage solutions, specialising in energy-efficient traffic management signage.**

The diverse range of road safety signs includes both fixed and mobile VMS along with a host of vehicle-activated speed signs.

A partnership with Messagemaker Displays is based around collaboration, flexibility, and innovation to ensure the best possible outcome is achieved.

Under our parent company, Stocksigns Ltd, Messagemaker Displays operates and is certified to ISO9001 and are qualified Gold Members of Constructionline, Achilles BuildingConfidence Advanced and more.



All of our products are manufactured to ISO 9001, EMC, UKCA and ROHS accreditation requirements so you can rest assured that all of our products are supplied to the highest standard.



## Visit Us

43 Ormside Way  
Holmethorpe Industrial Estate  
Redhill  
Surrey  
RH1 2LG

## Call Us

01737 774747

## Email Us

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**Hollym Parish Council -  
Monthly Payment Schedule**

<b>Date</b>	<b>Description</b>	<b>Ref:</b>	<b>Amount</b>	<b>Budget Item</b>	<b>Notes</b>	<b>Power to Spend</b>
07/06/2026	Clerk Salary		197.72	Salaries	May Salary	LGA 1972, s112
07/07/2026	Bank Charges		4.25	Expenses	June Bank Charges	LGA 1972, s111
	Yorkshire & Humber Grounds Maintenance		22.00	Steetscene	Pinfold Maintenance	LGA 1972, s111
	Clerk Salary and HMRC Payment		339.12	Salaries	June Salary	LGA 1972, s112
	Southgates Accountants		318	Expenses	Auditing	LGA 1972, s111
	<b>Monthly Payment</b>		<b>881.09</b>			
	* Clerk Expenses being reclaimed as paid upfront					
<b>Note:</b>	Payments are to be made via Bank Transfer once authorised at the meeting by the Chair and Clerk and ' <b>Resolved</b> ' by the PC					
<b>16/07/2026</b>	<b>Authorised:</b>					
	<b>Chair:</b>					
	<b>Clerk:</b>				<b>Minute Ref: 26/07/</b>	

Hollym Parish Council - Bank Reconciliation 2026/2027

	A	B	C
1	<b>01/04/2026</b>		
2	Opening Balance - Treasurer Account		417.16
3	Opening Balance - Saver Account		10461.55
4			
5	Income		3,114.39
6	<b>Total</b>		<b>13993.10</b>
7			
8	Less:		
9	Payments		1162.66
10			
11	<b>Reconciliation at 30/06/2026</b>		<b>12830.44</b>
12			
13			
14	<b>Closing Balances as at 30/06/2026:</b>		254.50
15	Treasurer Account		12575.94
16	Saver Account		
17			
18	<b>Less Uncleared Items</b>		
19			
20			<b>12830.44</b>
21			
22	<b>Signed By Chair:</b>		<b>Date:</b>
23			
24	<b>Signed By Clerk:</b>		<b>Date:</b>
25			
26			
27			
28	<b>Minute Ref: 26/07/</b>		

Notes for Meeting of Transition Planning Meeting at Hollym VH on 16<sup>th</sup> April 2026

present were members of SWG & CCER

Present: Anya Cater, Harrison Green, Richard Jackson, Rosie Stannard, Sue Smethurst, Laura Hutchinson (ERYC; Amanda Pannett (Holmpton) Charles Brokenbrow (Holmpton, Rob Clubley (Hollym\_ Keith Bedson (Hollym), F Dearing (Hollym), G. Tupling (Hollym, Jo-Ann Clubley (Easington), Nick Jackson (Easington), Peter Hirschfeld 9HWRA)

Apologises: Cllr Barbara Jefferson, Cllr Sean McMaster, Ellen? Research Student for the project.

(NB: bullet points are comments from the Group.)

**Recommendations are duplicated together at the end of section 2 of the Agenda. I have left the initial placing so that you get the opportunity to read all the commentary, to aid in decision making.**

1. Workshop Update:

**RS** – Just wanted to thank you all for coming to the workshop. Pell Frischmann (PF) looking again at the options. Hope to have a draft back to you in June, so that could be at the next meeting or separate one. That's up to you to discuss.

2. Second item on the agenda is the Road Actions Report Update:

**RJ** – All the comments are with P F. We have comments from Hollym and Holmpton Parish Councils, CCER and ERYC Transport Dept. PF should be working those into the report. Picked up similar concerns regarding lack of appreciation of wider impacts and benefits beyond the straight economics, as discussed at start of this process. Needs picking up. That was one of the main points for us. Have since looked at your comments and discussed with Rosie which are similar, Pell Frischmann going to go away and incorporate comments from all parties into the report. Should see the amended report in the next 2 – 3 weeks.

The next stage will be to move onto stage two appraisal. The discussion CCER had with PF yesterday, is that if we are to do that in traditional way and build the business case around that, the risk is that it doesn't provide massive value for money.

The approach we are taking with PF or whoever else we get to do the work, would be a more detailed costings of the options that we are taking forward from the first stage. A more detailed design. Specialists to work up the social impact side in more detail, rather than PF.

CCER appreciates that the comments fed back will result in changes, but we think it's unlikely to change the conclusions of the report in terms of the favourite option, which was North Leys Road improvements for the north section. Appreciate those concerns in terms of the diversion which was done last time for the coastal path and some for the safety issues for the junctions, we need to take them into account in the next stage.

When looking at the design and issues for the south end, the options are a lot more limited. I think it was discussed at the workshop. The potential for the Hydrogen Production Plant, currently in Planning, could do something off the access road, if it goes ahead. What would the cost be and the impact of us upgrading an access road for Hydrogen Plant, to a publicly accessible road? This should help with the case for it.

It's a discussion with this group in terms of how you would like us to move forward and who leads that, given the procurement discussions we had last time. Who might do those pieces of work for stage two, the costings, the design and the social value side.

The timescale for that is not a long process, which is lucky. Should be able to firm that this year, if we get a move on with funding we've currently got.

Part of the Hydrogen Plant Planning Application has an access road and links effectively with Walmer Lane and one to the south. Potential that could go ahead. We've already written to Centrica asking for a meeting. Could discuss this part of the design if it goes ahead. Could put some money to top that up to be publicly accessible.

**Which options would you like us to take forward to the second stage and how you would like to work that in terms of procurement and who is leading it.**

**PF have now proposed a 'Do Nothing' option, which is the baseline you are comparing against for Option 1. Option 2 is North Leys Road, Option 3 is Northfield Lane from Welwick to Holmpton and then the Gas Terminal access road is option 4. They expect all those to be taken forward for further design.**

**Comments:**

- Won't most people go down North Leys Rd, irrespective of a new road?
- From early discussions North Leys Road was the reduced option because of the lifespan of the junction being under 60 years.

CCER aren't working on traditional business cases here. It is strategic and reputational need and to do something for you.

- Doesn't include the utilities either.

The utilities were taken out, because the costs belong to YW, BT, or whoever owns them as Private Companies.

The Plans YW had when they moved the treatment works followed the old rail track, out of Withernsea. The Plans to reroute the rising main, goes by the railway too. Not seen any up-to-date plans. YW not tied to putting utilities under a road. At Centrica, they must build an access track for vehicles. YW would have to build something but not necessarily a road.

Once CCER finds out what YW plans are for rerouting the supply, we could consider that options. CCER suspects the cost depends on what they are doing to the road and aren't much different to the costs of building a new road. We can look at that, when we have conversations with YW.

I think beyond the three years that CCER has, there are other funding streams we could go for. There is the Pride in Place consultation out now. There are various other more localised ones within Devolution and any transport responsibilities they may have. Our funding isn't the end of it, but it is the best chance CCER have of physically doing something on the ground. CCER's message would be, let's not let perfect stand in the way of doing something.

- Probably as a Local Authority, it's worth looking at, just in terms of the nature of the road and whether it can carry the amount of traffic that's been suggested just by wear and tear and possible accidents.

That would be the next stage. What's there already, what the detailed design would be and what scale of improvements would be required.

CCER have asked them to consider more in the report, as there is nothing now regarding scale of vehicles. It is entirely numbers of vehicles. There's agricultural machinery, buses, lots of HGVs, that are not considered.

- Most of the traffic drives in the middle of North Leys Road, especially in winter.
- Get some dash-cam footage from a driver's perspective in different types of vehicles, so you can see what those drivers see of the road. A lot of the accident data isn't complete in the report.

### **Will feed that back to PF.**

- There is no footpath on North Leys Road. It is not safe to walk and there are no verges either.
- They wouldn't put a kerb or a path under any circumstances to change the layout because it is a rural road. I found that ROSPA published what are the most dangerous roads. They describe what is dangerous within dangerous. It's a narrow unmarked, grass-verged, drainage ditch, with variable strange speed limits. They describe North Leys Road being a fatal accident waiting to happen.
- PF have underestimated the level of public unhappiness if wanting to do nothing.

I think the bronze option is mainly passing places and a bit of widening. The silver option is a two-lane road.

- PF report says if we were to do silver option it wouldn't have a negative social impact, but earlier in the report they said we will do the bronze option.

The implementation of bronze measures such as passing places, will provide more stopping opportunities for vehicles to pass each other. The silver measures, such as targeted widening, will allow two-way free flow of vehicles on North Leys Road that was a single lane road.

#### **How we move forward -**

- **Kerb issue**
- **Pedestrian access**

**Can be picked up as part of the detailed design. These are things we want to keep and prioritise or make as good as possible. How do you (SWG) want to move forward?**

#### **Recommendations:**

- **Which options suggested to be taken forward?**
- **bronze and silver for North Leys Road, separately?**
- **How do you want to do it?**

#### **CCER want to get on with it**

**CCER would like a Group decision. If next meeting is not until June, every month onward delays us further. Detailed design and costs don't commit us to anything. If Group doesn't like any options, that's fine or do another piece of work and look at this as an alternative option.**

- Re North Leys Road. Why don't you take it back around and onto the Main Road, so it wouldn't compromise the village? When you come in from Holmpton, at last house, take it back round there onto Withernsea Road opposite the dog walking field. This was talked about before Christmas but wasn't taken onboard.
- When we had a Parish Council meeting to tell resident about the potential work on North Leys Road. Those who attended wanted the road upgraded and that's what we fed back.
- Think there will be a lot of upset. People feel very strongly about the road being used. All I was going to say was, there is an alternative, they didn't listen and I think it would be best for harmony and peace.

Next stage also includes public consultation on the options and Parish Councils and resident's views. The discussions we had with PF were about timescales because CCER's concerned this was going beyond the end of March 2029. They seemed to suggest that for the bronze option, they would do any work within the highway verge which didn't need land purchase and planning permission. They would look at this again.

- if they want to use the cheapest option, which is North Leys Road, then we should get the creme de la creme, rather than half a job, Should have a footpath and kerb, so the children aren't running straight in front of the traffic.
- Think they need to tell us early on what's acceptable for a planning and road design point of view, as it could be difficult to put in a pavement or it might not be allowed.

Classification of A, B, C road based on number of vehicles using it, as opposed to the size and quality of the road. Holmpton Road is a C road. However, the number of vehicles using it is very low for a C road and wouldn't usually be classified as such. How much difference that makes here, CCER hasn't got its head around that.

They have taken forward the cheapest option, because it is the best chance we have got.

Everything we do, even with the funding we have got, which is more flexible than usual funding, we still must provide value for money. Whichever option is chosen, we need to evidence the benefits. If one option is four times as expensive than upgrading an existing road, we would have to show that has four times as many benefits, which we would struggle to do. The types of benefits we are talking about tend to be lower value, than the massive economic ones like Jock's Lodge in Beverley.

- If the only option is North Leys Road, we don't want to tie ourselves up in knots, with standards of roads and what we can and cannot do. We need a footpath along the side of North Leys Road to make it safe of people to walk up and down, for whatever reason. We need reassurance from Highways and planning that that is what will happen. We don't just want road widening, we want a loose verge, on which to walk.
- that's where we need to look and see what rules we can ask for.
- The other interesting thing is once you get past the houses in the village. That stretch of road from the last house that's in the village vicinity, there's at least three passing places where you can pull in, on the straight to the T junction. You can't put them on the corners because there is no room. One of the passing places may have been created by the farmer.
- Is one of our actions to get someone from Highways or someone who knows the rules and is an honest broker, to look at it and go, if they were making this road safe, what would it need with no expense spared, to make it safe? (major infrastructure project). What size passing places? you can't have large trucks use this road.

That could be an option. Could say, this road is only for vehicles under a certain size. They would have to go via Patrington or whatever the other route is.

One of the things we could do is now we have bronze and silver options. On top of that, could you put in a silver option with a footpath and what would that cost extra and what would the benefits be, compared to just doing nothing.

- This is not all about what we, as a group, want but what the residents of Hollym want, which is a map or drawing of the plan.

Part of the next stage will have a public consultation element. It's better to go to the villages and residents with a more detailed plan. What it would look like, rather than we are looking at improvements to North Ley Road, but we don't know exactly what that would look like.

For funding, government very constrained by what they consider a process. To fund a road scheme, it requires something like that to build it on, whether the information is accurate to us or not and the methodology they have used to us are right, they are what government use. It's what we use to lever the money. Whether the exact details of how we got here is right, if this gets us to where it needs to get us, it doesn't matter.

Re discussions with PF on verges. If it is on Council land, it would not need planning permission.

- The fact that some residents have acted strongly enough to put some markers in the verges, they need to be consulted at some stage and say, this is the proposal, are you happy with it, or they are going to be quite cheated off.
- We are in a Catch 22 situation. RJ wants to move things on because CCER are concerned about timescales. We are stuck as a Parish Council because we can't physically give our residents anything to show them what the proposals are.
- Tell them that the proposals are Bronze, Silver or Silver with a footpath.

That would be the next stage? Drawings.

- We send a letter out to all residents in the Parish. Who does that? Is it the Parish Council or ERYC?

I don't think it matters, it's the timing that is important. I think that you as a SHAPE Group are representing residents now, it makes sense to come from you, or we can take up the slack.

- The only resident's that I have spoken to, are certainly not happy, but like most Parish Council, most residents don't come to the meetings. When you talk to them about North Leys Road, they say, you must be joking aren't you?

I think this is where the value is of having this Group. You have had all the background, which other people won't necessarily have had. Whereas, having gone through the process, looking at the erosion maps, looking at what the options are, doing this options appraisal process even if there are issues about how it has been

done, you have seen what that process is, and hopefully understand the constraint CCER are under and how we have got to where we are.

- If we get the basic designs done and ready, can write to the people of Hollym and invites them to look at the options and they realise it's the Parish Councillors who are asking them to come down, through the letter and are trying to do something for the community.
- You can't please everybody. If you give them some drawing of the different options, that gives them something to look at.
- These people are losing a great deal, but it's not like road users are coming through because they fancy disrupting people's lives in Hollym. People are losing their homes and it's important that people see that. You have no choice with this, and we explain it to people, saying look this is why people are concerned about the negative impact.

That is why that social value has dropped short. PF are used to doing business cases where it is a new roundabout to facilitate a housing scheme. You're improving, you're not losing something like we are losing something with Holmpton Road. All those impacts are physically losing something and PF are not used to considering that. The protocol and methodology PF must go through isn't designed to look at that. CCER must make a case that this is different.

- Only people who would see the benefits would be the businesses.
- Would like to see cost of the road and the cost of rock armour along the coast to North Leys Road junction, to see which is more cost effective.
- Major concern, not yet discussed, is the erosion near the old sewage works site. If there is a tidal surge, it will end up coming through Hollym.

Last point came up at the workshops last year. One piece of work that has gone out to procurement today. The government assessment of coastal flood risk is based on the height of the cliff now, but we know from your comments and coastal mapping, there are areas where the cliff is high, but in 10 – 20 years' time, that will be a lot lower and you get coastal flood risk. This piece of work will be slicing the cliff every year for the next 100 years. All Withernsea sewage comes down Holmpton Road. Original cost for the rock armour was £20,000 per metre. That cost will have doubled. Very little chance of government funding this, due to tighten budgets and finally, policy wise, we are not allowed to do it, because we are not allowed to hold back the sediment for 400 metres. That took two years of argument with Natural England to get it done. To do another 2 km would be an astronomic cost.

- Putting that in would increase the erosion considerably at Easington.

That's another piece of work CCER is doing down at Killsea and Easington regarding the potential cut through to the Humber. What es that look like for the impact on Humber shipping, flood risk, all those things.

- It did cut through in 1953 – there is a book about the flooding. It came across the Humber and it joined up with the North Sea. That's why there is a long bank that was built to stop it becoming an island, but it's going to happen.
- 8 metres has gone up near Bolt Hill at Out Newton. If you go along the road towards the sea, there is only 12 metres to the cliff top there.

That corner was raised and we have looked it. 80 years before it goes.

We have spent a lot of time on this and just to clarify, there are 3 stages

1. Stage one is what we have done
2. Stage two is usually a detailed business case based on detailed designs and costs. The options that were recommended to be taken forward were in the first stage. Because we are not following the strict process, and because we are not going for Dept. of Transport funding now, we don't have to stick to that, they are just recommendations. The silver plus option isn't in there now, but we would ask someone else to do that for the next stage. Similarly, one of the options PF have decided not to take forward. If you wanted us to look at that again at the next stage, there is no reason why we couldn't do it. It just makes things longer and we always must justify why were we are spending money and if it's not an option, we would have to have a good case for that.
  - Have you spent all the money?

A lot of it is allocated for some big schemes. The 9 social houses at Skipsea, which has been on the verge of getting planning permission for 3 years. It is inching closer. A lot of the money is allocated and awaiting sign off, like Mappleton Car Park.

The additional money we have got for the next two years, which takes us to 2029. That has allowed us to look at doing the actual practical work for this area.

- If we don't get things in place by a certain date, is there a risk they won't get done and are you at that stage now?

YES.

- If we don't make some decisions, will it go on a risk register. How far away are we from getting nothing done?

CCER doesn't think we are there regarding the timings, but think the issue is, after this year the funding CCER have got goes down. CCER have less money for '27/'28, '28/'29 and none of this is finalised. It is all draft allocations and we must make the business case to national government, but we have been reassured that it is as comfortable as it can be.

Now, for the next two years of funding, we are going to have to tell the government what we are going to spend that money on and now, we have some money allocated to this stage and then doing the physical work. It's not £6m, it's a lot less than that, but it would allow us to do some of the stuff that's been indicated in the report. The

figures that have been given, £6m, has been allocated to our area. It will be less than that because the EA must take some to facilitate the programme. That is over the two years. Now, we are having to make that case over the summer of what we are going to spend that money on. If we can't give confidence that we are going to be able to do the works in this area by March 2029, the feedback we will get is that money should be allocated elsewhere. Obviously, we can look at other funding during that time. Pride in Place is out for consultation in terms of what local priorities are, but that's only £1m per year.

- We need to get into gear and get some drawings that we can present to the Parishioners. These are going to say what we can have and is fundable and would you like this or not? Is that a sensible way to go forward? YES.
- When would you be able to get us some drawings?

We would be to procure the next stage of the works, produce those drawings, because our Highways Team don't have the capacity to do it. We have the money to pay outside people to do it. Let's use that. The quickest way would be to get PF to do it because we could directly award based on what they have done on the first stage. If based on the experience we have had so far, we want to get other people to do it, we could do that.

- I think if you had PF you would have to ensure they listened to what we have to say and act upon it.

The other option is that CCER could get PF to do the design and the costings, which what they are used to doing. Then we could get someone like Rose Regeneration. They do social value work. They are specialist in looking at and monetising the non-traditional impacts. We could get them to do that side of it and increase the business case from the social side of it.

They have a process that they go through and it's something we are finding with all the consultant we are working with, because it is not what they are used to doing. They do what they are used to doing and CCER must constantly go back and say, this is not what we asked for, you must consider this. It is not unique to this piece of work but very frustrating, having to hold their hands a lot more.

- We all must learn other people's idiosyncrasies. We know what they will present us with and, we know how to push back now. It will be interesting to see how they respond to the consultation, with the comments we send in.

If you want to, we can wait until we see the final report and then decide then. The conclusions, I don't think will change, even if the content changes.

- We need to be clear about what we are going to ask them to do. Are we going to ask PF for detailed drawings of the options you have got or are we going to narrow it down at this stage?

- Are we asking for North Lets Road, Bronze, Silver and Silver +? YES, three options. Should we ask if Silver+ is legal?

We also want to have discussions about the access track, at Walmer Lane? That one might be slightly modified because they don't know exactly what the Hydrogen Plant would look like.

- Think the residents will say no to North Leys Lane.
- All we can do, is put forward, what we can see as the options and we can say to those residents, if you passionately dislike it, you need to be writing in and complaining, to the Local Authority, to your MP etc You really need to make a big fuss about it. We have done all we can do and we are trying to do the very best for you, but we can't do anymore and you also now need to do something. think that really as Parish Councillors, that's what you have got to say.
- The problem is we have large vehicles of many types, going down the road and that's all year round.
- North Leys Road, has a ditch, then it will stop and starts at the other side of the road.

That's going to be a consideration as well.

CCER are taking forward the next stage which will consider North Leys Road Bronze, Silver and Silver + with pedestrian access, option 9 which is the Hydrogen Plant access upgrade. The other one in the PF report that was recommended to take forward was option 7 which is the improvements to Northfield Lane, which is the bus route. Do we want to take that forward. It is between Welwick and Out Newton/Holmpton. That was scored higher because the bus uses it. And it is easier to improve because it is straighter. Do we want to take that forward as well?

- YES
- Can you get PF to look at the route I have suggested for a by-pass?

Can you draw it on a map somewhere or send it through.

### **Recommendations:**

#### **First:**

**Which options would you like us to take forward to the second stage and how you would like to work that in terms of procurement and who is leading it.**

**PF have now proposed a 'Do Nothing' option, which is the baseline you are comparing against for Option 1. Option 2 is North Leys Road; Option 3 is Northfield Lane from Welwick to Holmpton and then the Gas Terminal access road is option 4. They expect all those to be taken forward for further design.**

#### **Second:**

**How we move forward -**

- **Kerb issue**
- **Pedestrian access**

**Can be picked up as part of the detailed design. These are things we want to keep and prioritise or make as good as possible. How do you (SWG) want to move forward?**

- **Which options suggested to be taken forward?**
- **bronze and silver for North Leys Road, separately?**
- **How do you want to do it?**

**CCER wants to get on with it**

**CCER would like a Group decision. If next meeting is not until June, every month onward delays us further. Detailed design and costs don't commit us to anything. If Group doesn't like any options, that's fine or do another piece of work and look at this as an alternative option.**

**Third:**

**If we develop the scope for that and send it to you for agreement by email, but if we must have a meeting in the meantime, we can pull it in at short notice to hopefully agree that. (Each Parish Council to discuss and agree or disagree this recommendation. Email your resulting decision to PH asap)**

**Then we can decide whether we go with PF or put it out for procurement at that stage.**

**All the Recommendations will need to be discussed by each Parish Council and their decisions notified as soon as possible back to PH.**

### **3. Update on Heritage and History**

At the last meet we did invite Hannah from Archives, If you want to continue and do some oral history or a collection of case studies, anything like that. If you want to think about some dates as Parish Councils or the community, she is happy to come and set up some community involvement days not necessarily about Changing Coasts but about your scenarios and what you are dealing with regarding the erosion. Anya Cater can pass her email on to you.

- There is a guy in Easington called Daren Stephens. He belongs to the Riff Raff Group and he did an event and showcased all old past and present items and stories. Liz Turner has collected oral histories.
- Is Hannah going to record the social impact of coastal erosion, because that is one of the big areas that we haven't done anything.

That's part of what Ellen would have been talking about. The Archives are purely the recording what's happened and History. Hannah also wants to know the now, to have that record of the area now. To have that on file for future generations. Ellen will be doing something slightly different tot that.

#### **4. Coastal Change Research Fellow at University of Hull, update.**

We have part funded Ellen's post at the University of Hull, It sits in the Energy and Environment institute. She has come in to purely work on our project and part of her role is, we are looking to develop a module to sit as a Flood Risk Masters to teach students about Coastal Transition and also professionals can get more background in it. Hopefully we end up with more people who know about it, so there are less PF reports. The second thing she is doing and the main thing is looking at where there are gaps in research about Coastal Change and one of the gaps is about that social impact. She is not a social scientist. We will introduce her at the next meeting. She will do more Oral History type interviews, picking up the social impacts. That may well feed into the other side of things with Rose Regeneration or someone like that that who are more about the monetisation of those benefits, so they might do this. We will try and arrange it that you are not doing three loads of interviews. There lots to look at outside.

#### **5. Any Other Business**

- Have PF ever done that other report?

We've got the draft version and are just awaiting some text from our Emergency Planning team to make sure that everything in itis correct from the COMAH perspective. We have been chasing that for 2 or 3 weeks and again this morning. Once that is in there, we can send it out to you to look at. Again, that should be in the next 2/3 weeks.

- So is it your plan to get then information regarding the options (Bronze, Silver & Silver+) for our next meeting so them we can contact our residents.

Have we got a meeting planned? No, we have not. We have talked about having it in June.

AC – I did not want to just put meetings in for the sake of it. I think once we have a draft of the report or the plans. Date to be advised

If we built up the scope and send it out. It depends how much comment there is on that or whether we need a meeting to discuss it or whether it can be agreed by email. If we can agree it by email, then the next thing is the Transition Plan for early June, if we need to put something in in the interim. We can look at it for now. It will come round very quickly.

The other thing is we can continue as we have done with PF with this one and having members of this Group sat on those meetings, having the inception meeting,

if that would be useful. If you would rather not and you would rather we got on with it, we'd be happy doing that.

- What happens if the residents say no to every option? There are three options on the table and whatever we say, one of those options will be adopted.

Thank you very much but that was a lengthy but very productive discussion.

#### **6. Date, Time and Venue of next Meeting**

As of now, we do not have a date for the next meeting. As soon as we have a date, I will check with Easington Community Hall if the Hall is available. Then I will let you all know when, where and what time it will be.

Thanks for your attendance.



## South Holderness Association of Parish Enterprise

SHAPE Minutes of the meeting held on 20<sup>th</sup> May 2026 (draft)

**Present:** Terry Bearpark (TB) Patrington, Cllr Sean McMaster (SM) ERYC, Keith Bedson (KB) Hollym, Ellie Parker (EP) Holmpton, Neil Whitelam (NW) Keyingham, Dave Medforth (DM) Keyingham, Cllr. Jon Dimberline (JD) ERYC, Lynn Massey-Davis (LMS) Patrington, Ian Blackburn 9IB) Withernsea, Chloe Hart (CH) Easington & Peter Hirschfeld (PH) HWRA.

**Apologies:** David Winter (Roos), David Clark (Keyingham) Amanda Pannett

**Present:**

	Details	Actions
1.	<b>Welcome:</b>	
	The Chair welcomed 9 members to the meeting.	
2.	<b>Minutes of last meeting approved meeting.</b> Minutes of the meeting on 25 <sup>th</sup> February were approved.	
3.	<p><b>Matters arising:</b> Deputy Police and Crime Commissioner not available today as on holiday. Did you get any answer to your questions from him?</p> <p><b>SM</b> – Discussed Policing in general with issues such as traffic, speeding etc. Since then, we have had residents in the Parishes getting in touch because of incidents of speeding in various villages plus Withernsea. Spoke to our local special Sergeant who tends to carry out speed checks in the area. Specific areas raised were Hollym and Holmpton and he has done some speed tests there and from Easington through to Patrington on the B1445. Historically there has been priority towards speeding in that area and he will be out there in the next few weeks doing checks on those. He was also in Keyingham some weeks ago on the main road near Boyes Lane.</p> <p>There were some issues in Withernsea, but Jon's speed watch has been out and done work down Hull Road.</p> <p>Conversation with the Deputy Police and Crime Commissioner, covered the overall presence of the Police and if there are areas of concern, such as ASB and Speeding. Best thing to do is keep reporting through engagement with the local Police Teams. if they get reports of issues in areas, they can patrol them and</p>	

	<p>gather more evidence. There have been some instances in the past, Keyingham and Patrington in particular, where there have been some issues around the Playing Fields, which I have raised with the Police Team and asked if they could add this to their patrol route and they have said Yes.</p> <p>There are other ways the public can engage with the Police. Best example is through My Community Alert, where they can receive updates in their local area.</p> <p>Also discussed with him the speed indicator device. There are still grants available through the Crime Commissioners Office. If any Parishes wishes to apply for them; they are still available.</p> <p><b>JD</b> – Councillor Dimberline spoke at length about the Community Speed Watch programme. Below are the main points.</p> <ul style="list-style-type: none"> <li>• Councillors get complaints about speeding all the time</li> <li>• JD set up Speed Watch in Withernsea area and outlying villages.</li> <li>• Works using volunteers who are trained</li> <li>• JD local coordinator with an assistant Coordinator, all done through the Police</li> <li>• Volunteers must take a simple online test.</li> <li>• Now has 4 allocated volunteer positions in Withernsea and same in Patrington. Hoping to increase by one volunteer in Patrington. Will help to catch more drivers</li> <li>• Scheme open to any village or Parish, but you will need to get volunteers, which is not easy. It is not for everyone</li> <li>• Currently have a hardy bunch of 8 Volunteers</li> <li>• What we can do is bring in volunteers from neighbouring locations, such as Patrington and Withernsea to help each other.</li> <li>• Any area where speeding is problem, needs to inform Cllr Dimberline. Area will need to be risk assessed, to become an official position for volunteers. A minimum of 3 volunteers needed., Police trying to reduce it to two. JD does onsite training.</li> <li>• If Keyingham wanted a Speed Watch Group, it would be difficult for volunteers in Withernsea to travel all the time to do, one hour's work. One hour is minimum but usually do a lot more per month.</li> <li>• If you get volunteers at Keyingham and Easington, you will come under the same umbrella as Community Speed Watch. JD can provide speed gun, signs and Hi-vis vests and you become an independent unit operating in the community of Holderness. Volunteers trained through this scheme.</li> <li>• How system works. If caught speeding, driver gets a letter from Humberside Police and goes onto their database. If caught a second time, will get a visit from the Police. If they are caught a third time, they can get a fine and/or</li> </ul>	<p><b>All</b></p>
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	<p><b>PH – At the last meeting we talked about the IDBs in relation to flooding in Holmpton, I wondered if we could get someone from the local IDB to talk to us.</b>  <b>SM – I could invite them/ I will put some feelers out.</b></p> <p>PH – Had an email from Nicola Knaggs from Pride in Place funding</p>	
4.	<p><b>Discussion regarding potential project(s) for A1033/B1445 and issues relating to lack of Traffic Police in South East Holderness</b></p> <p>The main discussion at the last meeting was about traffic issues on A1033 and the B1445 and the lack of Traffic Police operating in this area and we have also talked about it regarding Community Speed Watch now.</p> <p>One of the actions was for individual communities to come forward with what they need or want for the two roads in their area. Did any of the Parishes discuss that at their Parish Council meetings?</p> <p>DM - We need to establish how we can unite all the Parish Councils, to make a united stand. Our issue is that people can't walk down the main street because we have many types of large trucks coming through the village plus 4 buses per hour coming through not in school time. It must affect everybody who lives within the SHAPE area and It's getting worse. We will have the Hydrogen Plant construction traffic and the Carbon Capture pipeline traffic, all coming through Keyingham if and when it starts. Centrica said only 5 vehicle movements a week and it could increase if the plant is successful.</p> <p>LM-D – Are you looking for an upgrade for the road?</p> <p>DM – I don't know. What can we do, apart from having a by-pass. They keep building houses, with 380 going up in Withernsea, that's going to be 760 cars at least in this rural area, plus 200 in Keyingham. All that goes through Keyingham You get Highways coming to the village and saying everything is OK in Keyingham, because we have done surveys and wires across the road. Try walking through Keyingham when there are caravans coming through onto the coast and buses coming the other way and cattle transport coming. You daren't walk through the middle of the village. There are old people from Eastfield Road who have to walk to the Doctor's and there are people from Broadacres, an Old Peoples Home and the shortest way they can walk is up through the centre of the village which is a problem.</p> <p>SM – Where development is taking place at the east end of the A1033, people see the benefits of it at one end, but the knock-on effect is it goes through the other villages. Other things are to do a by-pass or not. IN time traffic from Easington to Hollym won't</p>	

	<p>be able to use Holmpton Road anymore, so you have more traffic there. There is no overview of what is happening and we need an overview of what should be, as we are not future proofing things. With the development of houses, the infrastructure is not keeping pace and it will all get worse, which is the issue. We are not looking at the whole issue.</p> <p>DM – If building houses for Withernsea is a good thing, it is not a good thing for Keyingham or the people driving from Withernsea through Keyingham.</p> <p>DM – Problem is traffic in general. You must have lorries because it is an agricultural area and farmers will farm.</p> <p>IB – could restrict when those types of vehicles come through the village, that could be a possible solution. The A1033 is OK until you get to Keyingham and then there is a bottleneck.</p> <p>LM-D - What is the new section 106 payments for the new houses being built, because new developments must have them.</p> <p>SM – They have quite substantial ones for Keyingham. They don't come in until they are built and occupied</p> <p>Not for infrastructure projects and it must be in the area.</p> <p>LM-D – When you have a rural community that is isolated and you have one or two roads going through and masses of housing development, there is always going to be an issue round the GP surgeries, school places and a whole range of things which will have a knock-on effect.</p> <p>KB – Housing in Withernsea does not attract S106 monies, because the school's got huge capacity.</p> <p>LM-D - Primary school was thinking of.</p> <p>DM - Problem will be exacerbated by new homes being built and other factors like the Hydrogen Plant, if it gets built.</p> <p>IB – National problem. Solutions will require a new road which is unlikely. Withernsea to Easington road is the priority in this area.</p> <p>LM-D - Would restrictions on road parking help? One of the issues is people parking on the street. You are not supposed to park on a solid white line, but some do outside the Chinese in Keyingham. V. bad bottleneck. Maybe putting restrictions regarding parking on the road. This is only thing that might be achievable but don't know if it would work. By-pass or extra lanes on the road, aren't going to happen.</p> <p>DM – Businesses may say it will affect our business</p> <p>NW – ERYC must start taking responsibility for parking planning permission. We need to reduce the amount of development coming, until the infrastructure is upgraded to cater for it. It has been mooted about the railway again. There is no better option than to get the railway going. What's controlled the development in this area is the lack of railway.</p> <p>LM-D – Railway is far more expensive than road by 10 times.</p> <p>NW – If they can find the money for other things. There is a lot of money coming into this area and it should be re-deployed into improving the infrastructure. We have Easington, Salt End, the</p>	
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	<p>Hydrogen Plant. The money isn't being spent on our little patch. Our Council Tax money is as good as anyone's.</p> <p>We are subsidising Hull Police. If they want the policing, they need to raise the money through their Council Tax not ours. We pay more Council Tax than they do and it all goes into the same pot. Hull gets the lion's share. Everything in this area is part-time. Part-time Fire etc. All the full-time stuff is in the city.</p> <p>It is time we had some representation in this area to sort it out. Every time we take care of one of those services, it is one less service that ERYC must provide.</p> <p>KB – If you look at Social Services, they don't service this area very well. Response is slow to come out here. Have children left at the end of the day in institutions who don't have anywhere to go and where people must give up their time freely to s</p> <p>J-AC – It is the same with adults.</p> <p>KB – It hides the fact that services used to do something else as well, which is leaving people vulnerable. If you have a beat Officer going round, they will know their own community, know if they are being targeted or cookoo'd, because that is happening in this community and in the villages as well. They would know what's going on, who the people were who are dealing drugs, they'd know the cars that were not taxed and MOT'd, and having a Police Officer having a quiet word with them. If you know the Police are there, you wouldn't do that.</p> <p>You can see the Social Services and all the other things that used to happen in these seaside communities. If you look at it, there is nowhere poorer in the East Riding other than Bridlington and Withernsea whichever indicator you use, yet they get no services.</p> <p>IB – Police will say that so much of their time now is taken up with Child Care, Social Care, Care workers work. They are doing jobs now that they are not set up to do. They can't do Police work because they are being called to people's houses for domestic abuse or child's problems. They are doing the parenting.</p> <p>DM – In Keyingham, we have bought three CCTV cameras placed around the village. We pay for it on a yearly basis for the Police to go through it and they say they have no-one to do it.</p> <p>IB - Monitored at Bridlington Police station.</p> <p>Should be linked to Welton, as nearest response Team.</p> <p>JD – Stunning system in Withernsea, but poorly maintained and no-one monitoring it. Asked by the Police last year if we could have it monitored by volunteers. Put a post out for volunteers. Police said to get some volunteers to monitor at certain times, not 24 hours a day. Look at things such as event going on, closing time at pubs etc. Town Council clerk not keen on that idea but Police wanted it. Other things Police approved volunteers can do is, to have access to the system. It saves Police time. If something happens, volunteers will follow</p>	
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	<p>regulations. Never happened despite getting some very good volunteers.</p> <p>Parishes and Towns get these systems but have no idea how to maintain and run them, to get the best out of them.</p> <p>SM – It records and goes to Bridlington. If something happens you can report it to the Police and they will go to Bridlington and ask for the footage between specific times. Need to be accurate with the time of the incident. They won't sift through hours of footage.</p> <p>JD– If we are paying to be monitored by ERYC, and I have been up to their control centre some months ago. It is stunning. They can see anything and everything. Withernsea can't afford £1000 a camera per year, because they have 40 cameras. Clearly if you are paying for that, why can you not go direct to the monitoring centre and say, this happened at this time, have you got anything on CCTV. Why is not happening and then if they say we have seen the incident, you ask, can we have that evidence sent through to the Police. It would save a lot of hassle. It's the lack of connectivity. If you are paying for it through ERYC you should be able to access it.</p> <p>DM – If you ask for the Police to come out, usually get a PCSO. They can't do much unless they can apprehend the person involved in the incident.</p> <p>JD – Don't go to the Police, go to the ERYC monitoring station and get the evidence of the incident and then get it sent to whoever. The problem is going to the Police who do not have the time and resources to follow it up.</p> <p>KB – It may be that individual parishes don't own the data because of GDPR.</p> <p>It is not useful calling the Police because there are no warranted Officers who can deal with incidents. PCSO's don't do that type of work.</p> <p>JD – Regarding the information from ERYC's mentoring centre, you may have to pay for that information as well.</p> <p>KB – Most powerful thing that you can do is for people to have their own CCTV.</p> <p><b>LM-D – A Recommendation: As we are talking about a lack of money and resources. There is money called the Devolution Regeneration Pot under the Mayor's office. The specific capital funding is earmarked for a dedicated coastal regeneration programme in East Riding. Funding is explicitly dedicated to counter the levels of economic deprivation found in coastal communities, compared with the wealthier inland community belt. Don't know whether we will be able to get money to look at or get a study done or look at the issue of transport or other issues. I think you are not going to get all your prayers answered, but what you might do is find a prioritised list of things that you could do and maybe ask the Mayor's fund for that.</b></p> <p>KB - No Policing in villages There is a huge difference between being in Withernsea and the villages.</p>	
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<p><b>LM-D – The other Recommendation to highlight, is the lack of service provision. We have had the same with Mental health and with children. There is a whole range of things that don't happen out here, whether you are in Withernsea or the villages. I just thought that that funding, if we could pick a priority or priorities to have a look at, it might get us some money to start looking at how we tackle some of those things. This is over and above Pride in Place, which is something different.</b></p> <p><b>CH – Recommendation: - There is also "Do it for East Yorkshire" as well. If all the Parishes can all put our heads to together, we could all apply for the same pot of money for the same project.</b></p> <p><b>LM-D – Recommendation: - That could be for a feasibility study, which means you have the data, because the stories are relevant, but people don't listen to them. They would listen to something that had data in it.</b></p> <p>KB – I'm telling these stories at every meeting I go to, because when something goes wrong, there has got to be responsibility. If no-one raises those issues, like the lack of Children's Mental Health, after they were cut.</p> <p>I once had a conversation with Graham Stuart about this issue and he said if he went to the Treasury about this, they would ask where the bodies were buried. I said I can take you and show you where they are here. He found that quite powerful.</p> <p>There is this lack of understanding and the impact on people and it is that point of saying, let's raise that, let's say to people, it has affected you as well. It has affected people's lives who can't walk through the village, it's not just a minor inconvenience, it is scary for people to walk through the village. Let's start raising that and say it's not just about the prettier projects, which appear to be happening quickly. Small actions don't solve care problems.</p> <p>DM – Not right that it's not safe for people to walk through their village, particularly if they are disabled.</p> <p>LM-D – Could be something we could bid for through "Do It for East Yorkshire" to improve traffic safety along A1033, perhaps vulnerable people in Hollym or more focused on Keyingham? Could apply as individual parishes but the same project. If we can improve one thing, then we can move onto the next issue.</p> <p>JD – If you want make changes to the road and must make alterations to the road or different road markings, it must go through ERYC Highways Dept.</p> <p>Every time you want to move a yellow line 6 inches, it costs them a traffic restriction order which is thousands of pounds, so they stack the jobs up</p> <p>It is a great idea but we need to come up with what we want the funding for. I.e. a project.</p> <p>LM-D – Might be able to use funding from Mayors Fund. He is responsible for Transport not just buses.</p>	
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	<p>If we get the funding from, Do It for East Yorkshire, we could do a Feasibility study or research.  Would that be helpful? How do we start? Happy to help write funding bids. We need to couch it in the right terms that meet our objectives.  SM – We can have that conversation.  <b>Recommendation that the Group looks at funding from both Do It for East Yorkshire and the Mayors Fund, in order to do either a feasibility study and/or research on the issues in the area.</b></p> <p><b>JD</b> - Poor parking in Keyingham would need an enforcement officer. Can go on website to purge a certain area if vehicles parking on yellow lines. They will respond.  NW – Need to infrastructure otherwise nothing will change.  KB – alternative – let's not make it worse.  NW – ERYC need to stop approving planning permissions in this area. Most people feel neglected by ERYC. Need to focus on increasing services into the area. Population getting bigger, need more medical care.  JD – Been on with this for over 12 months with Integrated Care Board, trying to get Minor Injuries Unit (MIU) setup. Tried being on Health and wellbeing Scrutiny Committee. After 3 meetings, wouldn't go anymore, as a waste of time.  SM and JD are working in the background. Put something on Facebook and got 200 replies in favour of MIU. Nothing happened.  Asked to setup Voluntary First Aid Group like in Hornsea. Could we have a room in old hospital in Withernsea, as plenty of space. Won't entertain it.</p> <p>JD – sent FOI request on cost of fitting a new boiler in a council house. Cost is approx. £4k per boiler. Chief Executive stated they get 10-year warranty as well if use large supplier.  Can buy boiler from MKM for £1100 and getting small plumbing companies locally to do it for £500/600 and still get 10 yr warranty. ERYC resisting providing that information.  LN-D – Very useful information, as I run a community Facebook page with adverts only from local businesses. If we could get some of that money  JD – loads of small employers and would create jobs locally.  LM-D – That money would go back into the local economy. We are seen as the poor relation and some of the issues we face are to do with poverty, which is a big thing.</p> <p>All Councillors are very frustrated by ERYC and Officers, who will not listen to arguments. Very hard work.</p>	
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	<p>Need to look at all funding pots including Pride in Place. Do it for East Yorkshire is small amounts but can purchase a lot of data. Pride in Place quite broad criteria.</p> <p>Could people send PH this information. Some really frightening data in the census, but people won't read it or have discussions on what the problem is. Numbers of NEETS high in the area. Work closely with High School. Too many have NHCPs and can't find or get into work, find apprenticeships or FE. Area has always been disadvantaged. In the 80's, no jobs, competing with people in Hull for jobs there, disadvantaged by transport issues. If lucky get work at Easington. 24% of one side of Withernsea have never worked. Need to break the cycle. Locals don't want to talk about it. Massive skills gap. Is it better if we train the kids in the area to be our workforce? If Plumbers and similar small businesses can get work from ERYC, they could take on an apprentice. If we could get money for apprenticeships that would give businesses a subsidy to employ and train them.</p> <p><b>Recommendations:</b> <b>Planning Day: Pinpoint issues and problems and write them down. Would hold an event most likely on a weekend as more people can attend. Need to get community to come out and discuss issues.</b> <b>Lack of service provision is a major issue because it affects more people, when you consider NHS services.</b> <b>Will see how funding bids go and then look to organise the above if successful.</b></p> <p><b>Will contact those who want to be involved in funding bids and organise an online meeting.</b></p>	
5.0	<p><b>Date of next Meeting:</b> The next meeting will take place on Thursday 24<sup>th</sup> September, starting at 7pm at venue to be decided.</p>	