

TALLINGTON PARISH PLAN

INTRODUCTION

The government is encouraging communities to develop a Parish Plan in order to help identify priorities for action and to focus the work of parish councils. A village survey of likes/dislikes and key priorities was carried out (with a 20% response rate). This plan takes the responses to that survey into account in reflecting the villagers' views and proposing a range of actions for the future. The purpose is to build on those aspects of Tallington life that are most enjoyed and work towards improving those that cause most concern.

It is intended that this will be a 5-year plan. It will be considered by the Parish Council and then reviewed on an annual basis at the Annual Parish Meeting. The completed document will be forwarded to SKDC in order to influence their decision-making in matters affecting the village.

COMMUNITY

Tallington is an open well spread out village on the A16 between Stamford and The Deepings. There is also easy access to Peterborough and Bourne. The village has a good mix of housing, old and new stone and brick, and well-maintained open spaces. There are a number of good footpaths providing easy access to the adjacent countryside and wildlife. There is a strong community spirit, friendly neighbours and a positive welcome extended to newcomers. The village is an active community consisting of some 250 houses whose residents represent a good spread of professions, skills and ages, many of whom take part in community activities. There are few opportunities for employment in Tallington, however there is good access to Stamford, Peterborough and further afield, enabling easy commuting to employment. Others work from home in, amongst others, gardening services, insurance, consultancy, physiotherapy clinic, child minding and farming. The children in the village have to attend primary schools in Uffington and Langtoft and senior schools in Stamford and The Deepings, mainly using family transport and school buses.

Tallington enjoys a range of facilities:

- St Lawrence Church traces its origins to the 11th century and is part of a group of seven parishes. Services are held twice monthly and it is available for weddings, funerals and baptisms. The church is also the venue for other events, which are advertised in the monthly Towers and Spires magazine, which is distributed to all houses. Frequently the village hall is used for associated celebrations. Both the Parish Council and the Herons Trust assist with the maintenance of the churchyard.
- Village Hall and playing field. The village hall was originally the village school dating from 1841; it was acquired by the parish when the school closed in the 1980s. A purpose built annexe was added to the original school building in 1991, providing a comfortable meeting room. The main hall and kitchen provide good facilities for hiring to villagers for private functions. The village Hall Committee also manages the village playing field with swings, slide, aerial ropeway, children's obstacle course, seesaw, football goal and petanque court. The village hall provides a focus for social activities amongst which are:
 - Monthly social evenings
 - Baby group
 - Whist
 - Bingo
 - Welcome group
 - Table tennis fixtures are played in the Stamford and Rutland League and coaching provided for 10 – 14 year olds.
 - The village Hall Committee is assessing the potential to provide sewing and craft, model making, internet cafe and other social activities for young and old. Our ability to support activities such as brownies, cubs and scouts is limited by the availability of suitable volunteer leaders.
- The Herons Trust is a charity established in 1582 to assist charitable causes and owns and maintains three small dwellings for the elderly. It also provides grants to the church and village hall.
- Tarmac Pre cast Concrete Ltd is the major employer in the area with its plant on the eastern edge of the village. Also close by is a gravel extraction unit, fishing complex and an egg production plant.
- Other facilities include: Tallington Rest Home, The Whistle Stop public House, Village shop, ABC Nursery, Petrol station and shop with a small industrial park and Tallington Lakes Leisure complex

- The Neighbourhood Watch scheme in Tallington is very active with two co-ordinators looking after the whole village.
 - Newsletters are sent out whenever the need arises and good links are maintained with both Lincolnshire and Peterborough Police forces as we are so close to the Cambridgeshire border.
 - The use of the Speed Indicating Device was requested by the Neighbourhood Watch as the first step to getting a greater and more regular Police presence in the village to deter the constant speeding vehicles.
 - Coordinators attend Police meetings in Bourne, Stamford and Lincoln and have supported the Police Authority in their attempts to gain better funding for Lincolnshire Police.
 - With villagers support, we are confident we can keep crime at bay and keep Tallington a safe place to live in.

Community priorities

1. Encourage further social cohesion and friendly community spirit
2. Support the church and village hall
3. Identify ways of involving young people in village activities
4. Continue to provide post office services
5. Support neighbourhood watch in crime reduction
6. Identify sites for allotments

ENVIRONMENT

Analysis of the responses to the questionnaire reveals that, as far as environmental issues were concerned, villagers most enjoyed the village's rural character and felt that this needed to be retained. This was exemplified by an enjoyment of open spaces and proximity to countryside with footpaths, river and walks nearby. They enjoyed the peacefulness and felt that the village was, on the whole, clean and tidy.

The village is adjacent to farmland, river and lake habitats and enjoys abundant wildlife; in addition to the more common British wildlife, less common species can also sometimes be seen. These include: otters, mink, muntjac and roe deer, barn and tawny owls, red kites and kingfishers.

Environmental priorities:

1. Extend the footpath/cycleway network to create access to neighbouring villages
2. Improve the appearance of the village through planting flowers and trees and reduce unnecessary pollarding of trees
3. Employ a village warden, who could deal with dog fouling, tidiness and litter issues.
4. Organise regular litter collections by villagers

TRANSPORT

- The A16 bisects the village from West to East and carries heavy local traffic (up to 9,000 vehicles per day). This causes considerable pollution when the level crossing gates are closed and speeding convoys of vehicles when the gates are opened. Access from the side roads onto the A16 can be difficult due to heavy traffic and tail backs from the crossing.
- Elsewhere, Bainton Road is used as a rat run during commuter times as drivers seek to avoid the delays imposed by the level crossing.
- Speeding. Recent surveys showed that on average some 30% of the traffic transiting the village exceeds the speed limit and over 60% at peak periods; this is a source of concern to villagers and has obvious safety implications. Reducing this was a priority for most respondents to the survey, which is why a Speed Indicating Device was used for 10 days at the end of July 2008 to collect current figures to present to the Police for action. Their intervention has resulted in a significant number of speeding tickets being issued.
- The footpath along the main road needs a section extending. Other footpaths out of the village are to be considered, as are various traffic measures.
- Railway. The main East Coast railway line passes close to the village and is a source of irritation from the noise and the congestion from the level crossing, which can be closed for extensive periods.
- Bypass. A bypass has been under discussion since the 1930's and the original 1956 plans showed it passing round the village to the north. While a bypass would be welcomed by most, very few would support it if a major local housing development was needed to help finance it.

- Public transport. The village is ill-served by public transport with infrequent bus services to Stamford and Deepings.
- HGVs. The incidents of HGVs using Bainton Road in excess of the weight restriction has been curbed through direct contact with the hauliers and will be regularly monitored in future. The quantity of HGVs on the Main Road has reduced dramatically - most HGVs have now been identified as vehicles going to the 3 depots this side of Stamford; CWG, C & G and Sanders and Woods, the last in several companies' liveries: Lafarge, Tarmac and others, as well as their own. The remaining vehicles, destined to pass through Stamford illegally, have reduced significantly.

Transport priorities

1. Eliminate speeding through the village
 - 1.1 It is appreciated that a greater policing activity has reduced speeding, in particular on the days when a speed trap is operating. However the only solution that guarantees traffic is kept to the speed limit is CAMERAS. An approach should be made to the local authorities and, if necessary, to the government to obtain a minimum of three speed cameras in the village.
 - 1.2 Road markings on the approach to the village indicating that traffic is approaching a restricted area should be introduced, thus giving an advanced warning to traffic and enabling them to meet the speed limit at the beginning of the restricted area not at the end.
2. Make our roads safer for both pedestrians and car users.
 - 2.1 Better road markings giving warnings to drivers that a hazard exists should be arranged (in line with the quick fixes previously suggested). These to include:
 - a) repeated SLOW warnings (3 times!) on the approach to and round the bend before West Road coming from Stamford.
 - b) A small island at the Bainton Road junction (or other visible obstruction¹) small in height, say 6" all of which should be painted white (similar to other junctions). The height restriction is to accommodate the large tractor & trailer combinations using this road and would not impede their progress. Reflective glass (red eyes) should be set in the vertical edging of the island.
 - c) New white lines to be painted, modifying the road pattern at the start of the 30mph section of the Main Road coming from Stamford - slowing traffic and eliminating a blind spot.
3. Push for a solution to the level crossing problem.
 - 3.1 Approaches should be made to the authorities to determine what the current situation is regarding the full time closure of the crossing. What we want to know is:
 - a) When it is envisaged that the crossing will be closed permanently?
 - b) What plans are in progress for circumnavigating the crossing by road?
 - c) What is the time scale for such plans?
 - (i) Expected date of planning application?
 - (ii) Expected date of commencement of build?
 - (iii) Expected completion date?
4. Promote an increase in local bus services and their use.
 - 4.1 Ensure villagers are aware of bus times and available services as the current bus company will not increase their services due to insufficient demand (even from The Deepings).
 - 4.2 Consider approaching the Heron's Trust to purchase and maintain a suitable small minibus (using volunteer drivers from the community) so that we could (perhaps) run our own service.
5. Encourage walking and disabled use of the upgraded pavements and footpaths in the village.
 - 5.1 Create a simple plan of village footpaths with routes clearly marked for disabled access and walkers.
 - 5.2 Push for more disabled access routes.
6. Much was made of the benefits of the local countryside. We need to publicise the available access to the countryside on foot and cycleways.
 - 6.1 A pocket map will be created to show routes to and from local villages via public rights of way and permissive footpaths.
 - 6.2 We need to push for more cycleways and footpaths out of the village.

¹ Alternatively, as a temporary measure, modify the current white lining to increase its height and width and emphasise its length giving a visual barrier to those cutting the corner from Stamford.

6.3 We will circulate a copy of both plans of currently available routes to all houses in the village.

7. Monitor the HGV situation to ensure it does not return to previous levels.

7.1 Create a list of companies that we should expect to see going through the village and circulate it to interested villagers. Those not falling into these categories can then be reported to the local Neighbourhood Watch for reporting to the Police.

7.2 Ensure all villagers know what to record; Company name, registration, time, direction of travel and location.

DEVELOPMENT

Development to date. Three developments have taken place in the last 10 years: 51 houses on St Lawrence Way, 12 in Searson Close and 7 in Red House Paddock. It is acknowledged that there is limited affordable housing and it is difficult to envisage how this could be improved significantly.

Future development. There is no appetite for major growth within the village and the scope for major development without expanding the village boundaries is restricted to infilling between existing houses. It is seen as important any new buildings are built in keeping with their surroundings.

- **Sustainability.** Tallington currently meets only five of the nine criteria² for sustainability and therefore SKDC would not normally approve applications for new development other than in particular circumstances (or for barn conversions, one-for-one replacements or the like). The survey responses show that the parish is generally content with this approach and the consequent limited opportunities for development. It is recognised that there is little affordable housing and hence few opportunities for young villagers to acquire houses in Tallington.
- **Desirability.** There is a general feeling in the village that it should remain at about its current size in order to retain its community spirit and identity.
- **Infrastructure.** The infrastructure, while limited is generally adequate to support a village of this size, however, it is worth noting that villagers are dependent on private transport to connect with services in Stamford or the Deepings. Constraints to major development are:
 - Transport – very few bus services the majority of which are at inconvenient times. Consequently they are under used and it has been difficult to produce a convincing justification for more services. Also important that facilities (such as parking) exist in Stamford and Market Deeping to support visitors from unsustainable villages, such as Tallington.
 - Medical services – no medical or dental practice.
 - No schooling – apart from pre-school activities at ABC Nursery and other private provision.
 - Limited post office services (two sessions per week).
 - Drainage. The drainage system already struggles to cope with surface water in very wet conditions, which can lead to local flooding. Thus it already needs remedial work and would require a major upgrade to cope with large development.

Development priorities

1. Support developing SKDC local development framework of restricting new building in Tallington while permitting one-for-one replacements and barn conversions and the like.
2. Ensure planning authorities understand need of villagers to access local market towns by private transport.
3. Consider provision of limited affordable housing to enable young villagers to remain in the village.
4. Press for improvements in drainage.

CONCLUSION

In the words of one respondent to the survey and supported by many others: “Tallington is a very pleasant place to live: although a bypass is badly needed, it is important that this should not be achieved at the expense of the community; large housing estates would engulf the village and completely change its character”.

² Food shop or local shop, church or chapel, public house, recreational open space, village hall, primary school, hourly or more frequent bus service, doctors (full or part time), post office (full time).