

Canal Marina out of date map (email from resident)

To consider and agree action on the marina map.

Dear Parish Council friends and pharmacy friends

I met some boaters in the village today who were looking for the pharmacy at its old location next to the railway bridge. I was able to set them right. They had gone by the information map at the marina, which has obviously never been updated.

Best wishes

Paths and roads on Repton Road (email from resident)

To consider and agree action for concern raised regarding the condition of the paths and roads around Repton Road.

We would like to draw interest to the state of the paths and roads on Repton Road in Willington. There is a buddleia bush growing out of the path next to the bus shelter, opposite to the church and it is dangerous and virtually impossible for people with prams, small children, wheelchairs etcetera to pass. Apparently it was thought that the developers of Bittern View would remove the bus shelter when the new one further up Repton Road was installed and make the pathways safe. We feel that this area of the village is looking really "scruffy". and also the kerb sides need sweeping..

There is also a very small fence fronting the electrical "substation" on the corner of Repton Road and Kingfisher Lane and everytime we pass there seems to be more rubbish gathering there. A higher fence would be safer, more secure, and prevent access from people who should not be able to be there.

Thank you in anticipation that you will put these issues to the next meeting of the parish council for consideration and comments.

Oak tree plaque on Oaks Road (email from resident)

To consider and agree action to be taken on a plaque which will soon be become embedded into the tree.

Hi there,

Five years ago, see below, I drew attention to the fact that the plaque near the base of the Oak Tree was in danger of being engrossed by growth of the tree. The response below baulked at talking any action . The plaque now nears the tree bark and will soon become embedded into the lovely growing tree. The plaque was mounted on a metal frame deep in the ground which had cross bars, to deter vandals and cannot now be moved. The metal angle iron needs cutting at ground level with an angle grinder and relocating about 2feet away on a new frame, perhaps too the side?

It will be a pity if inaction by the present council allows a tree that an earlier council planted so lovingly is allowed to be spoilt when the plaque becomes part of the tree.
(I recall by the way the plaque was planted some 18" from the sapling it grew from.)

I hope the council will now reconsider its position.



Traffic calming and pavement parking in Willington

Email also sent to contactcentre@derbyshire.gov.uk, roadsafety@derbyshire.gov.uk

Dear Clerk, and others...

Willington, Derbyshire – traffic

With reference to the latest parish news, in which mention is made of concern regarding the speed of through traffic, and in particular the need to acquire both volunteers and equipment to monitor the traffic. **The notion that equipment will be required, and training given to those who volunteer, appears to be a pointless exercise and to be procrastination on a long overdue issue, when it is already perfectly clear that there is a problem which needs action to remedy it, and not simply watch the traffic blast through unchallenged as I will attempt to outline below. We need a deterrent, and sooner rather than later. There are times when it is like living next to the A5 and not the A5132, but at least the A5 has speed cameras and we don't have anything whatsoever.**

Whilst I can see evidence gathering is an essential part of lobbying for anything these days, the existence of the problem should be clear to any right thinking individual, indeed the paragraph in the Village News starts:-

“ An issue that always comes up is how can we make our roads through the village safer.” (my italics)

So this has been a concern here for many many years. A simple starter fact is that there has never been any form of deterrent for speeding drivers. The occasional infrequent presence of a camera van will not diminish the notion that speeding through here carries insufficient risk to one's driving licence. That we should have to borrow or buy equipment in order to evidence a situation that has been an ongoing bane of contention in the village for so long is beyond me. It is surely time action was taken.

In the intervening years there have been a great many local changes in road infrastructure and now people travelling by car choose to use the village as a through route hoping to avoid long delays and the more circuitous routes to their destinations over the few river crossings available. The increase in traffic volume to Mercia Marina should not be discounted here either. Our village has become a place to *get through* for a great many motorists. However the regular and sometimes lengthy traffic queues caused by the double roundabout layout and bridges in the centre of the village create a bottleneck which seems to lead to frustrated and erratic driver responses in addition to the speed travelled at!

Outrageous speeds are achievable on all approaches to the village.

- There is no visible evidence that anyone cares about the speed of the through traffic.
- There are no signs welcoming careful drivers to Willington
- There are no effective visible or obvious measures to reduce the velocity of cars

In short. there is nothing to deter drivers of any vehicle from thinking Willington is at least one remaining place where they can travel at whatever speed they decide. It has been many moons since I last saw a camera van parked in the lay-by outside the sports field, but it often feels that there is someone holding a chequered flag at the power station at the end of the timed sprint.

East of the railway bridge on the North side of Twyford Road. Exiting the driveway by car involves a set of observations and calculations above that normally required to achieve a safe exit. Views both ways are usually obscured by cars parked half on the pavement, and/or lawfully

Traffic calming and pavement parking in Willington on the road, and vehicles exiting the bridge or approaching from the East can be travelling surprisingly faster than the 30 mph limit in place. Traversing on foot, as I most often am, needs

the same degree of caution and calculation. Exiting from under the bridge most cars use the current 30 limit as an acceleration zone and are already at high speed as they emerge.

The Railway Station is now well used by commuters who park in the Wharf car park, so in addition to the local population, there are many who have to cross over the road on the West side of the bridge in the one spot where something of a view is possible. This is not a safe position at all.

- There is a high volume of traffic at most times.
- The approaching traffic from both directions is often travelling at speed.
- Traffic emerging from and entering the Dragon car park presents a further set of calculations.
- Traffic entering from Castleway can be equally fast on its approach.
- View is obscured on the south side of the road by the bridge itself.

Thus Crossing on foot anywhere other than the zebra crossings in the green can be perilous. However the placement of the crossing outside the Post Office has its own hazard, as I had my observations confirmed to my cost just the other day! I was halfway across with my two dogs on the lead when a motorist came under the Repton Road bridge at speed and swept around the corner past my feet and my dog's noses. There was no obvious sign that my presence had even been noted by the driver. The condition of the Zebra markings is worn and more of it is missing than still remaining. We do have a Highways depot a few hundred yards away but maybe this has escaped their notice.

I appreciate that the placement of the zebra crossings at the double island create their own problems for drivers as they not only have to negotiate the islands but as they turn (looking right to check for traffic one last time before pulling out) there is a zebra crossing slap bang in front of them! Less haste and a more controlled approach is required. In fact a complete rethink of this ludicrous, and poorly marked, double roundabout system would not go amiss !

Being an observant person and an early riser, I have noted that the majority of traffic passing through at off peak times is also moving at well above the local speed limit. I have come to the conclusion that most of these are regular daily speeding offenders who consider it safe to speed through without fear of prosecution.

In view of all of the above, is it not time that the speeding traffic situation was properly addressed?

I cannot comprehend why, to date, there have been no calming measures in place whatsoever, and I would be most interested to hear why any previous attempts to bring these matters to your attention have not resulted in any positive action or change. I have been told nothing has been done because the accident statistics or death rate don't justify doing anything about it. Surely it is more important to take preventative measures when there is such an obvious need and local support for a change for the better would be self evident.

The situation has been going on largely unchecked since the power station was demolished and where the only nod to traffic calming then, i.e. rumble strips, were tarmac'd over.

On a separate note, but adding to the dangerous situation, the parking of cars East of the bridge along Twyford Road half on/half off the pavement causes a real problem to all pedestrians.

Traffic calming and pavement parking in Willington

People with pushchairs/ buggies or using mobility scooters cannot get by and have to go into the road to get by, or try to cross the road! Those with children on scooters etc. or just families taking

a stroll must go single file, thus control of the youngsters may be compromised. The roadway is more than wide enough to allow cars to pass a vehicle parked lawfully on the carriageway.

I am attaching a couple of recent pictures of cars parked in such a manner close to my fence. It was impossible to squeeze along between them and the fence. These are recent examples and I have a good few more taken over the years of the more outrageously inconsiderate obstructors. The blue car in picture 2 remained there for 36 hours at least.

Beyond Oaks Road there is the village school. There is no safe crossing placement of any description across Twyford Road for the many parents and children.

We now live in a village with a regularly used village hall, railway station, sports field, Chip shop, post office, Chinese takeaway and 3 pubs and at times this is a throbbing social scene. The old school on Castleway has a full calendar including before and after school care. It is situated just beyond the brow of a hill as you come into the village yet there is no sign to warn drivers or instruct to slow down! Any of the local population utilising any facility or merely trying to go about their daily business have to run the gauntlet once they step beyond their front door. Our freedom to enjoy the village and feel safe within its boundary has been eroded due to:-

1. the speed of traffic
2. inconsiderate parking
3. Lack of parking restrictions
4. A major junction that is no longer fit for purpose considering the amount of traffic it has to accommodate.
- 5 Lack of current law enforcement

Since this all has an impact on the village, I respectfully submit the following suggestions to improve the overall situation;-

1. A twenty is plenty speed limit from the area of The Green extending to Oaks road and up to the Castleway bridge past the old school.
2. A reduced 30 Mph limit from Oaks road through to the power station.
3. A controlled crossing near the village school access and the entrance to the sports field.
4. A complete rethink perhaps considering a traffic lights crossroads layout to replace the already problematic double island at the major intersection in the centre of the village
5. Speed cameras and speed reminder boards on all approaches.
6. Police camera signs.
7. Double yellow lines to extend from the Twyford road Railway bridge on both sides of the road up to the end of Oaks road.
8. Speed humps would send a strong message to those most regularly taking advantage of the absence of calming.

Traffic calming and pavement parking in Willington

There are countless lay-bys and secure off carriageway stances on all approaches, where speed enforcement vehicles or officers could be safely accommodated to enforce restrictions. (I am happy to volunteer my front driveway if requested.)

I would venture to suggest that a proportion of those currently choosing Willington as a through route would not find it so appealing if speed control and enforcement were evident. This in turn would reduce traffic volume overall, as I am confident that enough evidence exists to support the "path of least resistance" principle in this regard. This village is undisputedly a bottleneck and an inconvenience to through traffic so choosing a different route would improve the situation if it was an even more restricted but safer bottleneck

Add in local traffic control and restrictions then Willington has the potential to be a far safer place for both drivers and those that actually live here. I think the many in the community would prefer Safe, and to those passing through, perhaps a less attractive route choice at times.

I would greatly appreciate acknowledgement of receipt of this mail and look forward to your response in due course.

Thank you



Proposed idea for Willington Power Station

Phil

I thought I would send my thoughts to you. They may be too fanciful for the Parish Councillors?

I enclose the Derbyshire Wildlife magazine and refer to pages 8 – 11.

I have already written to the Trust about the Power Station land and they said that they would be very interested if it came onto the market.

I know that most people consider the area will one day be housing but it would be wonderful if we had a wildlife woodland where the people of Willington could walk and spend time.

We have very little walking here now, or indeed natural play area for the children.

As the lady from the Trust said to me 'the site is already rewilding'.



LAND ACQUISITIONS

How do we decide what to take on?

Matt Buckler, Head of Wilder Landscapes

Many of the Wildlife Trusts were set up in the 1960s with an early aim of acquiring pieces of land of conservation importance to protect them and turn them into nature reserves, and Derbyshire Wildlife Trust was no exception. The first piece of land we owned outright was Overdale in our Dark Peak Living Landscape and we've been buying, leasing and inheriting land ever since. A key question is how we decide what land to take on. Our reasons have changed over time as the world has changed around us.

In the early days, conservation organisations assumed that the really important pieces of land that they took on would be jewels in the wider agricultural landscape and so their size was not really important; perhaps they were parts of a wider landholding that the owner didn't want or need or a disused quarry or gravel pit.

However, these assumptions have been proved wrong since then. Our nature reserves have become more and more

isolated as agriculture has intensified and management of the wider countryside and development has impacted more of it as well. In 2010, Professor John Lawton undertook a review of sites managed for wildlife on behalf of the Government and the report which came out of that, called Making Space for Nature, suggested that as a country we needed to look at how wildlife sites were selected and managed.

Overdale, Photo: © Mark Hamilton

These proposals could be summarised as:

- **Better** invest more to manage sites better for nature;
- **Bigger** expand sites to make them bigger, allowing more extensive management regimes;
- **More** create more sites for nature across the county;
- **Joined** connect them together and improve the wider countryside for nature.

Our nature reserve management strategies, and that of most conservation charities, reflect these changes and also reflect our developing focus on nature's recovery, rather than protecting existing sites. We want to think of our nature reserves as reservoirs for nature to flow into other pieces of land, rather than as places in the landscape which are reserved for nature; nature should be everywhere.

We adopted a new acquisition policy in 2021, which helps us to decide whether a piece of land is appropriate for us to try and acquire and whether we can afford it. Our acquisition strategy helps us to prioritise where we should buy land and is informed by the Lawton Principles outlined above.

Rose End Meadows, Photo: © Roy Smith



Rose End Meadows, Photo: © Roy Smith



Overdale, Photo: © Mark Hamilton

Our number one priority is no longer buying good quality, protected sites, such as Sites of Special Scientific Interest (SSSI), as there are strict rules on their management from Natural England and there are other things that we can do to protect them, through advocacy, campaigning and our planning work.

We want to buy parcels of land which can help nature's recovery, predominantly through rewilding principles such as natural regeneration, re-wetting, species reintroductions and connecting people to nature.

Firstly, we would look to acquire land around our existing nature reserves, to try and make them bigger, such as our recent acquisitions at Rose End Meadows and Willington Wetlands, both of which have expanded existing nature reserves. Bigger parcels of land require less intensive management, and we are more likely to manage them by reinstating natural processes. We don't mind if the sites are not great for nature to start off with, like the land at Willington, as nature will spread into it if we help it to.

If we want to take on a completely new site, we look at a few different things. We have created a Nature Recovery Network for the whole county, based on places which are already important (SSSIs, Local Wildlife Sites) and shows us what habitats should be created and where, to help us decide where to acquire land. If there are connections with other sites, such as watercourses, hedgerows or rights of way, so much the better. Ideally, we would like completely new sites to be bigger than



Willington Wetlands Photo © Kathryn Wright

50 hectares, because they can change the Nature Recovery Network for the area and it allows us to put in place natural processes from the beginning.

Once we've acquired a site we are also looking at refining our management plans to record what natural processes we need to instigate and the site's context in the landscape; who are the key neighbours that we need to work to develop our Living Landscapes further. Our reserve monitoring will focus on ecosystem health, looking at a range of different factors rather than just looking at one or two different wildlife groups, although we will still be doing that as part of it.

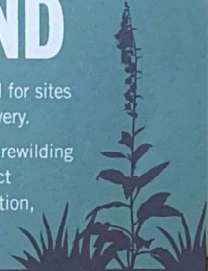
Whilst working with other people at a landscape scale is becoming more and more important to DWT, owning and managing land for nature is still a really important part of nature's recovery in Derbyshire and we look forward to bringing you more exciting opportunities over the next 60 years.



CALL FOR LAND

Derbyshire Wildlife Trust is issuing a countywide call for sites for rewilding to support the delivery of nature's recovery.

Landowners or managers seeking to enter long-term rewilding or natural flood management schemes should contact enquiries@derbyshirewt.co.uk with details of the location, size and current use.



rewilding
Acquisition

Trees around the village

Hi.

Hope you're well.

I've asked many times before it's always ignored but with the return to school, it's now really important to ask those responsible to cut the trees back on:

1. The base of the trees on Hall Lane (the pavement is nearly impassable).
2. The bushes and trees overhanging the alley between Twyford Road and Vere Close
3. Ditto for the alley between Vere Close and Trent Ave play area.

The school have always rejected their responsibilities or just waited for winter with the excuse of leaves dropping off.

Any help appreciated.

Thank you

New location for memorial stone from WI

To whom it may concern,

I am writing to you on behalf of the Willington Station Adopter's Group (a sub group of the Willington WI). You may remember that some time ago, I contacted you to ask if you would support us, this request was made in relation to the cost of planning permission for a project at the station. We were grateful for your offer to help and the planning application was applied for. Our intention was to erect a memorial stone at the front entrance to the station; this area feels like the centre of the village. Unfortunately, the application has not been completed for a number of reasons and in fact the project is no-longer viable at the station. I would be happy to discuss the detail with anyone but the issues are complicated.

We as a group, are very frustrated with the situation, particularly as we have purchased the stone and we are now preparing to get it engraved.

The stone has always been considered to be a gift for the village and for villagers to use it as they wish. However, we can no-longer offer this from the grounds of the station. We therefore had hoped that the PC would accept the stone as a gift for the village from the group and of course the PC garden is central too, if you should choose to position there. If you would accept this gift, we would like to continue to get the engraving work completed before it is handed over.

Should you need any further information, please do not hesitate to contact me or another member of the team.

Yours sincerely
