STANWICK PARISH COUNCIL

2025 Silver Jubilee Year

Chairman: Councillor Mark Taylor
Clerk to the Council: Ms J. L. Hodgson
www.stanwickparishcouncil.org.uk

MINUTES of COUNCIL MEETING

Date:	19th February 2026	
Venue:	Committee Room, Village Hall, Stanwick	
Time:	7.15 p.m.	
Present:	Councillors:-	M Taylor in the chair
		J Ashby
		S Glanville-Hughes
		B Johnson
		S Kitchener
	Clerk to the Council	J Hodgson
	Members of the Public	3

25.197 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Banks and Councillor Konstantinidis. It was proposed and

RESOLVED

That the reasons for absence be approved.

25.198 MINUTES

It was proposed and

RESOLVED

That the Minutes of the Council Meeting held 15th January 2026 be approved as a correct record and signed by the Chairman.

25.199 DECLARATION OF INTEREST

There were no declarations made.

25.200 PUBLIC SPEAKING TIME

Three residents of High Street spoke about the single lane alternating traffic consultation and said they were pleased the Council had reached out to residents and it was good the Council

was looking to take action. Other traffic and parking issues were raised together with the traffic sign at the Red Lion roundabout directing traffic to Higham Ferrers through Stanwick.

Further to Minute 25.191 d a written response was shared with councillors. It was noted that the conifer clippings had been cleared.

25.201 Planning Matters

a. Planning consultations**:**

20/01453/OUT Rushden East Urban Extension: Further information received autumn 2025 for consideration

It was agreed that the was no comment to make.

b. Planning Appeal No. 6004578 and the Application Ref. No NE/25/00368/FUL Demolish utility room. Single storey side extension. Single/two storey rear extension. External and internal alterations. Replacement roof. Location: Midlothian Spencer Parade.

It was agreed that the Council did not have new comment to make.

25.202 SPENCER PARADE TRAFFIC ISSUES

Further to Minute 25.192 c (January 2026) , it was noted that a survey had been delivered to all properties on Spencer Parade and Samuels Close, seeking their views on a suggestion of alternating traffic lights to remediate the reported problems.

The survey was also publicised on the noticeboard and on Facebook inviting any interested parties to submit their views. A report with personal details removed had been circulated to all councillors prior to the meeting, as shown in Appendix A.

It was agreed that the Council does not have the specialist highways knowledge to formally devise an appropriate remediation scheme and the consultation had identified potential issues that should be given careful consideration. It was proposed and

RESOLVED

That the redacted consultation log for the Spencer Parade Alternating Traffic Light consultation be submitted the to the Local Transport Grant Submission with a request that funding is used by Northants Highways to undertake formal investigations and to devise a scheme to alleviate issues detailed, and following appropriate public consultation, implement the agreed measures.

25.203 COMMUNITY GOVERNANCE REVIEW: PARISH BOUNDARY

Further to Minute 25.181 a proposal to request that the parish boundary is altered on the south west boundary to the line of the stream was considered. The boundary as presently drawn follows the edge of a field. A few key reasons to have a stream as a boundary line are:

- **Easy to identify:** A stream is visible on the ground, so everyone knows where the boundary is—no need for markers or maps to explain it.

- **Stable over time:** Many streams stay in roughly the same place for centuries, which mattered a lot when parishes were first laid out.
- **Natural division of communities:** People on opposite sides of a stream often used different paths, fields, or markets, so the water naturally separated daily life.
- **Historical tradition:** In medieval times especially, boundaries followed natural features—streams, ridges, woods—because surveying tools were limited.

Letters proposing the boundary change had been delivered to the two properties that would be materially affected by the change. One had responded supporting the change. The other had not replied.

It was noted that this alteration may reinstate an historic boundary line and the properties affected were closer to Stanwick than Higham Ferrers since the A6 bypass had been built, effectively cutting them off from Higham Ferrers.

It was proposed and

RESOLVED

That a request be made to move the parish boundary to the line of the stream as shown in Appendix B.

25.204 <u>CHILDREN'S & YOUNG PEOPLE'S ENGAGEMENT PROJECT</u>

Further to Minute 25.186 the Council was invited to nominate a councillor to attend the in person Stakeholder meeting on 9th March. The results of the recent survey and engagement works would be presented and potential actions would be discussed.

Councillors Kitchener and Johnson hoped to be able to attend the stakeholder meeting.

25.205 <u>CHURCH YARD STEPS ONTO CHURCH STREET</u>

A resident has requested to mark the edge of the steps from the church yard onto Church Street with yellow paint to make the edges stand out to assist people with visual impairment. The Diocese have confirmed their permission is not required as it is a closed church yard.

The steps form a key route for visually impaired to safely move through the village, especially to and from the zebra crossing that links the two halves separated by Raunds Road/Spencer Parade.

It was proposed and

RESOLVED

That the edges of the steps be identified with suitable paint.

The resident has given is permission to use his disability to support the request to upgrade the zebra crossing to a Puffin Crossing and this has been submitted to North Northants Council. Minute 192.e refers.

25.206 NEIGHBOURHOOD PLAN REVIEW

The Council gave consideration the consequences of not reviewing the Neighbourhood Plan and allowing it to lapse and the advantages of undertaking a review of the plan with public consultation. Removing public consultation would undermine the legal basis of the plan and would almost certainly make it unlawful and challengeable by judicial review.

Neighbourhood plans remain powerful, but their legal and practical weight depends increasingly on alignment with National Planning Policy Framework (NPPF) reforms, particularly regarding housing, growth, and Local Plan conformity. Failure to adapt could make a plan less effective in shaping local development.

Not reviewing or allowing a Neighbourhood Plan to lapse leaves a parish handing the planning system back to the planning authority and national policy, losing the benefits of community-led control.

It was proposed and

RESOLVED

That the Council would instigate the process of reviewing the Neighbourhood Plan with a view to update existing policies in line with current regulations and best practice. New policies would be incorporate if deemed appropriate following a Regulation 14 consultation.

The Council will utilise the forthcoming newsletter and the Annual Parish Meeting in April to invite interested parties to take part in the Neighbourhood Plan steering group. Direct approaches and other communication channels would also be used to make the public aware of the proposed review and invitation to be part of the process.

The terms of reference setting out how the steering group will operate with transparency will be approved at the March 2026 Council meeting.

Sources of funding to support the review process will be sort, including but not limited to, the NNC members empowerment fund.

The steering group would be provided with a template of the current policies in an updated form together with suggestions for additional policies to use as a starting point.

The Council authorises an AI subscription for the duration of the review process should that be deemed necessary by the Clerk to the Council.

25.207 COMMUNITY GARDEN AGM

The Community Garden AGM was held 11th February 2026 and attended by Councillor Johnson. The Minutes to that meeting had been circulated to councillors. It was noted that the new committee had some fresh ideas that they would need to approach the Council directly about.

25.208 SCHEDULE OF PAYMENTS

It was proposed and

RESOLVED

That the schedule that forms Appendix C be approved for payment.

25.209 NEXT SCHEDULED MEETINGS

19th March 2026 Council meeting (19.15)
16th April 2026 Annual Parish Meeting (19.00 to 21.00)
21st May 2026 Annual Council Meeting (19.15)

Other dates:
14th February to 21st March 2026 Stanwick Daffodil Trail
10th March 2026 Stanwick Village Hall AGM
14th March 2026 Ducky Daffs Day
21st March 2026 Operation Spring Clean
6th April 2026 10k Road Race
14th April 2026 CPRE & NACRE showcase evening
15th April 2026 Pocket Park Group AGM
29th November 2026 Stanwick Christmas Community Fayre Sunday

Meeting closed: 8.36pm

Chairman

Appendix A

Single Lane Alternating Traffic Light Consultation responses (redacted)

Street name	For	Against	Neither	Email/ paper	Comment
St Laurence Way	x			E	I fully support this proposal however please could "Keep Clear box be placed at the point where Dolben Avenue and West Street to allow traffic to exit Dolben Avenue should traffic cues be forming at the lights at Green Lane. I also assume Residential Parking spaces will be provided for residents on Spencer Parade in place of one of the current lanes
Cumberland Ave	X			E	I support the proposal to install single lane alternating traffic lights on Spencer Parade
High Street	X			E	Its a great idea to prevent traffic chaos and future mishaps.
The Avenue	X			E	I support the proposal to install single lane alternating traffic lights on Spencer parade .
Hill House Gardens	X			E	Great idea, fully supported
West Street		X		E	The reason I would object to this plan is that while it may benefit a people that pass through the village a few times a day, I think that it would have a negative effect for residents of West Street, Spencer Parade, Samuels Close and potentially Green Lane.
					For residents of West Street (myself included) that have drive ways the lights will make it more difficult to get on and off the drive way during busy periods. At present the flow of traffic gives opportunity to get on and off. In the past when there have been temporary traffic lights, normally located in this same area near Green Lane, it has made it much more difficult to get on and off as the traffic queues opposite our houses. Personally, I prefer to pull up outside my house, then when I get chance I swing out then reverse back on my drive. When there has been temporary lights and I pull up outside my house I simply end up blocking the lane going in the direction of Stanwick Lakes. Alternatively, if I go on to my drive forwards its even more difficult to reverse out into the queue opposite my house. • For residents of Spencer Parade there is a similar situation to above. The parking is quite tight and residents typically have to parallel park. If you are forced to be

					in a queue because the traffic lights hold you up it makes parking even more difficult without holding up the queue. Similarly, pulling out could be made more difficult.• Given that I look out on to this road, and have lived on West Street for over 20 years, I know that the queues are fairly infrequent and typically caused by problems on the A45. I think that holding traffic up constantly all day (as has ben the case with temporary traffic lights) is not the correct solution for a minor problem. Drivers just have to be courteous and use some common sense as to when let people out and when to go themselves, as is the case 99% of the time here. I use this road constantly and can honestly say that in 20 years the longest I've ever been held up (obviously not including roadworks and A45 issues) is about a minute. • I think this solution is not to the benefit of local residents, but people passing through to other parts of Stanwick or Raunds that don't want to wait a small period of time. Installing traffic lights will increase the wait, not decrease it. • People mounting pavements is generally caused by people being inconsiderate and pushing through when they feel it's their right of way rather than driving to the conditions in front of them. I've maybe had to do this 2 or 3 times in 20 years when someone has pushed through while I'm already in the single lane. I don't see this as a major issue that needs addressing. • There would be an alternative solution in creating a one way system around the village. Vehicles heading in Raunds direction take the same route down West street/Spencer Parade. Vehicles heading towards the Lakes go past the post office, up the High Street, down Villa Lane (reversing the current small section of one way) and back on to West Street. Nobody then has to wait at all, though residents would obviously complain of those roads. I'm more than happy for someone to come sit in my office for a month and see the extent of a problem that doesn't exist. I get a small queue outside maybe twice a day for about 5 minutes. There is only ever an issue

					when the A45 is closed until the Police get their diversions in place.
Spencer Parade		X		E	I will not support any proposal that restricts or affects the rights of residents to park on Spencer Parade. • I will not support any proposal that results in an increase in the volume or speed of traffic through Spencer Parade. The proposal does not address the following questions: • How residents and others parked in Spencer Parade will know a) when it is safe for them to move, and b) in which direction they can move. • Blue-light traffic. • Increased traffic volume during a legitimate diversion (e.g. closure of A45 or A14).
Spencer Parade	X			E	If for whatever reason this proposal does not get approved, then please consider speed calming measures with pedestrian crossings. The speed at which people drive along Spencer Parade and out of the village is concerning, especially when I have a very small child and 3 dogs.
Samuels Close	X			E	We fully support the proposal
Samuels Close		X		E	Currently, we do NOT support the proposal of traffic lights being placed along Spencer Parade. Due to lack of information on placement of lights and alternative traffic calming options we are unable to give a considered response. We are open to further discussions and consultation on this matter as we believe that this is an important factor that needs addressed in our village.
Samuels Close		X		E	Lack of information to make an informed decision. What analysis has been completed. What impact assessment has been completed. This communication is misleading. It is delivered as a resolution to a known problem. Where are the options, there is more than one. Nobody in the village wants traffic lights flashing 24/7 outside there house. Do any of you live on either the street in the places you want to put them. If you do please explain your reasoning.
Samuels Close	X			E	Myself and my wife would both like to support the proposal to install single-lane alternating traffic lights on Spencer Parade. We have one comment to add. We live on Samuels Close, and exiting from the close

					onto Spencer Parade can often be dangerous due to the number of parked cars immediately by the junction. As the traffic will be controlled from each end of Spencer Parade, it would be difficult to know which traffic is being held while we're trying to exit. That could mean, for instance, turning right only then to have a car coming the other way, with its driver believing they have right of way.
Spencer Parade	X			E	• Having lived here for 10 years we have had countless scrapes, bumps and damaged wing mirrors to our vehicles over the years so would be very grateful for something being done. • Cars regularly mount the pavement at the moment - it is extremely dangerous • There are multiple arguments each week outside our house between people in dispute about whose right of way it is, often very heated • I have been verbally abused when parking, despite indicating, by people who assumed I was pulling in for traffic rather than parking - will the newly redundant lane be marked clearly as parking - will this be resident only? • Traffic flowed much better when the temporary lights were in place, the positioning of the lights will be crucial to how successful this scheme is, what is the proposal - before or after Samual's Close?
Spencer Parade	X			E	I would like to strongly reiterate the points made by my partner to install Single Lane Traffic Lights on Spencer Parade. I have had to make several insurance claims for damage to my vehicle (one last month incidentally). The vehicle attempted to drive off undetected. The speed many vehicles use going through this section of the village is unacceptable. Often after growing impatient waiting for the way ahead to clear. Earlier this week a 4x4 mounted the pavement driving up behind me as I was walking the dog as they tried to pass a bus in single lane traffic. All of the residents along Spencer Parade and in the wider village have grave concerns about the weight of traffic passing. A traffic calming measure might add time to peoples journey and their Sat Nav / Smart Phone Apps might direct them to an alternative route.
Samuels Close	X			P	Long awaited. 100% in agreement with proposal

High St	X			P	These traffic lights should be installed temporarily in the first place to assess their effectiveness
Dale Place Raunds				P	It's such a good idea
West St	X			P	
High St	X			P	It would be worth trying with temporary lights for a few weeks
The Hollow		X		P	
Mansfield St	X			P	This will alleviate a lot of traffic problems on Spencer Parade
Spencer Parade	X			P	It is quite clear to all residents that the traffic situation is becoming intolerable (not just to residents of Spencer Parade and Samuels Close) , but in fact, also to the residents of Raunds who use this route to gain access to the A45. Clearly, local housing development has made the situation worse, and also the frequent accidents on the A45 between Stanwick and Raunds contribute to the problem. The consequence is often gridlock, resulting in bad tempered exchanges and dangerous driving practice - with drivers mounting curbs and trying to 'force a way through' - sometimes resulting in residents parked cars being hit. My wife and I witness this kind of behaviour frequently. Some of this points you also raise in your letter, obviously something needs to be done and quickly. The proposed traffic light system would appear to be a very sensible approach given that alternative options are limited - perhaps speed cameras should also be considered. In short, the proposed scheme would have our full support, and we sincerely hope that the Council's initiative on this issue can move forward quickly.
Spencer Parade	X			P	Good idea. Quite often gridlocked. Tempers Flare!! Just exit Samuels Close at the end of the traffic flow - whichever way??
Samuels Close		X		P	I do not support traffic lights. I believe traffic lights would cause more danger. All the residents parked cars would have no choice if it were safe to join the road or not. Also it would cause even more unnecessary stationary traffic build up. What should be resolved - the yellow double lines outside Samuels Close. Accidents are a regular occurrence as people cannot see cars exiting Samuels Close due to dangerously parked

					vehicles. I think this would cause greater congestion problems. At certain of the day there are very few cars parked along there rendering traffic lights pointless. At other times the volume of traffic would be backed up to the pocket park. A better proposal would be to remove the footpath that runs along side the stone wall and put a crossing at each end . This together with a 20 mph speed limit should ease the problem. Also, cars that are parked along Spencer Parade would possibly be driving against the lights when pulling out, causing utter confusion between oncoming motorists who would insist they have right of way.
Lovell Close	X			P	
Marks Close	X			E	Exiting the village at peak times is becoming increasingly difficult, particularly if there is any type of issue on A45 and traffic diverts through Stanwick.
Spencer Parade	X			E	Support the single lane alternating traffic lights
Marks Close	X			E	I support the proposal to install single lane alternating traffic lights on Spencer Parade. Exiting the village at peak times is becoming increasingly difficult, particularly if there is any type of issue on A45 and traffic diverts through Stanwick.
Mansfield St		X		E	Cars driving through Stanwick drive at inappropriate speeds due to frustrations of getting caught in stop/start conditions. I believe that traffic lights will result in more drivers speeding through the village once the lights go green. This is behaviour we already see along spencer parade, at the junction by the church, and at the school zebra crossing, where drivers who are delayed for even thirty seconds zoom off angrily. Also, the many residents from the estates and residential roads either side of Spencer Parade already find it difficult to exit onto the main road as cars and buses often block the junctions in addition to parked cars opposite. I personally would like to see a twenty mile an hour limit through the village with some single hump speed bumps and a speed indicator device coming into the village in both directions. The residents' main concerns due to the narrow paving and population demographics are that cars are

					driving at inappropriate speeds for the area, and the fact that it is filled with children for several hours each day due not only to the school but also to the large nursery and preschools
Hill House Gardens	X			E	I've lived in Stanwick for nearly 25 years and have always noticed a problem with traffic along Spencer Parade, mainly at busy times. The bend of the road on Spencer Parade and the narrowing of the carriageway with a row of parked cars makes it impossible for a driver travelling towards West Street to see oncoming traffic before committing to overtake the parked cars, often with cars following directly behind. A driver travelling in the opposite direction then has no choice but to mount the pavement to avoid completely blocking the road. This situation is made far worse when buses and lorries are involved. In any case there is a risk to pedestrian safety and potentially a risk of damage to the pavement and vehicle tyres. I believe that single lane alternating traffic lights would prevent this problem, keep the traffic flowing and make Spencer Parade far safer for both pedestrians and passing traffic. I believe that single lane alternating traffic lights would prevent this problem, keep the traffic flowing and make Spencer Parade far safer for both pedestrians and passing traffic.
Raunds Road	X			E	I think the traffic lights would be a good idea, I try to avoid that route out of Stanwick if possible it gets ridiculous so many parked cars
Spencer Parade	X			E	I would like to voice my support for the proposed traffic light scheme on Spencer Parade. Hopefully this will alleviate most of the issues mentioned in your letter, and also will hopefully encourage people travelling to and from Raunds and beyond to use the bypass rather than cutting through the village.

Dolben Ave		X		E	The suggested proposal is unsuitable for the location and if submitted, will miss an opportunity for a more appropriate solution to be identified and considered. The Parish council should be requesting funding for a full options and safety study (including comprehensive traffic survey) to address the traffic volumes and conflicts of movement through the village, particularly along Spencer Parade, and also the need for adequate pedestrian crossing facilities on Spencer Parade and on Church Street adjacent to Stanwick Primary School. The proposal to signalise Spencer Parade will have the following issues, which could very easily make it unviable: • Vehicles could not safely pull onto Spencer Parade from a side road within the controlled section, unless those junctions were also signal controlled, which would introduce additional phasing and increase the intergreen period (the time before signals at one end turn green after the signals at the other end have turned red). Signals installed at the west end of Spencer Parade would therefore need to be sited to the east of Samuels Close, with a suitable minimal clearance between, likely to be around 20m.• At the east end, there are multiple issues requiring consideration which would conflict with traffic signals, notably parking provision at the village hall and the bus stop. Most significantly however is the ninety-degree bend where Spencer Parade meets Raunds Road, which would restrict visibility on the approach to any traffic signals. At 30mph, the stopping sight distance required on the approach to traffic signals is 70m. The vehicle detection radar equipment that would be used with the traffic signals system, also requires a clear line of sight to approaching traffic of around 40m. To achieve a stopping sight distance of 70m, the earliest traffic signals could be positioned would be approximately level with the public footpath to John Eagle Close/Mansfield Street, that starts roughly opposite No. 12 Spencer Parade, as long as a location for the signal head equipment could be determined that didn't block access onto Spencer Parade from No. 12 or adjacent properties. •

					Furthermore, the junction with the entrance to Hawkes Technical would potentially also require signal control if within the "one-way" section, deeming it necessary for the signalised length to start to the west of this entrance in order to avoid it being signalised. If the one-way length were to operate from the west of Hawkes Technical access to the east of Samuels Close, the overall length would be half the length originally proposed (between the village hall and Green Lane). Parking would need to be restricted on the immediate approach to the signals at both ends, to ensure there is space for vehicles to use both sides of the carriageway. The reduced one-way length would reduce the length of parking available. • Even with stopping sight distance being achieved to the signal head, at peak times traffic queuing on the approach to the traffic signals at the east end is likely to quickly extend back to the junction with Church Street and the bend in the carriageway (as was evidenced when temporary traffic signals were installed on Raunds Road adjacent to the church during utility works in 2025). Queuing onto Raunds Road is very likely to increase the risk of rear-end shunts occurring between the vehicle at the end of the queue and vehicles arriving around the second bend at the top of the hill to the back of the church, as drivers will not have adequate forward visibility to the queuing traffic. If queuing is expected to be a regular occurrence (as it would be at peak times if signals were installed), signal heads should be installed so that stopping sight distance can be achieved to the point where the queue typically ends; which would further reduce the length of the section to be made one-way.• Even with the length of carriageway to be signalised and made one-way being halved, it would still be long enough for a very long intergreen period to be required, to ensure that all vehicles have cleared the signalised section before the direction of travel is reversed. A long intergreen increases the likelihood of red signals being contravened by waiting drivers. There is also a high probability of vehicles setting off from between the signals (either from private accesses or that had been

					parked along the length) being caught travelling the wrong way through the controlled area, due to the expected upcoming direction of travel being unclear to drivers. Along the one-way length, the multiple private accesses present may therefore necessitate the installation of multiple duplicate signal heads, so that the direction of one-way movement is evident to all drivers wishing to drive along Spencer Parade. As drivers who have passed a green signal will believe they have "right of way", tolerance is likely to be low if a vehicle travelling in the opposing direction is met. • As well as queuing vehicles on the approach to traffic signals increasing the risk of collisions occurring on Spencer Parade/Raunds Road, it will increase congestion at the junction with Church Street, extending to the junction with the High Street, impeding vehicular movements and making this area, which can already be difficult for pedestrians to navigate during busy periods such as at school drop-off times, even more challenging. • At the west end, queuing vehicles on Spencer Parade will obstruct the junctions with Samuels Close, Green Lane and Villa Lane, and could even extend to the junction with Dolben Avenue. • Signalising Spencer Parade to make it one-way, will do nothing to facilitate pedestrian movements across the road, and may even make this harder as, if drivers will no longer be expecting to need to give-way to vehicles travelling in the opposing direction, they will likely travel at higher speeds. Plus, at peak times a continuous stream of vehicles in one direction is foreseeable when that signal turns green, and drivers who are wanting to "get through the lights" are much less prone to wait to allow pedestrians to cross. At peak times, crossing Spencer Parade safely, especially with small/younger children, can be really difficult with visibility of approaching vehicles severely restricted by parked vehicles. The provision of a pedestrian crossing facility between Potter & Sons butchers and No.12 Spencer Parade should be prioritised. A pedestrian crossing facility and extended clearway to improve visibility

					should also be seriously considered on Church Street outside Stanwick Primary School, as at present children have to weave between stationary and parked cars, with a very restricted view of vehicles moving along the road, in order to access the school. Thank you for the opportunity to respond.
Cleburne Close	X			E	Its a nightmare trying to drive through Spencer Parade, especially as it's a thoroughfare for buses, lorries and other heavy vehicles. Since living here since 2013, the Raunds through traffic has increased considerably. Traffic lights also have the effect of slowing traffic down. The speed limit through Stanwick is rarley adhered to.
Alfred Street	X			P	
Raunds Rd	X			P	
West Street		X		P	Traffic lights will cause back up/honking/littering on West Street. Speed bumps will harm our house further. House has cracks and shakes all day long already. Answer is speed cameras - make people pay!!
Courtwood	X			P	Might need CCTV to stop red light jumpers
West Street		X		P	Single land traffic lights will cause greater amounts of air pollution as well as further backed up traffic for residents. A reduced speed limit of 20mph, speed cameras (real or false) and or reduced weight vehicles limits enforced would reduce traffic in the area and/or speeds through the village. Houses (including ours) are too close to the road for

					speed bumps, they could cause untold damage.
Manor Gardens	X			P	
East Street			X	P	Spencer Parade and West Street are the closest access to the A45 for all Stanwick residents. Consequently all residents of the village should be consulted regarding 'alternating traffic lights' on Spencer Parade. Parking on Spencer Parade in particular is not confined to residents only. "Visiting vehicles" are also a problem on their village streets! How about a trial of 'alternating traffic lights', e.g. during school term times when the problem is likely to be more realistic.
Spencer Parade	X			P	1. Without the large expense at the offset would it be possible to set up temporary lights as you would for pot hole repairs or other utility repairs. This be better to gauge what happens to the build up of traffic each end. It would be good to monitor for a couple of months to see if it works first. Before the expense. 2 If this proposal does take place will there be also some provision for speed cameras monitoring each end of the street. As we can see a dangerous problem when the lights turn green. The first vehicle almost know 99.9% certain will be oncoming traffic speeding through. We need to stop this not encouraging it. 3. Would it be considered to use the lights at PEAK TIMES mornings 7-10 and; Early evening 3.30 -7pm Saturday and Sunday all day as busy. Saw changes after 30 years of living here. 4. I'm sure the volume of traffic has been recorded over the years gone by. How when the lights are on red at peak times cope with at least 20 or 30 cars parked at each end of the village. They are then blocking junctions and driveways. This is causing problems. ARE the relevant authorities aware of the volume of traffic now using the village? 5. Living at number XX and other properties with driveways onto SPENCER PARADE will all have limited vision. We want to be able to see but we have restricted vision because of parked cars. How will it be safe to pull out not knowing which lights at either end will charge green. 6 The village has now and always had a

					weight restriction. So if the lights proposal is going to take place, and there is yet another RTA on the bypass are we going to stop HGVs coming through the village. This will cause more mayhem. They would be in a row going up the hill past the church on the wrong side of the road to be able to swing round. Total GRIDLOCK.
Spencer Parade		X		P	1. This is due to the difficulties this would create for those who live on Spencer Parade when trying to get off our drives or pull out. Because it would be fine when there was a flow of traffic we could follow at the end of the line (but that would cause problems for example throwing the lights out of sync if more than 1 car pulled out for the on coming traffic light change. 2. But when there is no cars we would not know when we could pull out and this could cause more risk of being hit. because if you are at either end it is a long road you may not be aware the lights are against you. 3. possibly a chicane system which would slow traffic down. 4 or they build the bypass being turned into a dual carriage way promised 30+ years ago and the police not diverting traffic through the village due to accidents especially (artic) HGV lorries as there is a 7.5 tonne weight limit which is not enforced, as these weight up to 44 tonnes. 5. Also a possible one way system in and out of the village.
Cleburne Close	X			E	The situation along this stretch of road is dangerous, especially at peak times, and should the proposed planning application for additional housing off London Road, Raunds go ahead then this situation is only going to get worse. It is not unusual to see cars mounting the pavement to enable them to pass each other and it is only a matter of time before an accident results from this. We need to come up with suitable suggestions to make this stretch of road safe and in my opinion single lane alternating traffic lights is by far the most desirable option.
Cleburne Close	X			E	I support the proposal to install single lane alternating traffic lights on Spencer Parade.

Manor Gardens	X			E	Something absolutely needs to be done about the amount of traffic coming through the village on Spencer Parade. My husband and I walk twice daily in the village, usually along Spencer Parade to access Stanwick Lakes and back. There is a huge volume of traffic coming through the village throughout the day so we have to be very diligent. Walking in this part of the village is very noisy and uncomfortable for both us and our dog. The proposed suggestion of traffic light controls would certainly help the traffic 'snarl ups', dangerous driving, speeding and 'road rage' incidents. It may in turn discourage the amount of traffic coming through the village. I am therefore in agreement to this proposal.

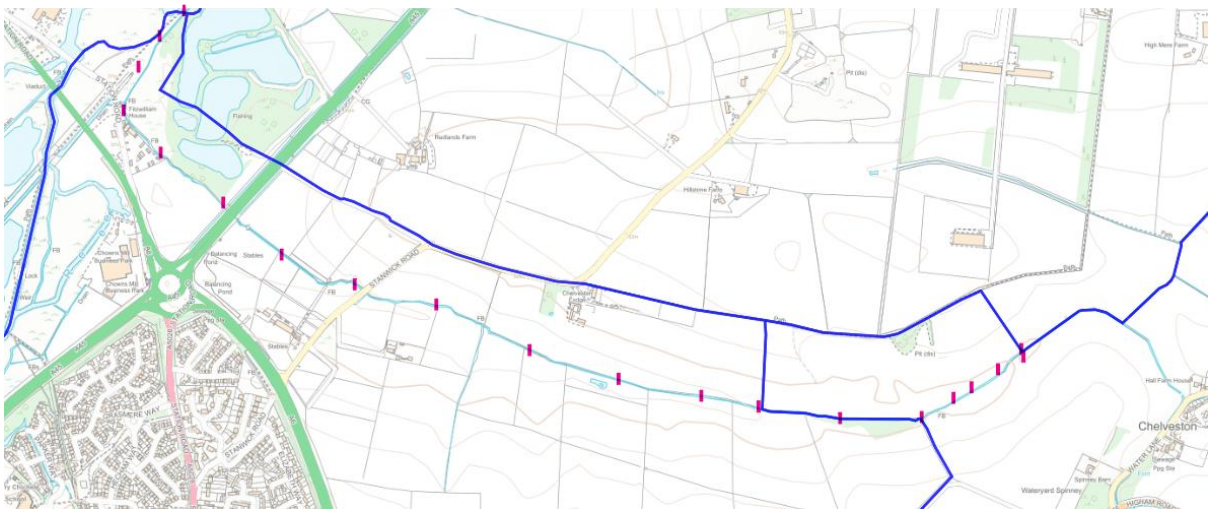
End of consultation responses

Appendix B

Proposed alteration to the parish boundary

Existing parish boundary line shown in dark blue

Proposed new line to follow the line to the stream shown in pink dashes



Appendix C

Schedule of Payments presented for authorisation at the meeting.

Table 1: Schedule of cheques presented for authorisation at the meeting

Cheque no	Payee and reason	Amount
None	None	None

Table 2a : Schedule of electronic payments made between meetings

Payee and reason. Financial regulation 7.7 Payment set up by the Service Admin (Clerk)	Authorised by	Amount
Open Spaces Soc – annual subscription	JA GB	£45.00
Mr Mission – ground clearance for Xmas decs container	JA GB	£270.00
Turney Landscapes – Dec 2025 grounds maintenance	JA GB	£1650.98
Elan City UK – 2 x SID	JA GB	£5614.76

Table 2b : Schedule of electronic payments presented for authorisation at the meeting

Payee and reason Payment set up by the Service Admin (Clerk)	Amount	Authorised by
North Northants Council – May 2025 elections	£25.00	JA GB
East Northants First Responders – donation Min 25.157	£50.00	JA GB
NCALC Training – JH Canva part 2	£55.20	JA GB
Stanwick Village Hall Trust – committee room hire	£11.00	JA GB
J Hodgson- expenses Fire proof storage for cemetery registers	£41.99	JA GB
Stanwick Rovers FC – donation towards Defib pads	£130.00	JA GB
Turney Landscapes Ltd – grounds maintenance January 2026	£3248.08	JA GB

The above payments were approved at meeting 19/02/26 _____Chairman

Table 3: Payments made on the corporate debit card (Clerk only) Financial Regulation 9

Date	Payee and reason	Amount
None	None	None

Table 4: For information (Financial Regulation 6.8 & 7.9) automated payments

	Method	Payee and reason	Amount
25.01.26	DDM	Flotek (Phone & Broadband)	£63.60
30.01.26	DDM	Agilico – printing costs	£11.12
30.01.26		Nat West Bank charge	£1.05
31.01.26		Unity Trust Bank monthly charge	£6.00
03.02.26	STD	Stanwick Village Hall Trust – office rent	£240.00
09.02.26	STD	Northamptonshire Pension Fund	£632.94
09.02.26	DDM	Yu Energy Jan 2026 street lights	£36.41
15.02.26	DDM	Wave – water rates	£5.00

Table 5: Money received since the last meeting:

Date	Where the money was received from	Amount
09.01.26	HMRC VAT refund	£531.73
20.01.26	Duke of Wellington – donation from Xmas Fayre	£85.00
31.01.26	Interest – Nat West	£31.32
02.02.26	Mr A Cross (A5 interment)	£370.00
05.02.26	HMRC	£1267.85
06.02.26	NNC Finance grant for barrier railings	£1500.00

Note: *The General Power of Competence adopted 15th May 2025*

End