



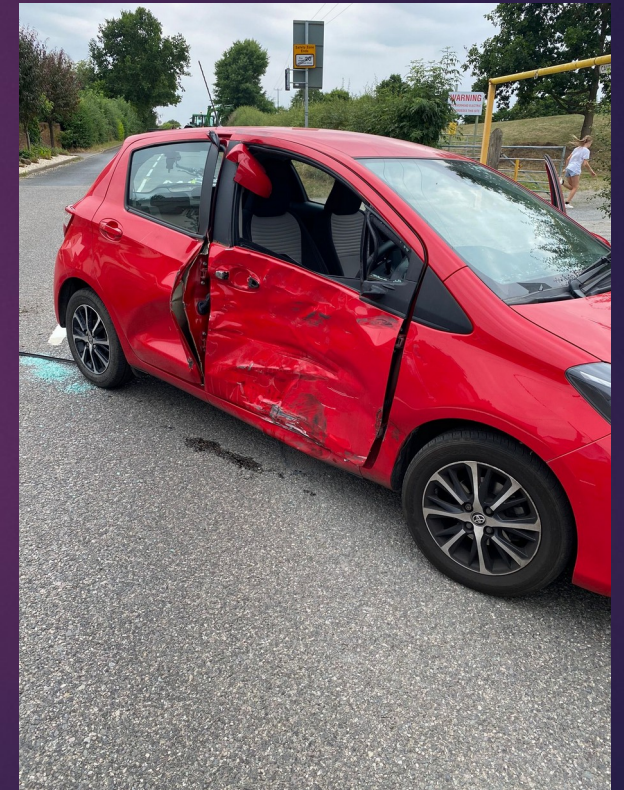
## Packington Traffic Calming Group (PTCG)

- ▶ Reduce commuter traffic speed
- ▶ Protect the young and the old
- ▶ Make social areas more accessible
- ▶ More inclusivity & equal rights
- ▶ Act for the greater good of all



In July 2022, the driver of the motorcycle below was travelling at 62mph in a 30mph area on Measham Road in Packington, he hit a car turning right out of a private driveway, resulting in a near fatal accident.

*All the emergency services who attended said both drivers were lucky to be alive.*



We are here to reduce  
speeding traffic!

► **Why are you here?**

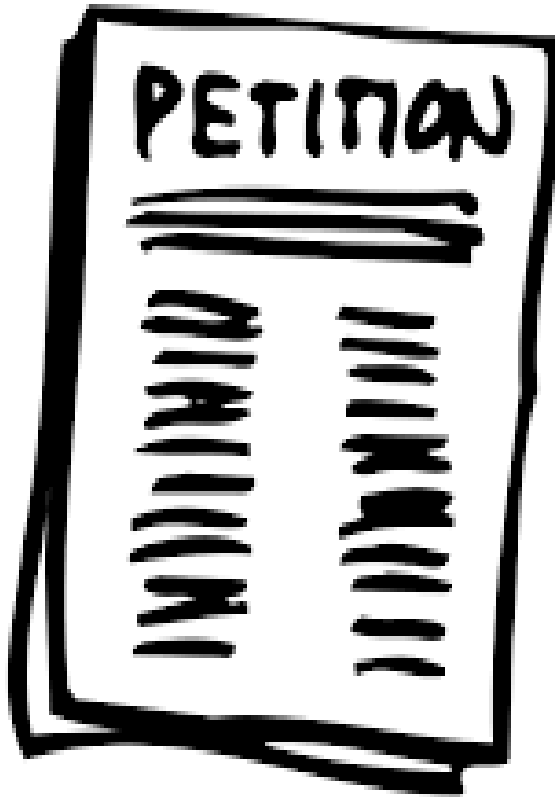


## Following the accident, a village meeting was held...

- ▶ Packington Traffic Calming Group was formed
- ▶ Regular meetings were arranged and chaired
- ▶ Constitution was agreed
- ▶ Bank account was set up
- ▶ Petition was publicized
- ▶ Communication was pushed out to the village, PPC, LCC, Police and anyone who would listen, help and give advice.



# A petition was launched



- ▶ A petition was set up to ascertain the level of concern for speeding traffic throughout the village of Packington.
- ▶ It received 100 signatures on the 1<sup>st</sup> day.
- ▶ It received over 300 signatures, and the details were forwarded to Angie Smith, the Demographic Service Officer, CE's department.

# Comments from signatories of the petition

**Pulling out onto  
Measham Road from  
Mill Street is like  
playing Russian  
Roulette!**

**Ashby Road  
traffic is also  
far too fast!**

**The bottom of Normanton  
Road which is racetrack  
from 6am to school time.**

**It's only a  
matter of time  
before someone  
is seriously  
hurt.**

**I watch as families walk across  
this area of Measham Road to  
get to and from the playing  
field and park.**

**The authorities must be held account  
– long overdue!**

**We should not  
accept a fatality!**

**I walk my daughter to  
school on Measham Road  
every day and each time it  
feels like we take our life in  
our hands.**

**An accident waiting  
to happen. Vehicles  
are driving way too  
fast.**



# Quotes from John's statement

John is the Packington Primary School Crossing Patrol Officer

I would like someone to stand with me for a week, so they can see the problem for themselves...

...there are flashing signs and school crossing signs the motorists take no notice.

Shift times are:  
Morning 8.25am – 9.05am.  
Afternoon 3.00pm – 3.45pm

...suddenly out of the blue a vehicle has been speeding towards us.

This problem needs sorting out sooner rather than later before someone gets seriously hurt or killed.

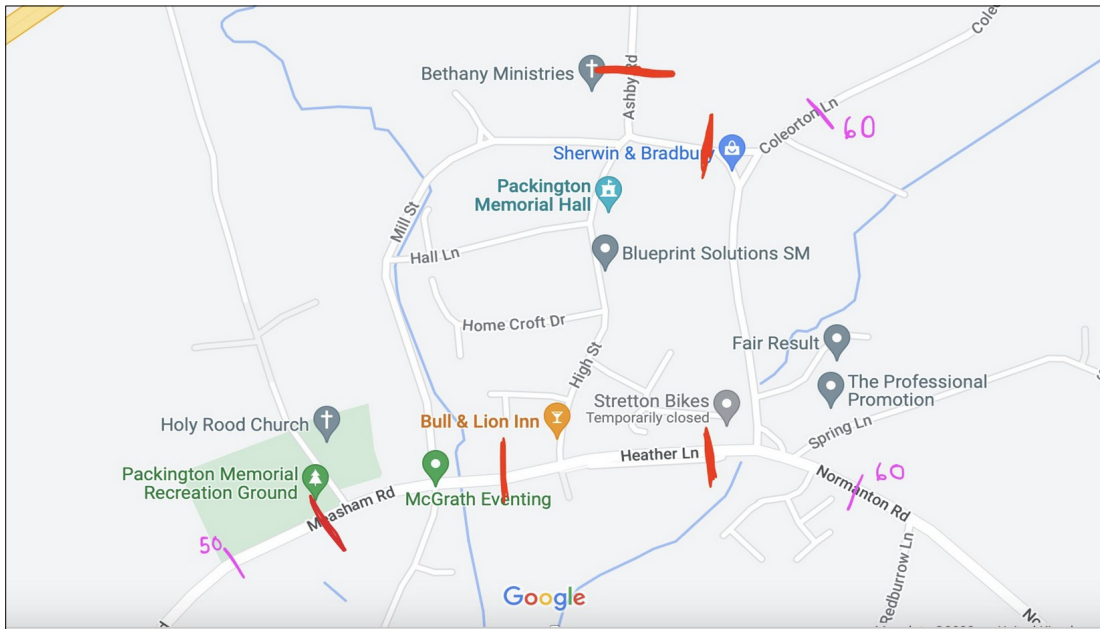
You can see the front of the vehicle dipping down as the driver applies the brakes.

I hope their brakes are working, because if not myself, parents and children are going to be wiped out

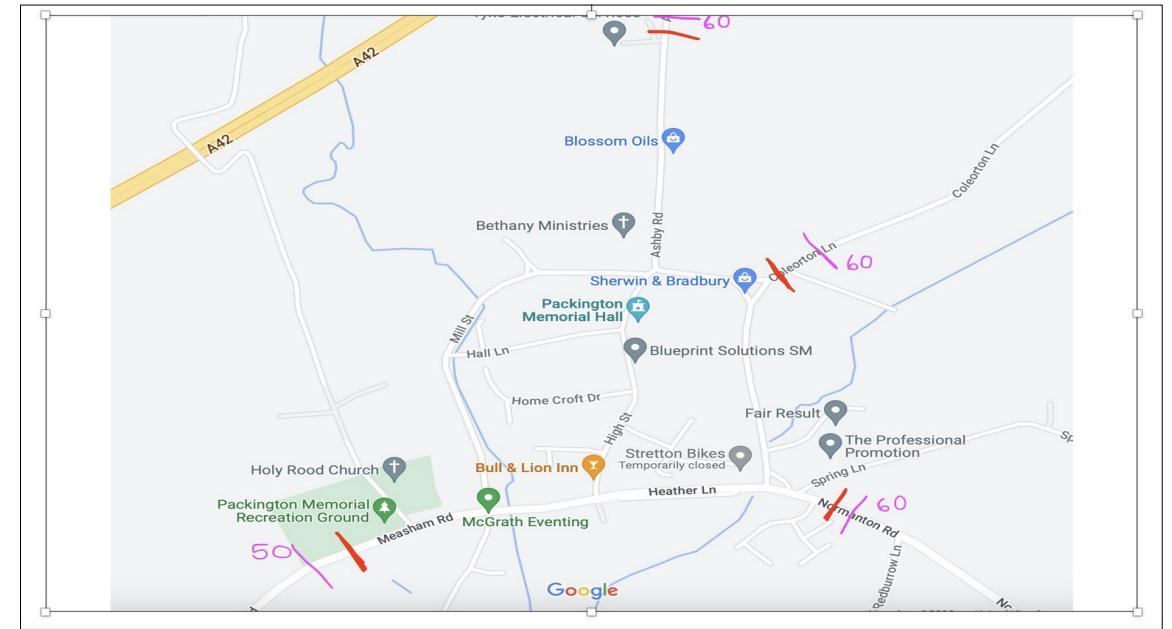


# Locations of ATCs during speed surveys

LCC



NDC



**Are the LCC ATC locations are questionable???**

- Ashby Road location is close to a 90° bend
- Heather Lane & Normanton Road locations both close to junctions



<u>Road Name</u>	<u>Lane Direction</u>	<u>Speed Limit</u>	<u>85<sup>th</sup> Percentile</u>	<u>Mean</u>	<u>Accidents</u>	<u>Severity of Accidents 2013-2022</u>
Ashby Road	Northbound Southbound	30mph 30mph	43.3 30.1 35.0/42.0 42.3 31.8 33.0/40.0	36.7 26.5 28.3/34.6 35.2 27.7 26.3/33.0	1	Slight
Coleorton Lane	Northbound Southbound	30mph 60mph* 30mph 60mph*	38.3 50.3* 38.0 35.1 49.9* 33.7	32.7 44.5* 32.3 30.0 44.2* 28.2	4	2 Serious 2 Slight
Normanton Road	Northbound Southbound	30mph 30mph	38.4 26.0 39.0/34.0 37.4 27.6 37.0/32.0	33.0 23.5 33.4/28.3 32.8 24.7 31.7/27.6	6	Slight
Bridge Street	Eastbound Westbound	30mph 30mph	33.9 33.2 32.9 33.6	31.1 28.7 30.1 28.8		
Heather Lane (2-9.12.22)	Eastbound Westbound	30mph 30mph	35.7 41.0/39.0 34.2 42.0/42.0	28.8 33.5/32.3 31.1 35.1/34.6		
Measham Road (27.2.23 – 7.3.23)	Northbound Southbound	30mph 30mph	38.8 34.4 41.0 37.0	33.5 28.8 35.4 31.1	2	1 Slight 1 Serious

NDC Data - Dec 2022

LCC Data – Jan 2023

Community Speed Watch Data 2019

## ATC speed data results within ONE WEEK

- ▶ The 85%tile speed is above the National Police Chief Council officers' threshold for prosecution,  
on all four roads entering Packington.
- ▶ On Ashby Road, between 8am and 8pm, there were 427 vehicles recorded travelling 50mph+  
- 11 of these vehicles were travelling between 65mph and 80mph - a 30mph speed limit road.
- ▶ On Measham Road, there were 83 vehicles recorded travelling 50mph+  
- this is a road has a primary school, recreation ground, children's play area & church  
all within a 20-30mph speed limit.



Change the speed limit on  
Ashby Road



We have been advised by LCC....

“we do not capture speed readings within a 100 metres from a change of speed limit as this will not accurately reflect vehicular speeds.

Therefore, we will defer to our data in analysis of any concerns within Packington”

## **We disagree!**

**Standards for Highways - CA 185, Vehicle Speed Measurement provides guidance about the collection of speed.**

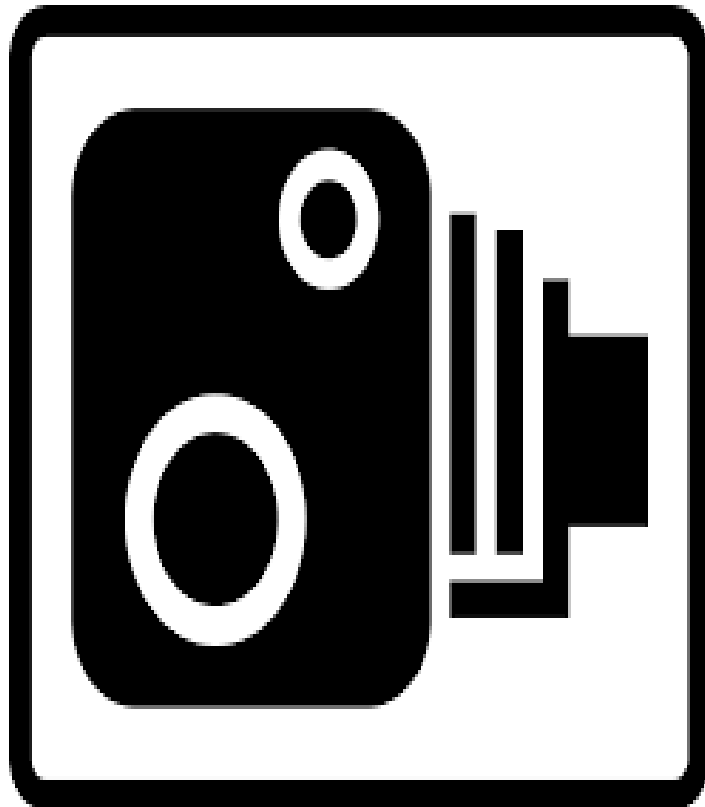
- ▶ CA185 simply states that (section 2.5) “All speed measurements (spot and journey speed) shall be undertaken in free flow conditions where vehicles are unlikely to be accelerating or braking”.
- ▶ There is no requirement to install an ATC at a given distance away from a speed limit change, as all drivers should be driving at the posted speed limit once they pass the terminal signs - there is no leeway given in law.
- ▶ Highway Code Rule 124 - You MUST NOT exceed the maximum speed limits for the road and for your vehicle.
- ▶ Highway Code Rule 125 - The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions.

**The change of speed limit applies at the speed limit sign, NOT 100 metres before or after it !**





What we think will help reduce  
the speeding traffic?



## Leicestershire Highways

### A Roads to Zebras

► Traffic schemes

► Next steps

► Contact

Share:   

Home > Traffic schemes > Traffic Calming > Footway build-outs

## Footway build-outs

A build-out is a section of kerb/footway extended out into the carriageway on one side only to narrow the road. They can reduce crossing distances and improve visibility for pedestrians. If the space is available, a gap can be left between the pavement and the build out to form a cycle bypass.

It is particularly beneficial near parked cars (see [sheltered parking](#)) but can also be used as part of a chicane system (see [priority chicanes](#) and [priority narrowing](#)).

Build-outs can be difficult to achieve where there are many private driveways restricting their positioning.

### Indicative costs

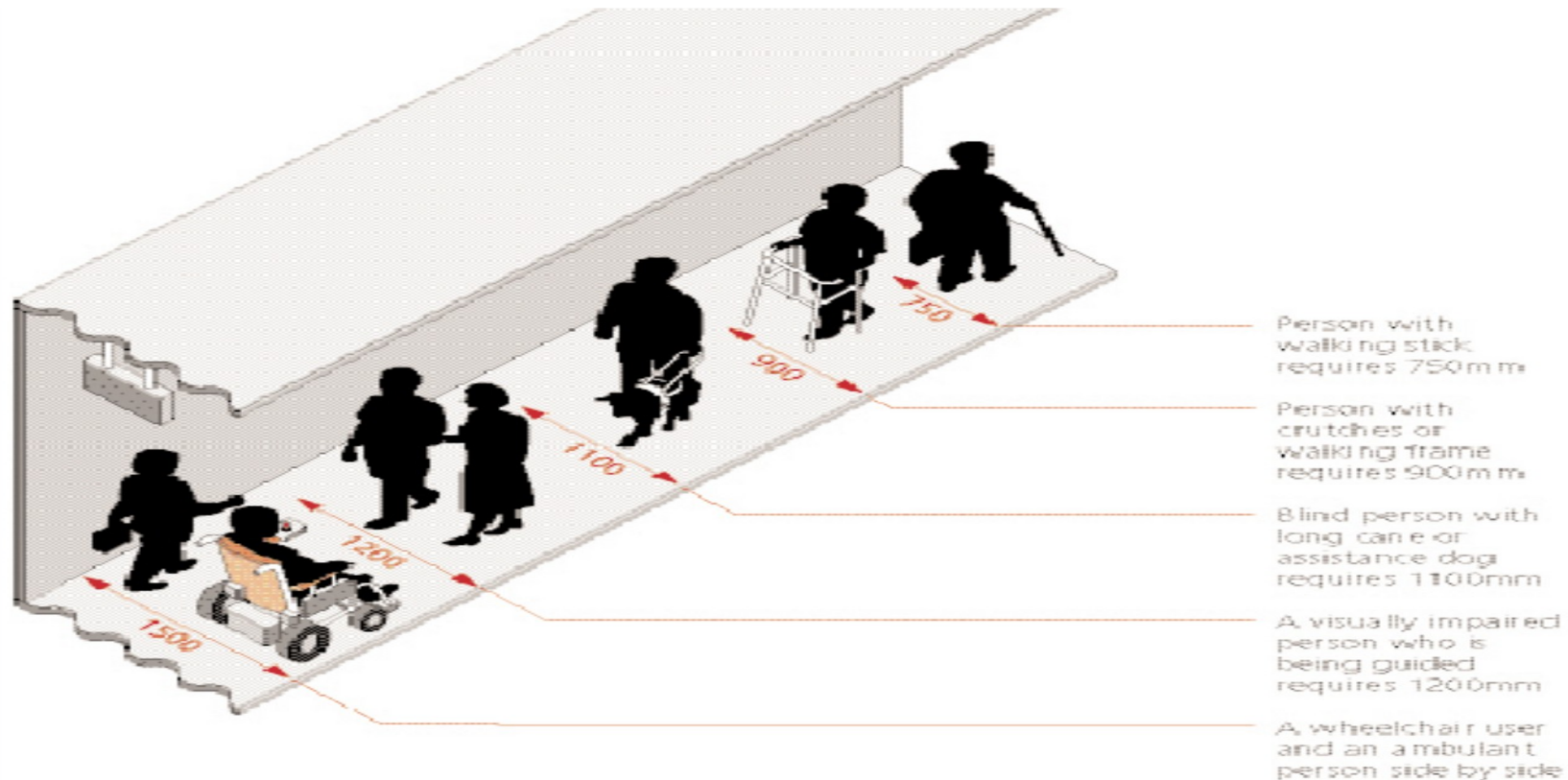
A build-out is normally furnished with bollards and dropped kerbs/tactile facility and usually costs approximately £12,000.



# A publication by the Department of Transport

## “Inclusive Mobility

- A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure”





# Government guidance for minimum path width 1000-1500-2000mm

## ► “1.1 Why is this guidance important?

Creating and maintaining an accessible public realm is crucial for ensuring that disabled people are not excluded from playing a full role in society.”

## ► “1.4 Who is this guidance for?

.....including local authorities and their consultants, highways practitioners, and urban designers. It applies to both new build schemes and upgrades to existing layouts..... “

## ► “4.2 Width and height clearance

Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of **2000mm is the minimum** that should be provided, as this allows enough space for **two wheelchair users to pass**, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a **minimum width of 1500mm** could be regarded as the minimum acceptable under most circumstances, as this should enable a **wheelchair user and a walker to pass** each other. Where there is an obstacle, such as lamp columns, signposts or electric vehicle charging points, the **absolute minimum width should be 1000mm**, but the maximum length of such a restricted space should be 6 meters.”

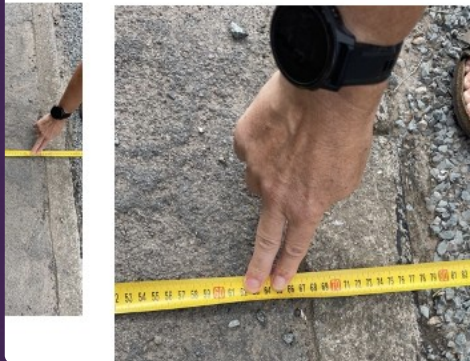
Outside 5 Measham Road (further along going  
towards Babelake Str) – 570mm



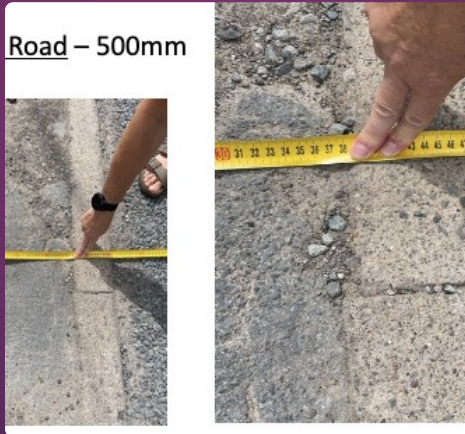
Measham Road – 740mm



Measham Road – 770mm



Measham Road – 500mm



## Measham Road - The Reality...

Pavement widths along Measham Road...

the path taken to:

- the recreation park,
- the church,
- the school,
- the bus stop

570mm  
740mm  
770mm  
500mm





# **Measham Road**

## **- The Reality...**

- ▶ **A family walking from the village to the park can not safely walk on the pathway (see photo)**
- ▶ **Resident using a mobility scooter unable to visit church for 'Coffee & Cake' social meet-ups**
- ▶ **Resident using a mobility scooter is forced to travel along the road to gain access to the village**
- ▶ **Too narrow for ONE pram**
- ▶ **Too narrow for ONE wheelchair**
- ▶ **Too narrow to walk TWO abreast**
- ▶ **Too narrow for parents to hold child's hand**

## Highlights from the last 12 months

**Corresponded with LCC Traffic & Signals Officer, Packington Parish Council, LCC Democratic Officer, PCSO Nick Hayling's, Leicestershire Police Traffic Management, and Leicestershire Police Road Safety Analyst**

**Made attempts to contact NW Leicestershire Disability Action Group**

**Jumped through hoops – when someone has said jump, we've jumped and explored all avenues**

**Been originally told “it's all about the data” so we collected THE DATA!**

**Registered village interest for Community Speed Watch scheme 2023  
(although recently advised this is now closed until 2024)**

**Received many emails and phone calls from residents regarding their concerns**

**Established a petition which currently has over 300 signatures**



# What are you doing to reduce speeding traffic?

**PLEASE do not make us wait for  
a fatality in our beautiful village!**

Thank you.  
PTCG