

LaGTAC - Speed measurements on roads within Lowton and Golborne (Aug 2021 to Feb 2023)

1. In **June 2021** LaGTAC analysed the results of their on-line residents' survey on perceived speeding hot-spots within Lowton and Golborne (all 20, 30 and 40mph roads) excluding the East Lancs (A580).
2. There were 219 responses to the survey nominating 43 roads.
3. The top ten roads cited accounted for 70% of all those nominated. Viz

	Road	% of all nominations	Speed Limit (MPH)
1	Slag Lane - Lowton	16.4	30/40
2	Church Lane - Lowton	11.4	30
3	Newton Road - Lowton	10.5	30/40
4	Stone Cross Lane - Lowton	7.3	30
5	Nook Lane - Lowton	5.0	30
6	Bridge Street - Golborne	4.6	30
7	High Street - Golborne	4.1	30
8	Sandy Lane - Lowton	3.7	20
9	Garton Drive - Lowton	3.7	20
10	Edge Green Lane - Golborne	3.2	30

4. This information, along with a proposal for RPU (Road Policing Unit) enforcement was provided to GMP in July 2021.
5. Monthly LaGTAC/GMP meetings to that date had discussed the following:
 - Specific dates, times and locations for RPU activities.
 - Soft option (education and driver training)
 - Speed enforcement training
 - Community involvement (Schools and Road Traffic fayres)
 - Enforcement (Speed guns, New speed guns with ANPR software, ANPR cameras and SDR (Software Digital Radio) traffic radar sensors and remote data gathering. ANPR weight limit enforcement for HGVs > 7.5tonnes.
 - Funding (Proceeds of Crimes Act) via Home Office to provide local community funds [NB James Grundy MP wrote on behalf of LaGTAC to Preti Patel (HO minister)].

6. LaGTAC undertook a series of radar speed gun speed measurements using their own 'LaGTAC procedure' which involved statistical analysis of traffic data. The **Phase 1 data (August – Nov 2021)** were provided to both Wigan Council and GMP.
7. Acting on data received GMP RPU undertook a series of enforcement operations within Lowton and Golborne (Slag Lane, Church Lane Ashton Road etc).
8. In September 2021 LaGTAC (endorsed by the Lowton and Golborne community groups: LENDF, LHSRG, LWRA and L&GW Voice) were nominated to additionally undertake the local role under the 'new' Community Speed Watch (CSW) scheme which was to be overseen by GMP (GMCA wide) rather than Wigan Council.
9. Sadly, since Sept 2021 the introduction of GMP's CSW scheme has been stymied by bureaucracy and is unlikely to commence until the middle of 2023. [NB. see link*** at end of text for formal application (and vetting procedure) to join the GMP CSW scheme – application to volunteer is strictly an on-line process via GMP's website]. Any local resident may apply, however, please let Graham know, if you do apply.
10. Therefore, as a consequence, LaGTAC has had no access to new speed gun equipment! [And has been refused funding via alternative grant processes]. NB. LaGTAC had to wait 12 months to borrow a radar speed gun from Wigan Council to enable it to undertake a **Phase 2 speed measurement study (Nov 2022 to February 2023 (current))**.
11. To date speed measurements have been made at numerous locations (various dates): Phase 1 (14 off) and Phase 2 (16).

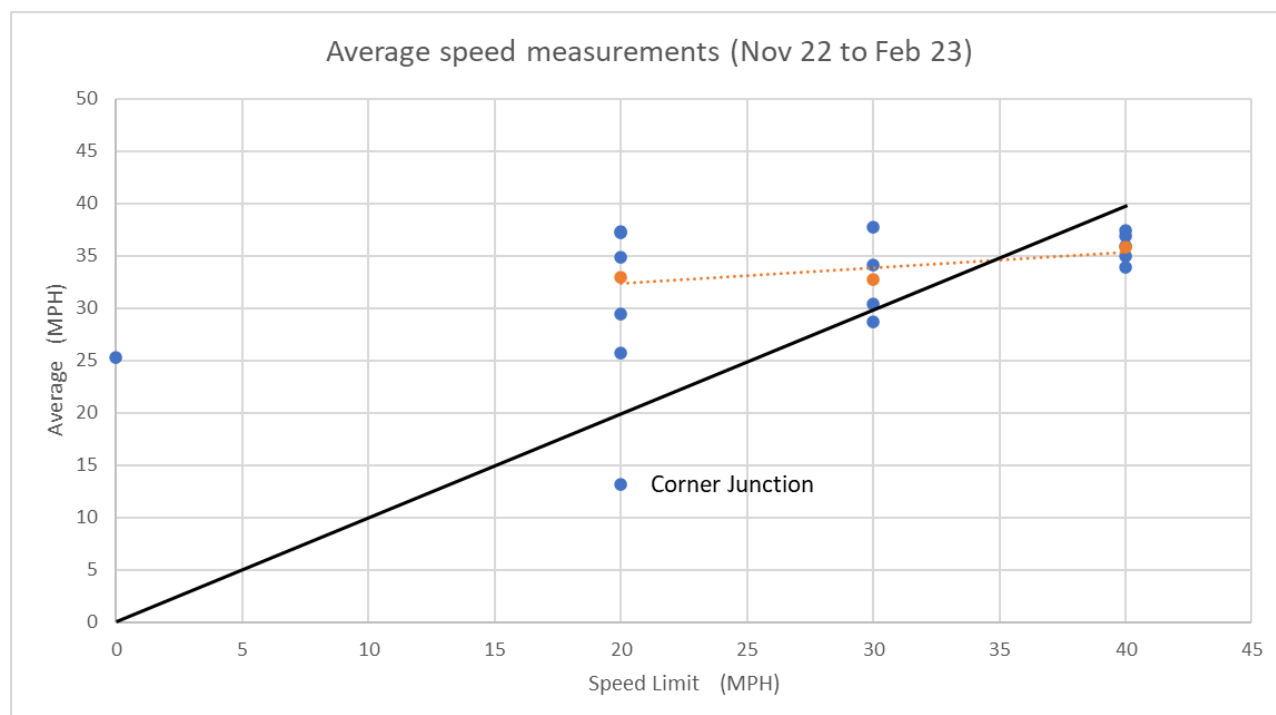
Applying to be a GMP CSW "Volunteer for Speed Watch" is listed on the Greater Manchester Police website.

viz

[All Current Vacancies: Volunteer Speed Watch - Wigan 1890058, - Ref:1890058 \(wcn.co.uk\)](#)

Simple analysis of average speed measurements made on Lowton and Golborne Roads

FIG 1. (Phase 2 – most recent measurements) Nov 22 to Feb 23.



Average (mean) speed measurements made on 20MPH [Garton Drive, Sandy Lane, Oaklands & Lane Head Avenue], 30MPH [Church Lane, Newton Road & Bridge Street], 40MPH [Slag Lane, Newton Road & Byrom Lane] roads.

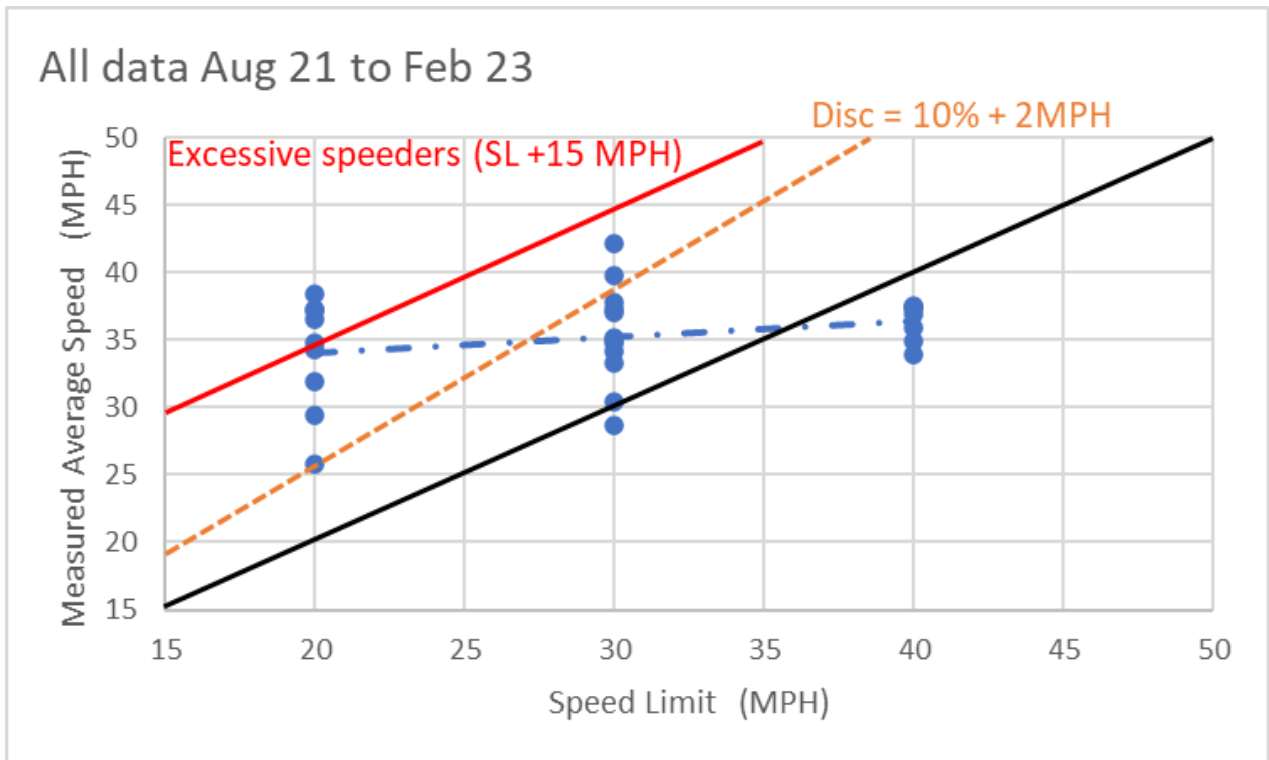
NB. The corner junction [Lane Head Ave] value (20, 13) and the measurements made on the East Lancs Service Road – No through road (0, 25) have not been included in the trendline (linear regression) orange dotted line shown on this figure.

* Please note that the measurements made on the 'NO THROUGH ROAD' (0, 25) linking the A580 East Lancs Road to Newton Road via the service road (NO ENTRY) over a one-hour period 09:00 to 10:00 (07.12.2022) can be summarised for the 15 transgressors as:

Average = 25 MPH,
 MIN = 17 MPH
 MAX = 41 MPH

For the 40 MPH zone the average speed was 90% of the speed limit. However, for the 20 and 30MPH zones the average speed was well above the speed limit.

FIG 2. All Phase 1 and Phase 2 measurements Aug 21 to Feb 23
 (excluding Lane Head Ave and the East Lancs service road)



This figure also includes the earlier Phase 1 data [20MPH [Garton Drive, Sandy Lane], 30MPH [Slag Lane, Newton Road & Stone Cross Lane].

The lines shown indicate the following:

Full black line (Ave speed = Speed Limit)

Orange dashed line indicates the police’s discretionary limit for a fixed speeding fine (i.e. 10% of speed limit + 2 MPH). If below this limit you may or may not be penalised.

Full Red line Excessive Speeding (Speed limit + 15 MPH) – Mandatory fine + points on licence. [NB UK National statistics show that 11% of vehicles excessively speed].

Blue dashed line (linear regression to average measured speed against speed limit).

These data suggest that within Lowton and Golborne the average speed of travel is almost independent of the indicated fixed speeding zone MPH limit)

34 MPH	in a 20 MPH zone
35	30
36	40

Conclusions

Results to date indicate that:

1. Average speed measurements within the 40 MPH zones are approximately 86 to 96% of the Speed Limit
2. Average speed measurements within the 30 MPH zones are above the Speed Limit by 8 to 28% with the exception of Bridge Street which was 4% below the Speed Limit
3. Average speed measurements within the 20 MPH zones are significantly above the Speed Limit by 29 to 82%
4. The average speed of travel for a given speed zone is almost independent of speed limit at ca.35 ± 1 MPH.

Speed Limit (MPH)	Location	Average speed (MPH)	Ave/Speed Limit (%)
20 MPH	Garton Drive	36.4	182
	Sandy Lane	30.7	154
	Oaklands*	25.8	129
30 MPH	Newton Road	38.3	128
	Stone Cross Lane	35.3	118
	Slag Lane	35.1	117
	Church Lane	32.3	108
	Bridge Street*	28.7	96
40 MPH	Byrom Lane*	36.9	92
	Slag Lane	34.4	86

5. As a general comment: we are aware that there are drivers who blatantly drive at excessive speeds (e.g. 70+ MPH in a 20 zone, 80+ in a 30 zone and 125 MPH in a 40 zone.). Unfortunately (or fortunately) they generally account for less than 0.5% of vehicles and are generally difficult to catch and prosecute without a lot of time and effort.

Many thanks are due to those volunteers who helped me in the provision of data measurements in all weathers: Christine Lewis-Stott, Luisa Preston, Linda Graham, Peter Hatfield, Marie Cooper & Kath Houlton, with the back-up of many others. Thanks are also expressed to those residents who have shown interest in helping us in upcoming studies.