

### Current status – Community Speed Watch (CSW) data for Slag Lane (30mph) and Sandy Lane (20mph) zones

CSW operations 1 on Slag Lane 3 on Sandy Lane

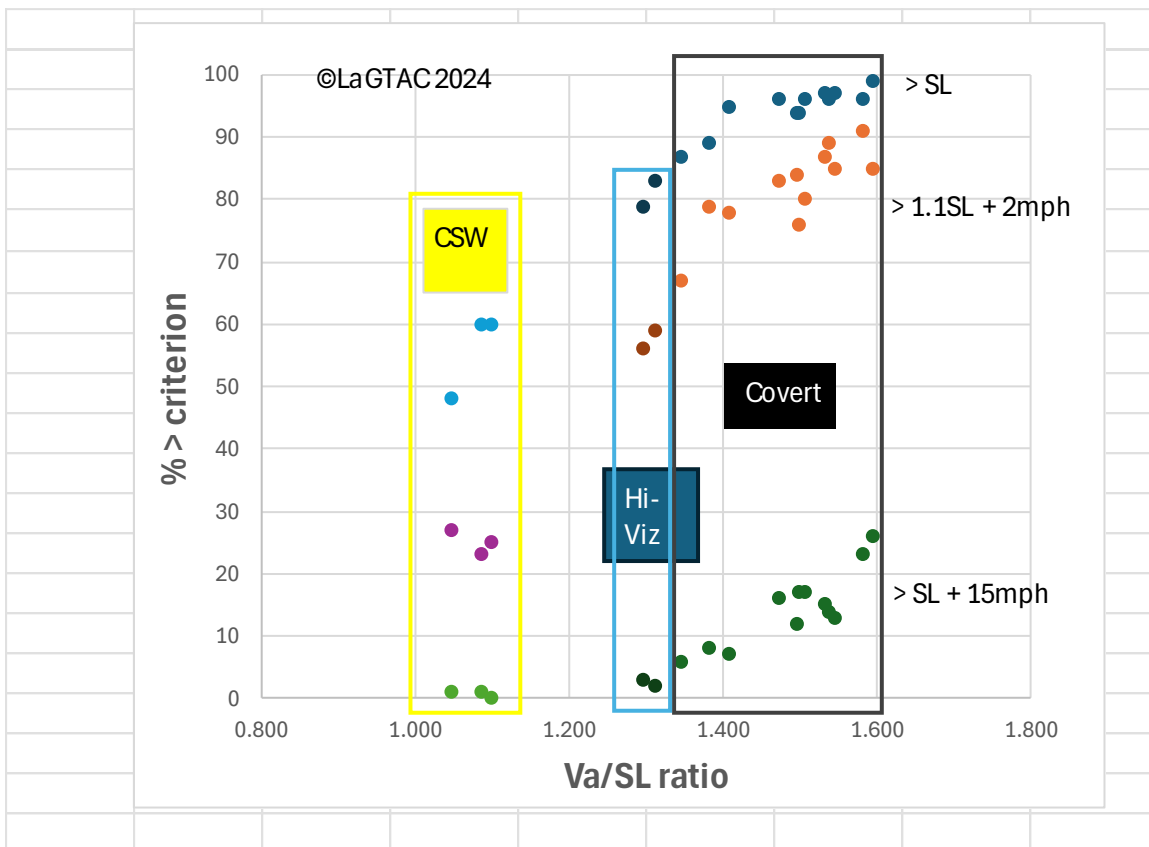
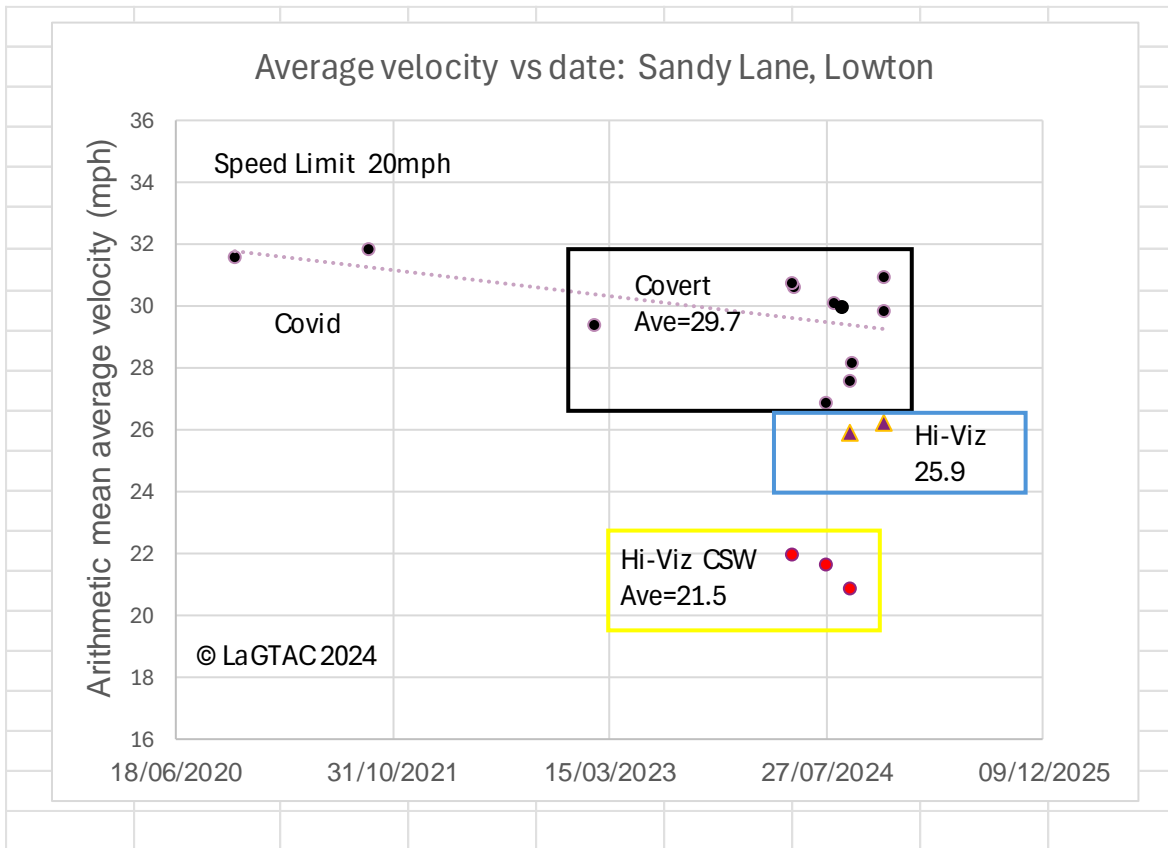
#### SLAG LANE (30mph)

Table 1. LaGTAC / GMP-CSW arithmetic mean velocity data for Slag Lane, Lowton 2020-2024						
	Speed Limit = 40mph		Speed Limit = 30mph		CSW (SL= 30mph)	
	Date	mph	Date	mph	Date	mph
	10/08/2020	35.00	11/10/2020	34.17	22/11/2024	26.64
	11/10/2020	33.94	17/08/2021	35.20		
ATC	20/08/2020	34.30				
	11/08/2021	37.50	21/11/2023	30.61		
	01/09/2021	37.40				
	06/12/2022	34.94				
	06/12/2022	33.91				
	07/05/2024	36.60				
	24/09/2024	36.88				
	27/09/2024	33.79				
	02/12/2024	35.96	02/12/2024	30.213		
			04/12/2024	31.097		
	Average = 35.47		Average = 32.26			

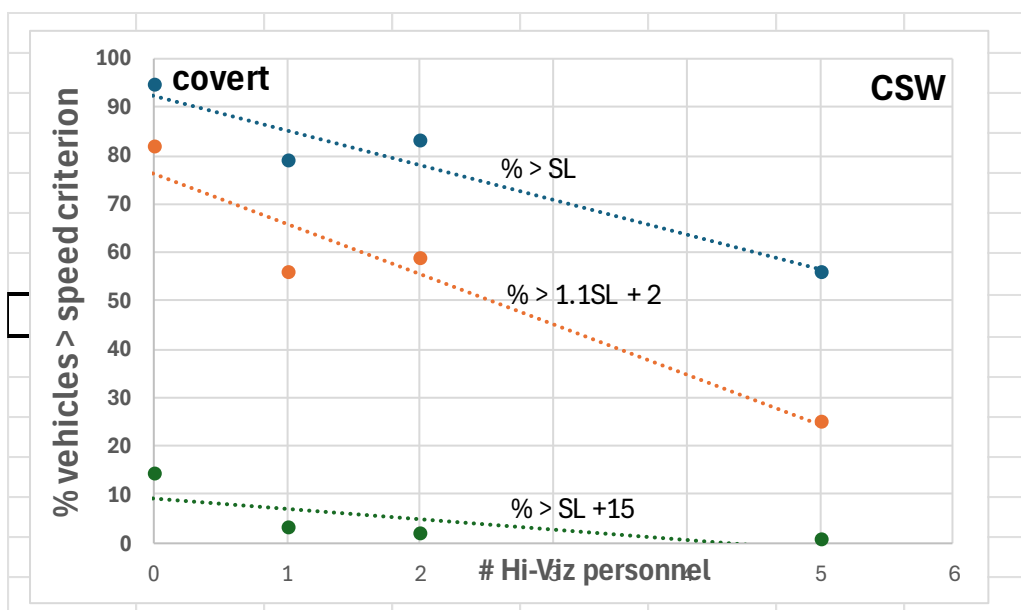
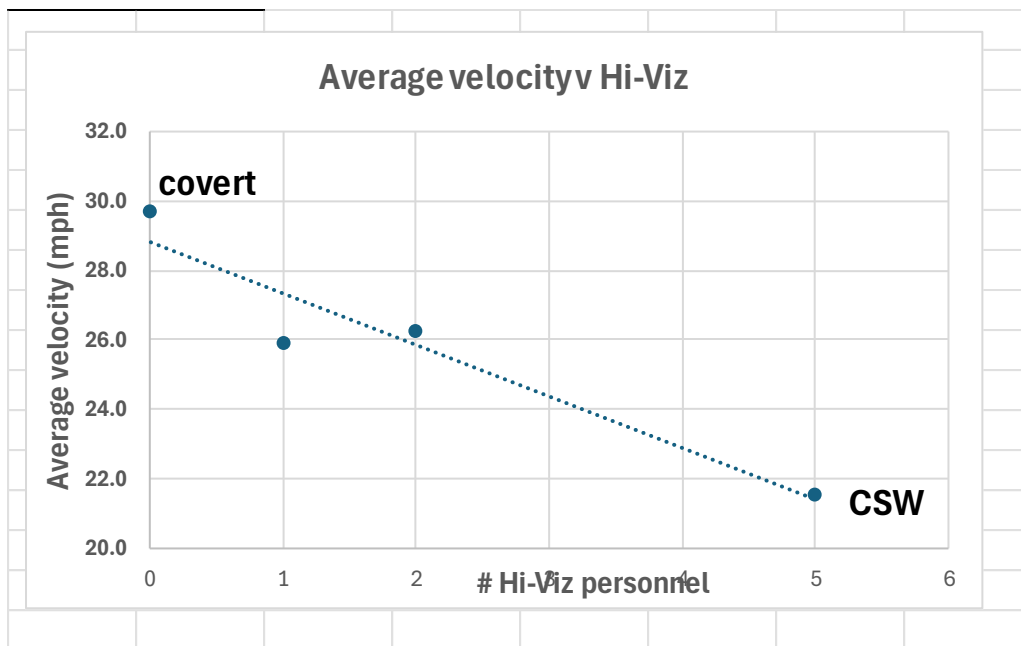
Table 2. Estimated percentages of vehicles exceeding speed limit criteria at 30mph Using LaGTAC analysis procedure						
	Va (mph)	Va/SL	> SL (%)	> 1.1SL+2 mph (%)	> SL + 15mph (%)	
<b>LaGTAC</b>						
11/10/2020	34.17	1.14	74	30	3	
17/08/2021	35.20	1.17	78	40	3	
21/11/2023	30.61	1.02	53	8	0	
02/12/2024	30.21	1.007	40	6	0	
04/12/2024	31.10	1.037	49	10	0	
<b>CSW</b>						
22/11/2024	26.64	0.888	21	1	0	

### SANDY LANE (20mph)



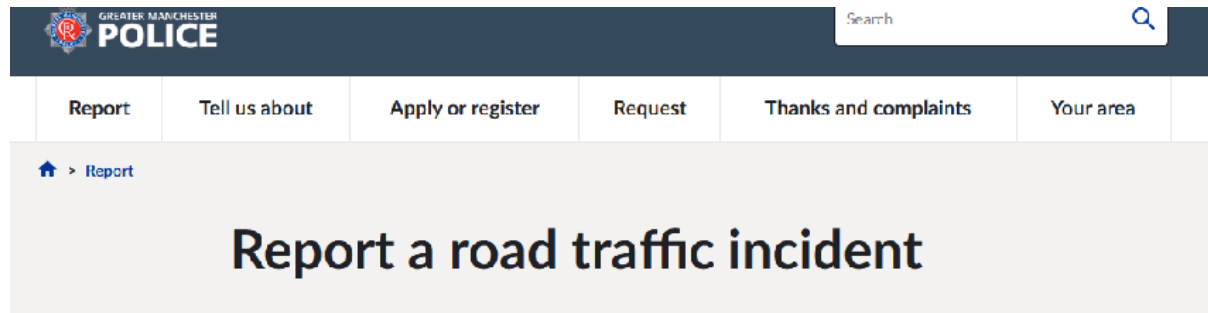
### Simple summary of data up to 4<sup>th</sup> Dec 2024

# Hi-Viz		Ave Va (mph)	Ave % >SL	Ave % > 1.1SL+2	Ave % > SL +15
0	Covert	29.7	95	82	15
1		25.9	79	56	3
2		26.3	83	59	2
5	CSW	21.5	56	25	1



## Report a road traffic incident - Operation SNAP

Link: <https://www.gmp.police.uk/ro/report/rti/rti-beta-2.1/report-a-road-traffic-incident/>



### ⚠ Is it an emergency?

If a crime is happening now or someone is in immediate danger, call **999** now.

If you have a hearing or speech impairment, use our textphone service 18000 or text us on 999 if you've pre-registered with the [emergencySMS service](#)

You can use this service to report:

- a [collision](#)
- a [driving offence](#), or
- a collision that involved a driving offence

Step 1

Where did the incident take place?

Use the search box below to find an address or location, then drag the pin on the map to mark the exact place on the road where the incident happened, or as close as you can get to it.

og E14 1SE

Map Satellite

Click in the circle or zoom in until a pin appears

Is this location correct?

## Graham Wardle's meeting with Jo Platt MP 06.12.2024

Graham and Jo had previously arranged for a meeting at her constituency office for 6<sup>th</sup> December to cover a number of LaGTAC's road related items (agenda below)

- 1 Road Pricing Policy
- 2 A UK standard for potholes
- 3 Electric Vehicles
- 4 Parking issues within Lowton and Golborne (including yellow lines with blips!)
- 5 Funding local speed monitoring and enforcement
- 6 Wigan's Highways improvement scheme for the A580 junctions under S106 funding
- 7 AOB
  - a. HGV-7t weight restrictions on Lowton and Golborne roads.
  - b. Parkside Phase 3.

However, in view of recent events relating to the proposed Major programme developments on junctions on the A580 (East Lancs Road), [sited at Newton Road (and Service Road) plus the Stone Cross Lane (North)] item 6 became the first and main item on the agenda.

[Note: Graham had been contacted by residents of the East Lancs Service Road (29.11.2024) to arrange a meeting for them with Jo as their MP, the Major Projects team, local residents' groups (LHSRG, LENDF) and affected local residents. This meeting (06.12.2024) was the first step]

### Wigan council's proposed improvement scheme for the A580 junctions under S106 funding

For this part of the agenda Jo and Graham were joined by Mike Orrell and Shaun Ali (of Wigan Council's Major Projects team), local Lowton East councillors Garry Lloyd and Mike Smith. The following is Graham's summary of what was discussed:

Please note that these notes reflect events since the attendance of members of the Major Project team at the LHSRG meeting of 18<sup>th</sup> November 2024. The earlier debacles (2019-2024) between the local resident's groups, local councillors, James Grundy (former MP) and local affected residents can be referenced within the footnote given below<sup>1</sup>.

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<sup>1</sup> Earlier objections and supporting evidential documents submitted by community groups, councillors, and local MP to this S106 scheme may be referenced through the formal objection document sent to complaints at Wigan council: ***"A formal complaint in respect of Wigan Council's Section 106 consultation for Golborne and Lowton, and Wigan Cabinet's premature approval of Major Proposed Projects (Road infrastructure) S106 funding of 7<sup>th</sup> July 2022"*** Doc ref: LaG.CG.GW.Complaint.GW (24.04.2023) [16 pages + Appendices]. Wigan Council rejected this complaint as not a complaint since Wigan Cabinet had approved the project!

**Wigan Council's Major Projects team only picked up their remit once Wigan's Cabinet had voted to approve the scheme.**

- Graham provided Jo with a brief overview of why the original S106 scheme was objected to.
- Since 2019 local residents and particularly those affected had not been formally consulted - a breach of 'Gunning principles'! Furthermore, the 'Nolan principles' had been ignored prior to Cabinet approval!
- The local residents had suffered angst and anxiety for years and were concerned over what may happen should the proposals now go ahead (albeit in modified form).
- Although the revised proposals (Presented October 2024) would now seem to have little physical effect on the Service Road, there were concerns with how the newer scheme would affect the local area (Newton Road/Lane Head) traffic schemes and how these changes would affect them both in terms of local traffic flow and local pollution.
- The imposition of junction modifications at Stone Cross Lane (North), and the use of S106 monies didn't mitigate against the imposed major housebuilding schemes within the Lowton and Golborne region.

**Following discussions between the assembled, the following outcomes were established:**

- The Major Projects team would undertake a series of consultations with the local residents to consider the implications of these new proposed plans and to seek acceptable agreements on the way forward.
- There would initially be a site visit by Major Projects team week commencing 9<sup>th</sup> December or the following week at which concerned residents etc. would be invited to attend.
- It was agreed that there was a need to have better communications between the Major Project team and the community. Graham would initially act as a communication portal and liaison in particular with LHSRG, LENDF and the local residents wishing to be involved in the process.
- Graham would send a letter/notice (via contacts on the service road) to the individual residential dwellings on the service road inviting them to attend the site visit w/c 9<sup>th</sup> Dec (probably Thursday 12<sup>th</sup> Dec) or the following week, and to collect the e-mail address of individuals who wished to be involved with upcoming discussion meetings. This would

enable Major Projects team to, where possible, communicate directly with concerned individuals. This would be discussed further at the LENDF meeting Monday 9<sup>th</sup> December. Individuals on the service road would be asked if they wished for confidential meetings to take place at their own homes (as highlighted at the LHSRG meetings of 18<sup>th</sup> Nov).

- Further meetings would take place between concerned parties once further information became available.
- At the earlier LHSRG meeting Graham had asked for traffic modelling and traffic data measurements reports (as used in the analysis of the Newton Road and Stone Cross Lane junctions) to be made available either directly or via the Wigan Council website. To date the Major Projects team have been unable to make these available. The issue is that TfGM hold the intellectual property rights to these documents, and Wigan Council need TfGM's permission to release them to the residents.
- The Major Projects team confirmed that they would work with the local community to establish the most acceptable traffic plans and in a transparent manner.
- To date no contracts had been let.
- Jo would take an oversight role as to progress, and should the community have specific issues or concerns then she would be willing to meet up with them to pursue matters further.

#### Ongoing residents' concerns:

- Road traffic movement within the area
- Impact on pollution levels.
- The Atherleighway bypass and its effect on the utility of the current proposal.
- Staging of construction phases and the impact of other building plans for new houses. They wished to see a construction schedule of works, and a summary of a critical path analysis for the integration of all planned construction and building work within the area.
- The use of S106 funds should not be used since the S106 mitigation had not been met.
- Note the earlier JPA36 proposal (**document JPA36 (Pocket Nook, Lowton Topic Paper)**). In this Topic Paper JPA36 (Places for Everyone) PFE 2021) it states that (Section 10.7). NB Ongoing discussions since 2014.

***“10.7 The assessment concludes that the following junctions may require mitigation to lessen the impact of Pocket Nook and all other PfE allocations. It should be noted that the schemes are not designed to solve pre-existing congestion on the local network: • A580 East Lancashire Road / A579 Atherleigh Way • A580 East Lancashire Road/ A572 Newton Road • A580 East Lancashire Road/ B5207 Church Lane • A572 Newton Road/ A579 Winwick Lane • A580 East Lancashire Road/ A574 Warrington Road.”***