

Progress on Lowton and Golborne Speed Monitoring (GW)

a) Updates on LaGTAC speed monitoring since 2024

Data from Phases 1 and 2 were presented at LENDF last August 2024 (see earlier document on LENDF website - covering data from August 2020 to July 2024).

Since August 2024 (start of Phase 3) a further **one hundred and sixty (160) operations have been undertaken (including twenty-three (23) High visibility GMP-PSV-CSW)**. i.e. More than 3 per week.

To-date some 250+ operations have been undertaken on more than sixty (60+) single carriageway roads within Lowton and Golborne (20mph, 30, 40 and 60mph Speed Limits), with more to follow.

A standardised measurement and analysis procedure has been produced (GW and KH)¹ which is currently with GMP for their endorsement.

In spring 2021 LaGTAC produced a survey for Lowton and Golborne residents to ask where they perceived local speeding hotspots to be. From more than 200 respondents they sited forty-three (43) roads. A map identifying the top 85% of these roads is shown in **Figure 1**.

Looking back at ALL earlier TfGM ATC 'average traffic velocity' data for the area (2012 to 2019) [30 ATC studies over 7 years] these were compared with the latest (2024) average values determined by LaGTAC.

[NB where LaGTAC, TfGM and GMP have made measurements on the same road at the same time all measurements agree to within ca.1mph].

Comparing average data (LaGTAC/ATC) it was found that for several roads the average data were similar. However,

For three (3) roads (**Winwick Lane, Barn Lane and Derby Road**) the average velocity had **reduced by ca.4mph**.

For three (3) roads (**Stone Cross Lane (N), Sandy Lane and Golborne High Street**), the average value had increased by **greater than 5mph**.

And for four (4) roads (**Newton Road, Church Lane, Garton Drive and Kenyon Lane**) their averages had **increased by a highly significant 10mph+**.

No wonder residents felt that the latter seven roads were 'speeding hotspots'.

¹ **Graham Wardle and Kath Houlton** "Determination of free flow vehicular speed (velocity) on single carriageway roads – A standardised guidance procedure for speed gun data capture and analysis of data. LaGTAC-SGDCAP – Version v2 (revised) – October 2024 – (Draft with GMP).

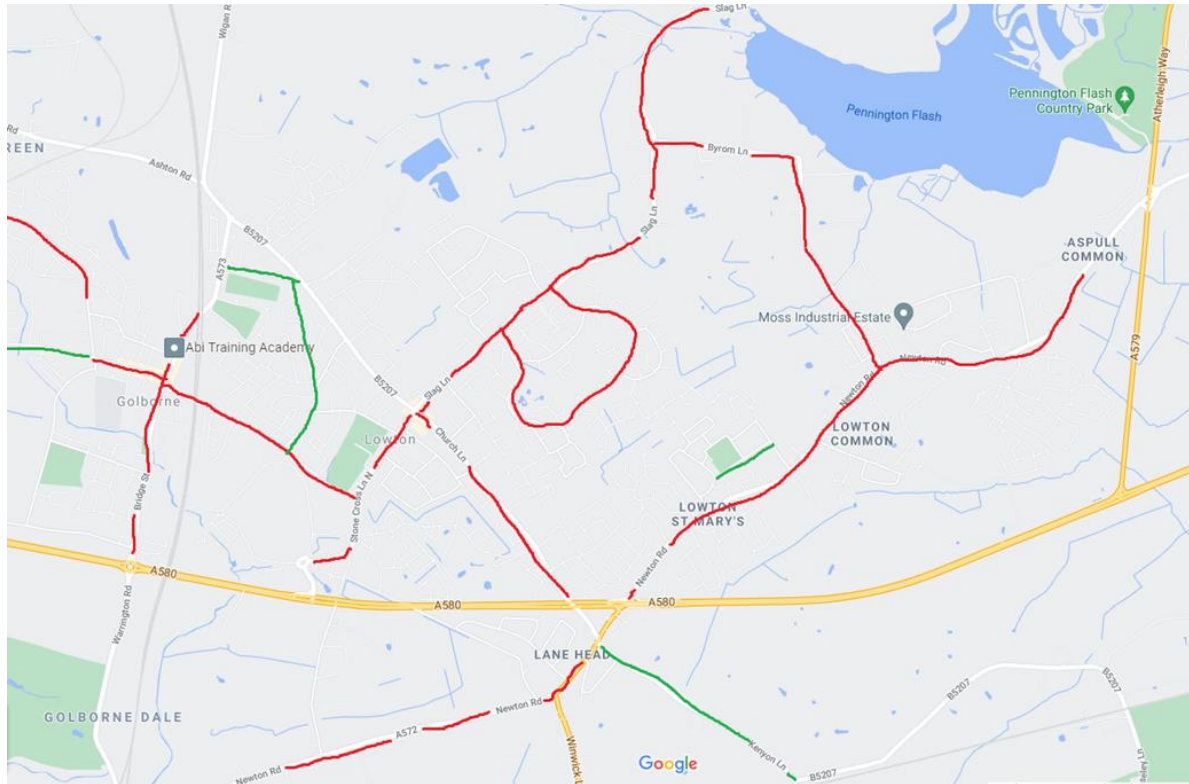


Fig. 1. Perceived speeding hotspots within Lowton and Golborne (taken from LaGTAC on-line survey of residents (2021)).

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b) Monitoring of 60 local roads

As of August 2024, the average velocities of many of the roads have been reported. An interim report (G Wardle and K Houlton)² will be posted on the LENDF website when it is available.

² **Graham Wardle and Kath Houlton** 'Measurement and analysis of free flow vehicular velocity (speed) for a number of Lowton and Golborne roads', LaGTAC Technical Report LaGTAC-SM-100 Interim Report v1 Oct 2024 (Currently in draft)

From the road data available (up to 2024) the worst roads in terms of speeding for the various posted speed limits were:

Speed Limit SL = 60mph

Road	Average Velocity, V_a (mph)	Ratio V_a/SL
Winwick Lane	42.23	0.70
Warrington Rd, Golborne	40.52	0.67

Speed Limit SL = 40mph

Road	Average Velocity, V_a (mph)	Ratio V_a/SL
Byrom Lane	36.90	0.92
Slag Lane	35.89	0.90
Newton Road	35.89	0.90

Speed Limit SL = 30mph

Road	Average Velocity, V_a (mph)	Ratio V_a/SL
Newton Road	39.99	1.33
Wigan Road	36.08	1.20
Kenyon Lane	35.93	1.20
Stone Cross Lane (N)	34.34	1.14

Remainder of roads had $(V_a/SL) \leq 1.1$

Speed Limit SL = 20mph

Road	Average Velocity, V_a (mph)	Ratio V_a/SL
Garton Drive	36.59	1.83
Sandy Lane	36.08	1.55
Heywood Avenue, Golborne	26.40	1.32
Oaklands Road	25.42	1.27
Harvey Lane, Golborne	24.69	1.23

6 roads had $1.1 \leq (V_a/SL) \leq 1.2$. Remainder of roads had $(V_a/SL) \leq 1.0$

Summary: Speeding is an issue on roads where the posted speed limits are 20 and 30mph. Within Lowton and Golborne where speed limits are either 40mph or 60mph speeding is less of an issue, apart from the occasional irresponsible excessive speeder!

c) **Hi Visibility, GMP-PSV Speed Watch Operations Aug 2024 Onwards**

Comparison of LaGTAC measurements with GMP-PSV CSW data (same operatives) Data as of 08.08.2025

Based on the results from the Phase 1 & 2 (up to July 2024) operations: Nine roads within Lowton and Golborne have been Risk Assessed by GMP Roads Policing Unit for CSW Operations – two of which have not been used to date. Since May 2024 twenty-three (23) Hi-Viz CSW operations have taken place. All LaGTAC and GMP-PSV-CSW studies have been measured and analysed using the LaGTAC standardised procedure (G Wardle and K Houlton, 2024).

For 'Community' Speed Watch operations within Lowton and Golborne all operatives must work for (but not employed by) GMP. All PSVs must apply against an advertised GMP 'voluntary post', be security vetted by GMP and roadside operation trained by GMP's Road Policing Unit. Currently there are four (4) PSVs covering the Lowton and Golborne area.

Those roads that have been assessed as suitable for CSW operations and have had measurement made on them are given below:

These data show the immediate impact of HI-Visibility operations on vehicular velocity. However, the most important data yet to be determined is **how long does this 'reduced average velocity' effect last?** This is currently a major investigation on Garton Drive.

Slag Lane and **Church Lane** do not appear to have a significant 'speeding problem' albeit at times there are 'excessive speeders' (i.e. SL + 15%). This is a seemingly common feature for all roads within Lowton and Golborne. **Harvey Lane** appears to be borderline.

Heyward Avenue Golborne, Sandy Lane and Garton Drive all have a significant speeding problem. To date these three roads, as would be expected, have seen the most CSW activity undertaken on them. To date even when CSW Hi-Viz conditions are applied they still have significant speeding issues. Warning notices have been sent out by GMP to a significant number of miscreants who have exceeded the discretionary speed limit.

Road	Speed Limit (SL) (mph)	Date	LaGTAC or GMP-PSV CSW	Average Va (mph)	Va/SL	No. of ops undertaken	Delta Va (mph)
Slag Lane	40	2020+	LaGTAC	35.13	0.878	11	
		2024+	Hi Viz CSW*	34.26	0.857	1	- 1
Slag Lane	30	2020+	LaGTAC	30.94	1.031	10	
		2024+	Hi Viz CSW	26.92	0.897	4	- 4
Church Lane	30	2022+	LaGTAC	30.75	1.025	4	
		2025+	Hi Viz CSW	24.06	0.802	1	- 7
Harvey Lane	20	2025+	LaGTAC	23.72	1.186	1	
		2025+	Hi Viz CSW	19.40	0.970	1	- 4
Heywood Ave	20	2024+	LaGTAC	28.17	1.438	4	
		2025+	Hi Viz CSW	22.71	1.136	3	- 5
Sandy Lane	20	2020+	LaGTAC	29.82	1.491	19	
		2024+	Hi Viz CSW	25	1.250	11	- 5
Garton Drive	20	2025+	LaGTAC	34.49	1.725	24	
		2025+	Hi Viz CSW	24.08	1.204	2	- 10

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Speeding Limits (guidelines)

Anyone **exceeding the speed limit by 2mph may be fined or cautioned**. This varies from force to force.

Officers have a **discretionary speed limit of up to SL + 10% + 2mph**, this is where a fixed penalty notice may be issued (£100 + 3 points), depending on circumstances or a Speed Awareness course may be offered (costing ca. £100) for a first offence. Above this limit a fixed penalty notice is usually issued.

For **excessive speeding (generally defined as SL + 15mph)** a Summons will normally be issued. If you are lucky, it may be a fixed penalty notice plus 6 points.

NB. Please be aware of the common **myth that a speeding activity sign must be deployed where speed enforcement is being carried out in order for you to be prosecuted**. This was true up until approximately 10 years ago. **Enforcement officers need only to be wearing Hi-visibility uniform – BEWARE!**

d) The way forward – GMP/LaGTAC joint ventures with Wigan Council, TfGM and Road Safety campaigns.

Bi-monthly meetings of the LAG.GMP-PSV take place to specifically discuss results, objectives and strategies relating to Community Speed Watch within Lowton and Golborne and wider CSW activities within the GMP/GMCA area. This team comprises: Insp. Crosthwaite (L&G Neighbourhood Policing) Insp. Karvela (Communities in Policing, CiP), Insp. Buchanan (Road Policing Unit), TCPSO Julie Nappin (RPU Team Leader), GMP-PSVs Kath Houlton and Graham Wardle).

At the last meeting in July it was agreed that Julie, Kath and Graham would forge links between them (on behalf of the CSW group), Wigan Council officers (particularly Rachael Heaton (Driver Education Scheme), and TFGM. This meeting is to take place on Wednesday 13th August.

Rachael sent information on what her team delivers on Road Safety and Active Travel education, training and publicity across the borough. She also undertakes casualty audits, using collision Data from STATS19 and other intelligence systems.

In regard to speeding, they aim to deliver a couple of targeted speed exhibitions across the borough each year based on areas identified by Wigan Council Traffic Engineers and GMP, as well as the casualty statistics. Speeding is one of their priorities as part of the **Vision Zero Strategy****, and she believes as we do that multiagency approaches are the way forward to reach an even larger audience.

The objective of this meeting is to exchange information and ideas relating to speeding issues especially the needs, wants and desires of our local community. Also to see how we can all work together and organise joint/linked schemes.

Note Vision Zero:**

On 29 November 2024, Greater Manchester's leaders endorsed the Vision Zero Strategy and Vision Zero Action Plan. The Vision Zero Strategy sets out Greater Manchester's long-term commitment to eliminating road deaths and life-changing injuries by 2040

About Vision Zero and the Safe System approach

- Vision Zero is a strategy to eliminate all traffic fatalities and life-changing injuries, while increasing safe, healthy and equitable mobility for all. First implemented in Sweden in the 1990s,
- Greater Manchester's Vision Zero Strategy looks to adopt 'A Safe System' where people, vehicles and the road infrastructure interact in a way that secures a high level of safety for all. While it is inevitable that there will always be road traffic collisions, adopting the Safe System approach means that the impact of a collision can be minimal, saving lives and preventing life-changing injuries.

See the objectives to be set by GMCA (Page 11 'Safe Speeds' in **Vision Zero Action Plan 2024 – 2027 Text Only Version**: Link [text-only-version-vision-zero-action-plan.docx](#) .