GMP Community Speed Watch (CSW)

- Liz Brown is now a fully trained GMP-PSV-CSW member within Lowton and Golborne alongside GW, with Liz Parry and Kath Houlton waiting in the wings.

- Six volunteers (including the above) are progressing towards full CSW within the Wigan Borough. Lowton and Golborne are the pilot scheme. Additional potential volunteers for the next tranche are several Lowton East and Golborne & Lowton West councillors, and other volunteers from Lowton East.

- GW has meeting with GMP *et al* within the next few weeks to get the show on the road.

- Two CSW operations conducted (May and July) with full police enforcement support officers in attendance. **Sandy Lane,** Lowton, where it was observed that the **average speed was reduced from 30mph to 22mph in this 20mph zone.** Ten motorists were issued with speeding warning notices.

- **Five CSW sites have been endorsed** by the local neighbourhood police inspector. <u>No, we are not saying where these are</u> – but one is obviously Sandy Lane! More operations at an increased frequency once more people are CSW trained.

LaGTAC's comprehensive study of speeding on roads within Lowton and Golborne

- LaGTAC have worked with GMP's neighbourhood policing and roads enforcement unit since 2020.

- In 2021 a survey of L&G residents (213) cited numerous speeding hotspots (43 roads). LaGTAC (GW & KH) are finalising an interim report on speed measurements up to July 2024. A short summary is given here.

- Phase 1 of the 'LaGTAC SM-100 study' led to the LaGTAC speed measurement procedure, with the help of our members: **Christine Lewis-Stott, Luisa Preston, Linda Graham, Alan Percival, Marie Cooper and Peter Hatfield*** and for their encouragement alongside that of the community.

- At the end of Phase 3 (late 2024) in excess of 150 individual studies will be completed on more than 50 local roads, with in excess 25,000 individual speed measurements made.

- These will provide background statistics and information that may be used to judge the success of GMP's 'new' CSW scheme.

Update on LaGTAC and CSW speed measurements within Lowton & Golborne

LaGTAC's SPEEDING HOT-SPOTS survey for LOWTON AND GOLBORNE

Analysis of 'SurveyMonkey' data 7th May to 4th June 4th 2021

Summary of 2021 survey results

1. Number of responses = 213
2. Number of roads cited = 43
3. The top ten roads shown in RED accounted for 70% of these citations.
4. The top 18 roads (RED + GREEN) accounted for 85%
5. The remaining 25 roads accounted for just 15% of the total citations.
    a. The top two roads in the 30/40 mph category were
6. Slag Lane (16.4%) and Newton Road (10.5%).
    a. The top two roads in the 30-mph category were
7. Church Lane (11.4%) and Stone Cross Lane North (7.3%)
8. The top two roads in the 20-mph category were
    a. Sandy Lane (3.7%) [main thoroughfare] and Garton Drive (3.7%) [residential area]

Nominated roads (ranked by percentage of total nominations)

Position		Percentage of total Nominations	Cumulative
Top 10 speeding Hot spots			
1	**Slag Lane**	16.4	
2	**Church Lane**	11.4	
3	**Newton Road**	10.5	
4	**Stonecross Lane**	7.3	
5	**Nook Lane**	5.0	50%
6	**Bridge Street**	4.6	
7	**High Street**	4.1	
8	**Sandy Lane**	3.7	
9	**Garton Drive**	3.7	
10	**Edge Green Lane**	3.2	
Roads with above average nominations			
11	**Heath Street**	2.7	
12	**Braithwaite Road**	2.3	
13	**Byrom Lane**	2.3	77%
Roads with below average nominations			
14	**Harvey Lane**	1.8	
15	**Derby Road**	1.4	
16	**Heywood Avenue**	1.4	
17	**Kenyon Lane**	1.4	
18	**Oakland's Road**	1.4	85%

19	**Bank Street**	< 1%
20	**Barn Lane**	
21	**Bradwell Road**	
22	**Charles Street**	
23	**Church Street**	
24	**Golborne Road**	
25	**Lowton Road**	
26	**Scott Road**	
27	**Tanners Lane**	
28	Ashton Road	≤ 0.5%
29	Barrowdale Road	
30	Carlton Road	
31	Church Road	
32	Helen Street	
33	Hesketh Meadow Lane	
34	Laburnum	
35	Legh Street	
36	Milldale Road	
37	Norwood Avenue	
38	Osborne Road	
39	Park Lane	
40	St Helens Road	
41	Stonecross Lane South	
42	Wigan Road	
43	Windsor Road	

Road Count	43
Total # mentions	219

RESULTS

Table **Mean Average velocity (Va) measured on roads with a 40mph or 30mph posted Speed Limit (SL)**

SL = 40mph		Ave mph	Va/SL
13	Byrom Lane	36.90	0.92
1	Slag Lane	35.89	0.90
3	Newton Road	35.89	0.90
28	Ashton Road	35.25	0.88

Va/SL	
1.3 +	
1.2 < 1.3	
1.1 < 1.2	
1.0, < 1.1	
<1.0	

Va Arithmetic Mean Average
SL Posted Speed Limit

SL = 30mph		Ave mph	Va/SL
3	Newton Road	39.99	1.33
42	Wigan Road	36.08	1.20
17	Kenyon Lane	35.93	1.20
4	Stonecross Lane	34.34	1.14
1	Slag Lane	32.91	1.10
2	Church Lane	32.30	1.08
10	Edge Green Lane	31.28	1.04
5	Nook Lane	30.80	1.03
40	St Helens Road	30.41	1.01
24	Golborne Road B5027	30.14	1.00
7	High Street	28.72	0.96
6	Bridge Street	27.99	0.93
20	Barn Lane	25.64	0.85
11	Heath Street	24.52	0.82
15	Derby Road	24.19	0.81

Table **Mean Average velocity (Va) measured on roads with a 20mph posted Speed Limit (SL)**

SL = 20mph		Ave mph	Va/SL
9	Garton Drive	36.59	1.83
8	Sandy Lane	30.91	1.55
16	Heywood Avenue	26.40	1.32
18	Oakland's Road	25.42	1.27
14	Harvey Lane	24.69	1.23
22	Charles Street	23.75	1.19
35	Legh Street	23.67	1.18
34	Laburnum	23.38	1.17
26	Scott Road	22.46	1.12
33	Hesketh Meadow Lane	22.02	1.10
12	Braithwaite Road	21.97	1.10
ANO 1	Wensley Road	16.90	0.85
21	Bradwell Road	16.80	0.84
ANO 2	Craven Avenue	16.60	0.83
37	Norwood Avenue	16.50	0.83
ANO 4	Crompton Way	15.00	0.75
ANO 3	Lane Head Avenue	13.21	0.66

No Entry	East Lancs Service Rd	25.33

More details are provided in: G Wardle & K Houlton, 'Report 'LaGTAC SM-100 Project (2020 - 2024)', - date TBA (currently in draft).

So, what have we achieved to date?

- A comprehensive review of the speeding characteristics of 32 local roads, with more to follow by the end of 2024. At the end of Phase 3: 150 individual studies on more than 50 local roads, with in excess 25,000 individual speed measurements made.
- We have identified a number of roads that require action in order to discourage excessive speeders, where their speed is clearly unacceptable. (Excessive speeding is defined as 15mph above the posted speed limit).
- We now have a heuristic (rule of thumb) relationship, so that for any given ratio of measured mean velocity (Va) to speed limit (SL) we can estimated the percentage of vehicles that will be speeding, and take appropriate action:

  (a) exceeding the speed limit SL
  (b) exceeding the 'discretionary' limit (1.1SL + 2mph)
  (c) exceeding the 'excessive' speed limit (SL + 15mph)

- A very simple summary indicates that for the three speed limit zones studied (40, 30 and 20mph), the mean arithmetic averages were as follows:

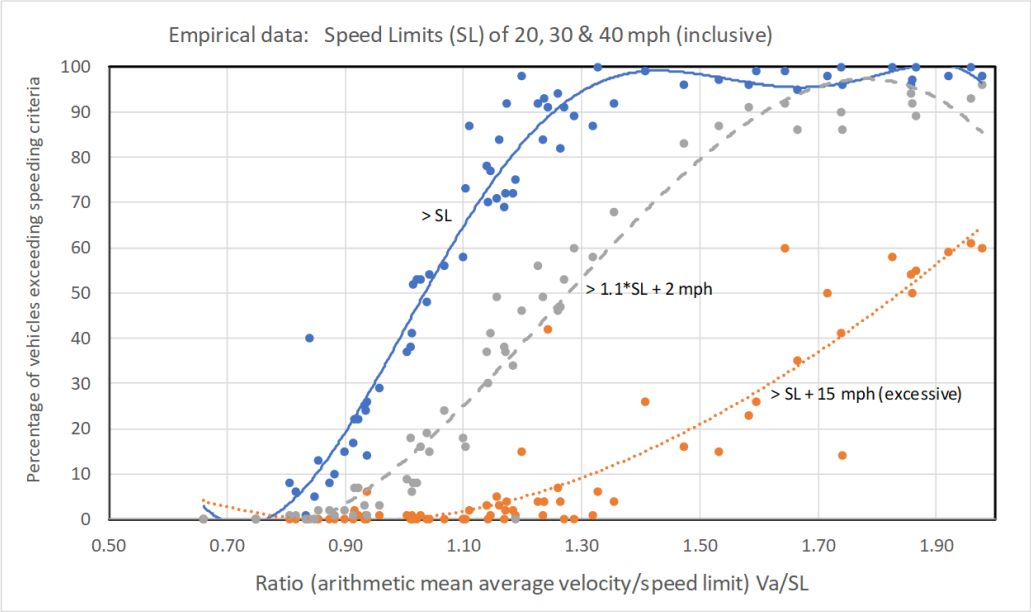
40mph (4 roads)	ca. 36mph	Max speed = 125mph
30mph (15 roads)	33.4 (24 – 40mph)	Max speed = 83mph
20mph (17 roads)	27.8 (13 - 37mph)	Max speed = 74mph

NB. The average for the East Lancs service road was 25mph through a NO ENTRY sign!

- Our data (averaged for all roads with 20, 30 and 40mph speed limits) are compared with the UK Government statistics (2023) on free-flowing roads.
    - Lowton and Golborne's 20 and 30mph SL roads appear worse in terms of speeding than the UK national average.
    - 40mph SL roads are better with average speeds less than the speed limit and thus consistent with the UK average

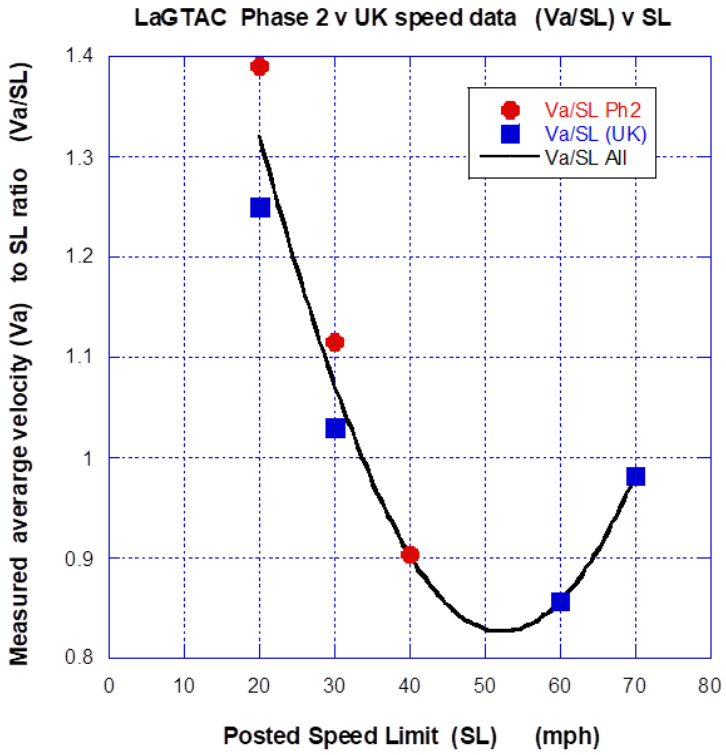
- These studies measured the speeds of all motorised vehicles (of which motorbikes etc accounted for < 0.5%). In 50+ studies where the numbers of bicycles on the roads were also noted these comprised a mere 0.6% of vehicles throughout Lowton and Golborne.

Update on LaGTAC and CSW speed measurements within Lowton & Golborne



Note: Caution - Data point disposition and shapes of curves are affected by posted speed limit - please see full report

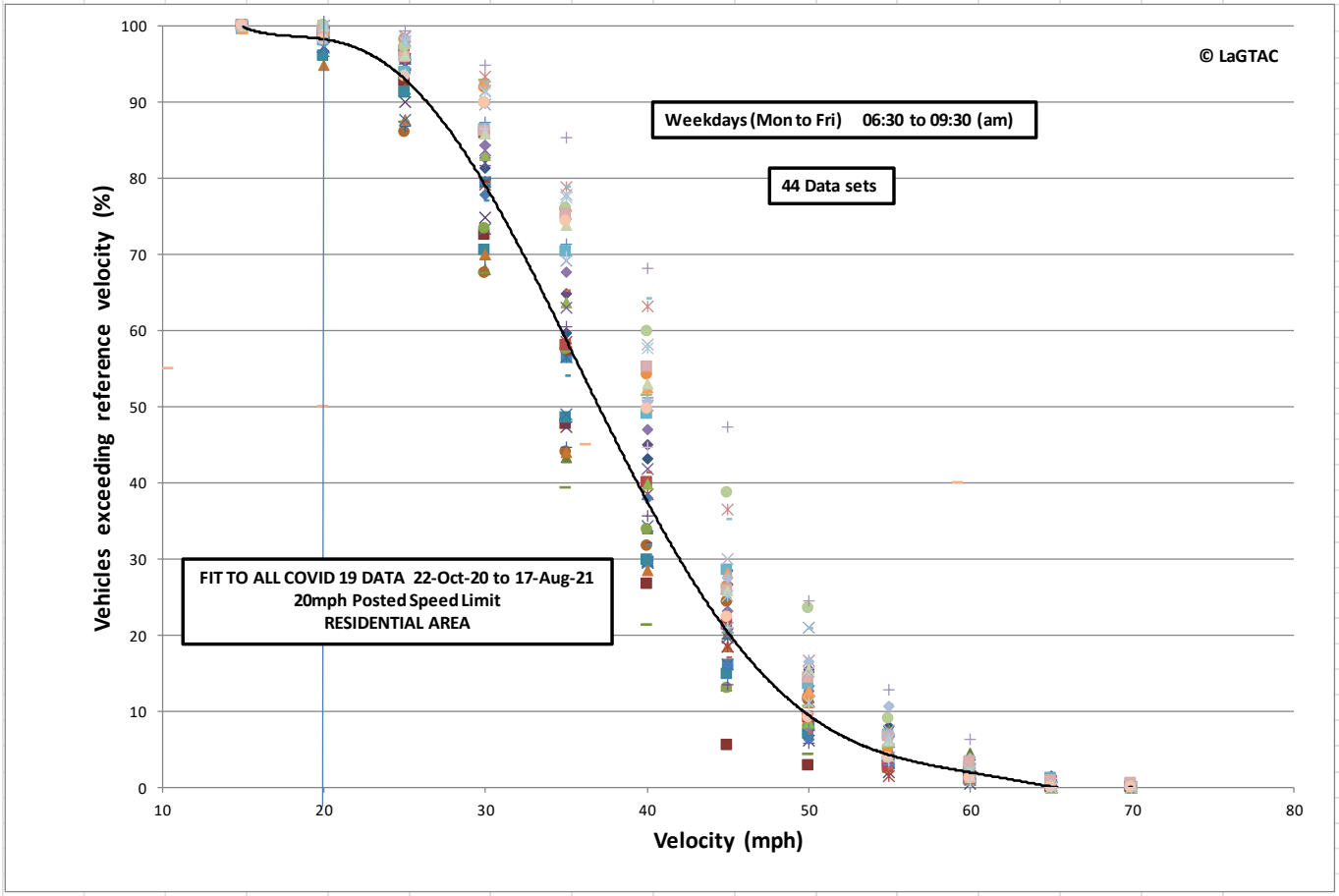
More details provided in: G Wardle & K Houlton, *'Report 'LaGTAC SM-100 Project (2020 - 2024)'* , - date TBA (currently in draft)



A value of (Va/SL) < 1 indicates the average speed is lower than the speed limit.

GW-KH 12 August 2024

Update on LaGTAC and CSW speed measurements within Lowton & Golborne



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