



Key

- Proposed 40mph to replace existing National and 30mph Speed Limits
- Proposed National Speed Limit to replace existing 30mph Limit
- Existing 30mph Speed Limit
- Existing National Speed Limit

Grid Ref:

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**Allerdale Speed Limit Review
2018/19**

**Proposal No.4
Broughton Moor**


Cumbria Highways, Highways Depot, Joseph Noble Road,
Lillyhall Industrial Estate, Workington CA14 4JH

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Drawn By: MJR	Scale: NTS	Date: 16/08/18
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ALLERDALE SPEED LIMIT REVIEW 2018: BROUGHTON MOOR

Site description and overview:

Broughton Moor is a sizeable village situated approximately 2.5 miles south east of Maryport, and is served by a number of small businesses and a primary school. The village is subject to a 30mph limit; however it has been highlighted that the limit extends slightly too far to the east and the west. The same applies on the southern approach – the 30mph limit extends too far out – however it is noted that there are a number of outlying properties on the outskirts of the village, that need to be considered.

Existing traffic conditions:

Recorded average speeds are 34 and 35 mph on the eastern and western approaches respectively, both with 85th percentile speeds of 40mph. On the southern approach, average speeds were recorded at 37mph with an 85th percentile value of 43mph. There is no recorded history of serious collisions.

Proposed changes to the speed limit:

To reposition the extents of the 30mph speed limit on the eastern and western approaches so they are more aligned with the built-up area. On the southern approach, the 30mph limit will also be relocated closer to the built-up area; however it is proposed that a 40mph “buffer” will be added for a distance of 370 metres.

Summary of reasons for proposed change:

The recorded average speeds indicate that the 30mph limit extends too far beyond the built-up area. Relocating the 30mph speed limit extents closer to the village would ensure that limit is realistic and retains its relevance, therefore also ensuring it is enforceable. A 40mph limit on the southern approach will serve to moderate speeds and increase safety in the more sparsely populated area, in an area where a 30mph limit would be too low and be likely to result in poor compliance.