



Westmorland
& Furness
Council

Witherslack, Meathop and Ulpha Parish Council Speed Data Report – March 2024

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1 – Background

Traffic data monitoring was carried out following a request by Witherslack, Meathop and Ulpha Parish Council for a review of the speed limits within their parish. The Parish Council summarised their requests in the diagram shown in Appendix 1.

A site visit was carried out by Westmorland and Furness Highways Officers to determine the most suitable locations (based on extensive experience gathering high quality traffic data) to situate temporary data collection tubes which are used to collect the data over a seven-day period. Alongside the requirement for speed data tubes to be secured to street furniture, consideration must be made to ensure tubes are not situated in positions where data quality may be affected by close proximity of junctions, accesses or parked vehicles.

2 – C5060 and C5046 Town End



Figure 1 shows the sites where data was collected. Appendix 1 shows that the Parish Council requested for the speed limit to be reduced from the national speed limit (60mph for cars on a single carriageway road) to 30mph.

Figure 1 - data collection sites in Town End

2.1 – Site T1

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85%ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924013	U5623 Witherslack, Grange-Over-Sands.	Southeast		Thursday 1 February 2024	Wednesday 7 February 2024	3747	601	535	3.34	20.0	24.6	0	0.0	0	0.0
	att. Direction sign o/s 'Stone Meadow'.	Northwest		Thursday 1 February 2024	Wednesday 7 February 2024	3735	606	534	4.07	20.3	24.6	0	0.0	0	0.0
	OSGR = 344232,482953	Two way		Thursday 1 February 2024	Wednesday 7 February 2024	7482	1207	1069	3.70	20.1	24.6	0	0.0	0	0.0

Figure 2 – summary of data collected from site T1

Figure 2 shows a two-way mean speed of 20.1mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 24.6mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

2.2 – Site T2


Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday - Friday)	7 Day Ave. (Monday - Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924012	C5046 Witherlack, Grange-Over-Sands.	South		Thursday 22 February 2024	Wednesday 28 February 2024	3353	543	479	3.31	24.4	29.0	0	0.0	0	0.0
	o/s 'Four Winds'.	North		Thursday 22 February 2024	Wednesday 28 February 2024	3346	535	478	4.30	25.4	29.9	0	0.0	0	0.0
	OSGR = 344109,483208	Two way		Thursday 22 February 2024	Wednesday 28 February 2024	6699	1078	957	3.81	24.9	29.4	0	0.0	0	0.0

Figure 3 – summary of data collected from site T2

Figure 3 shows a two-way mean speed of 24.9mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 29.4mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

2.3 – Site T3


Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday - Friday)	7 Day Ave. (Monday - Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924007	C5060 Witherlack, Grange-Over-Sands.	North		Thursday 22 February 2024	Wednesday 28 February 2024	1554	249	222	4.31	21.4	25.2	0	0.0	0	0.0
	Site 2 o/s 'Briar Bank'.	South		Thursday 22 February 2024	Wednesday 28 February 2024	1579	256	226	3.67	21.0	25.1	0	0.0	0	0.0
	OSGR = 344049,483591	Two way		Thursday 22 February 2024	Wednesday 28 February 2024	3133	506	448	3.99	21.2	25.1	0	0.0	0	0.0

Figure 4 – summary of data collected from site T3

Figure 4 shows a two-way mean speed of 21.2mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 25.1mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

2.4 – Site T4


Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday - Friday)	7 Day Ave. (Monday - Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924008	C5046 Church Road, Witherslack, Grange-Over-Sands.	West		Thursday 1 February 2024	Wednesday 7 February 2024	1949	324	278	3.44	21.5	25.3	0	0.0	0	0.0
	Site 1 att. No footway sign.	East		Thursday 1 February 2024	Wednesday 7 February 2024	1806	295	258	3.43	22.0	25.3	0	0.0	0	0.0
	OSGR = 343925,483495	Two way		Thursday 1 February 2024	Wednesday 7 February 2024	3755	619	536	3.44	21.7	25.3	0	0.0	0	0.0

Figure 5 – summary of data collected from site T4

Figure 5 shows a two-way mean speed of 21.7mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 25.3mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

2.5 – Town End Summary

The data above demonstrates that vehicle speeds are already at a level which demonstrates that a 30mph speed limit would be plausible. This would, however, be subject to funding and support from affected stakeholders which would need to be established through an initial and statutory consultation as per the Westmorland and Furness Highways policy for designing and making a Traffic Regulation Order.

Further consideration would need to be made to ensure that any speed limits introduced would be constrained to areas where most benefit can be achieved, such as where there a greater number of abutting residential properties and resulting pedestrian movements, since this maximises the effectiveness of the speed limit introduction.

3 – U5611 Mill Side



Figure 6 – data collection sites in Mill Side

Figure 6 shows the sites where data was collected. Appendix 1 shows that the Parish Council requested for the speed limit to be reduced from the national speed limit (60mph for cars on a single carriageway road) to 30mph.

3.1 – Site M1


Site No.	Location.	Direction	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday - Friday)	7 Day Ave. (Monday - Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924016	U5611 Mill Side, Witherslack, Grange-Over-Sands.	Southeast		Thursday 22 February 2024	Wednesday 28 February 2024	1297	196	185	3.32	20.8	25.7	0	0.0	0	0.0
	Site 1 o/s 'Low Fell'.	Northwest		Thursday 22 February 2024	Wednesday 28 February 2024	1212	186	173	3.38	21.7	26.7	0	0.0	0	0.0
	OSGR = 345035,484041	Two way		Thursday 22 February 2024	Wednesday 28 February 2024	2509	382	358	3.35	21.3	26.3	0	0.0	0	0.0

Figure 7 - summary of data collected from site M1

Figure 8 shows a two-way mean speed of 21.3mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 26.3mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

3.2 – Site M2


Site No.	Location.	Direction	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday - Friday)	7 Day Ave. (Monday - Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924014	U5611 Mill Side, Witherslack, Grange-Over-Sands.	Northeast		Thursday 22 February 2024	Wednesday 28 February 2024	496	71	71	4.03	17.6	22.0	0	0.0	0	0.0
	Site 2 o/s 'Ghyll Cottage'.	Southwest		Thursday 22 February 2024	Wednesday 28 February 2024	537	79	77	5.40	18.9	23.7	0	0.0	0	0.0
	OSGR = 344731,484168	Two way		Thursday 22 February 2024	Wednesday 28 February 2024	1033	150	148	4.74	18.3	22.9	0	0.0	0	0.0

Figure 8 - summary of data collected from site M2

Figure 8 shows a two-way mean speed of 18.3mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 22.9mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

3.3 – Mill Side Summary

The data above demonstrates that vehicle speeds are already at a level which demonstrates that a 30mph speed limit would be plausible. This would, however, be subject to funding and support from affected stakeholders which would need to be established through an initial and statutory consultation as per the Westmorland and Furness Highways policy for designing and making a Traffic Regulation Order.

Further consideration would need to be made to ensure that any speed limits introduced would be constrained to areas where most benefit can be achieved, such as where there a greater number of abutting residential properties and resulting pedestrian movements, since this maximises the effectiveness of the speed limit introduction.

4 – C5046 Witherslack (approaching Dean Barwick Primary School and St Paul’s Church)



Figure 6 shows the sites where data was collected. Appendix 1 shows that the Parish Council requested for the speed limit to be reduced from the national speed limit (60mph for cars on a single carriageway road) to 30mph. The above statement does not, however, include the section of Church Road outside the Dean Barwick School where there is already a 20mph speed limit in place. Sites W1-W3 are situated outside this 20mph speed limit as the exercise is aimed assessing the national speed limit sections for speed limit reduction.

Figure 9 – data collection sites in Witherslack

4.1 – Site W1

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924009	C5046 Church Road, Witherslack, Grange-Over-Sands.	North		Thursday 1 February 2024	Wednesday 7 February 2024	1803	299	258	4.94	25.4	29.8	0	0.0	0	0.0
	Site 2 att. Telegraph pole.	South		Thursday 1 February 2024	Wednesday 7 February 2024	1719	282	246	3.14	26.5	31.3	0	0.0	0	0.0
	OSGR = 343547,483639	Two way		Thursday 1 February 2024	Wednesday 7 February 2024	3522	580	503	4.06	25.9	30.6	0	0.0	0	0.0

Figure 10 – summary of data collected from site W1

Figure 10 shows a two-way mean speed of 25.9mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 30.6mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

4.2 – Site W2


Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924010	U5609 Witherslack, Grange-Over-Sands.	South		Thursday 1 February 2024	Wednesday 7 February 2024	1057	182	151	4.45	25.2	31.1	0	0.0	0	0.0
	Site 1 att. No footway sign o/s 'Hillfoot'.	North		Thursday 1 February 2024	Wednesday 7 February 2024	1049	182	150	4.19	25.1	31.4	0	0.0	0	0.0
	OSGR = 343358,483897	Two way		Thursday 1 February 2024	Wednesday 7 February 2024	2106	364	301	4.32	25.2	31.3	0	0.0	0	0.0

Figure 11 - summary of data collected from site W2

Figure 11 shows a two-way mean speed of 25.2mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 31.3mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

4.3 – Site W3


Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924011	U5609 Witherslack, Grange-Over-Sands.	South		Thursday 1 February 2024	Wednesday 7 February 2024	399	61	57	5.51	17.0	20.2	0	0.0	0	0.0
	Site 2 o/s St. Paul's Church.	North		Thursday 1 February 2024	Wednesday 7 February 2024	421	64	60	6.18	16.8	20.1	0	0.0	0	0.0
	OSGR = 343193,484205	Two way		Thursday 1 February 2024	Wednesday 7 February 2024	820	125	117	5.85	16.9	20.2	0	0.0	0	0.0

Figure 12 – summary of data collected from site W3

Figure 11 shows a two-way mean speed of 16.9mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 20.2mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

4.4 – Witherslack Summary

The data above demonstrates that vehicle speeds are already at a level which demonstrates that a 30mph speed limit would be plausible. This would, however, be subject to funding and support from affected stakeholders which would need to be established through an initial and statutory consultation as per the Westmorland and Furness Highways policy for designing and making a Traffic Regulation Order.

Further consideration must be made for ensuring that speed limits are introduced where they are most necessary. Whilst the school itself is situated within a 20mph speed limit, the lanes around the area do not have many properties abutting them and improvements to road safety resulting from the introduction of a 30mph speed limit would be limited. This is particularly the case where speed data demonstrates that vehicle speeds are low, due to the nature of the road being narrow, and explains

why sparsely populated single-track lanes such as this mostly have a national speed limit.

5 – C5060 towards Birks



Figure 13 shows the sites where data was collected. Appendix 1 shows that the Parish Council requested for the speed limit to be reduced from the national speed limit (60mph for cars on a single carriageway road) to 30mph.

Figure 13 – data collection site on C5060 towards Birks

5.1 – Site B1


Site No.	Location.	Direction	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924006	C5060 Wither Slack, Grange-Over-Sands.	South		Thursday 1 February 2024	Wednesday 7 February 2024	1075	193	154	2.98	24.0	28.6	0	0.0	0	0.0
	Site 2 att. Wither Slack sign o/s 'High Yeat Cottage'.	North		Thursday 1 February 2024	Wednesday 7 February 2024	1061	191	152	2.73	22.2	26.1	0	0.0	0	0.0
	OSGR = 344055,484449	Two way		Thursday 1 February 2024	Wednesday 7 February 2024	2136	384	305	2.86	23.1	27.6	0	0.0	0	0.0

Figure 14 – summary of data collected from site B1

Figure 14 shows a two-way mean speed of 27.6mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 27.6mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 30mph speed limit be introduced in this location.

5.2 – C5060 towards Birks Summary

The data above demonstrates that vehicle speeds are already at a level which demonstrates that a 30mph speed limit would be plausible. This would, however, be subject to funding and support from affected stakeholders which would need to be established through an initial and statutory consultation as per the Westmorland and Furness Highways policy for designing and making a Traffic Regulation Order.

Further consideration would need to be made, however, to ensure that any speed limits introduced would be constrained to areas where most benefit can be achieved. On a sparsely populated lane such as the C5060, vehicle speeds have been

demonstrated to be low (likely due to the narrow nature of the road), improvements to road safety are unlikely to be achieved through the introduction of a speed limit.

6 – C5046 between Mill Side and the A590



Figure 15 shows the sites where data was collected. Appendix 1 shows that the Parish Council requested for the speed limit to be reduced from the national speed limit (60mph for cars on a single carriageway road) to 40mph.

Figure 15 - data collection sites on C5046 between Mill Side and the A590

6.1 – Site C1

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19923088	C5046 Witherslack, Grange-Over-Sands. Site 1 att. Priority over oncoming vehicles sign. (Location 6A) OSGR = 345668,484355	Southwest		Friday 23 June 2023	Thursday 29 June 2023	732	113	105	1.6	25.9	38.1	1	0.1	0	0.0
		Northeast		Friday 23 June 2023	Thursday 29 June 2023	970	117	139	3.5	26.8	36.7	1	0.1	0	0.0
		Two way		Friday 23 June 2023	Thursday 29 June 2023	1702	230	243	2.7	26.4	37.4	2	0.1	0	0.0

Figure 16 – summary of data collected from site C1

Figure 16 shows a two-way mean speed of 26.4mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 37.4mph. Two vehicles were recorded as travelling at speeds greater than the national speed limit, however the speeds were not greater than the Association of Chief Police Officers (ACPO) Limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 40mph speed limit be introduced in this location.

6.2 – Site C2


Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19923087	C5046 Witherslack, Grange-Over-Sands.	Southwest		Friday 23 June 2023	Thursday 29 June 2023	728	113	104	2.5	23.8	34.2	0	0.0	0	0.0
	Site 2 att. Give way to oncoming vehicles sign. (Location 6B)	Northeast		Friday 23 June 2023	Thursday 29 June 2023	964	116	138	4.0	26.4	35.1	0	0.0	0	0.0
	OSGR = 345818,484403	Two way		Friday 23 June 2023	Thursday 29 June 2023	1692	230	242	3.4	25.3	34.8	0	0.0	0	0.0

Figure 17 – summary of data collected from site C2

Figure 17 shows a two-way mean speed of 25.3mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 34.8mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 40mph speed limit be introduced in this location.

6.3 – C5046 between Mill Side and the A590 Summary

The data above demonstrates that vehicle speeds are already at a level which demonstrates that a 40mph speed limit would be plausible. This would, however, be subject to funding and support from affected stakeholders which would need to be established through an initial and statutory consultation as per the Westmorland and Furness Highways policy for designing and making a Traffic Regulation Order.

Further consideration would need to be made, however, to ensure that any speed limits introduced would be constrained to areas where most benefit can be achieved. On a sparsely populated lane such as the C5046, vehicle speeds have been demonstrated to be low (likely due to the narrow nature of the road), improvements to road safety are unlikely to be achieved through the introduction of a speed limit.

7 – U5623 Meathop

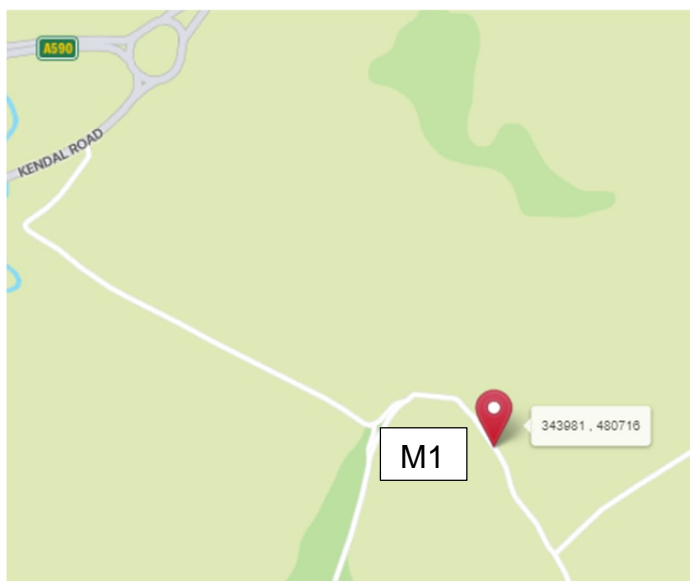


Figure 18 shows the sites where data was collected. Appendix 1 shows that the Parish Council requested for the speed limit to be reduced from the national speed limit (60mph for cars on a single carriageway road) to 40mph.

Figure 18 - data collection site at Meathop

7.1 – Site M1


Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles	5 Day Ave. (Monday-Friday)	7 Day Ave. (Monday-Sunday)	% HGV	Mean Speed	85 th ile Speed	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.
19924017	U5623 Meathop, Grange-Over-Sands.	Southeast		Thursday 22 February 2024	Wednesday 28 February 2024	441	62	63	5.90	22.2	29.2	0	0.0	0	0.0
	South of Kendal House Farm.	Northwest		Thursday 22 February 2024	Wednesday 28 February 2024	393	59	56	2.54	24.5	30.0	0	0.0	0	0.0
	OSGR = 343981,480716	Two way		Thursday 22 February 2024	Wednesday 28 February 2024	834	121	119	4.32	23.3	29.6	0	0.0	0	0.0

Figure 19 - summary of data collected from site M1

Figure 19 shows a two-way mean speed of 23.3mph in this location. The two-way 85th percentile speed (the speed at which 85% of vehicles were travelling at or below) was 29.6mph. Zero vehicles were recorded as travelling at speeds greater than the national speed limit.

The above data therefore shows that vehicle speeds would likely be compliant should a 40mph speed limit be introduced in this location.

7.2 – U5623 Meathop Summary

The above data demonstrates that vehicles are travelling at speeds well below the 40mph speed limit proposed by Witherslack, Meathop and Ulpha Parish Council. This is likely due to speed of vehicles being limited by the narrow nature of the road. As flows are also very low, consideration would therefore need to be made regarding the limited benefits which may be achieved by introducing a speed limit on the U5623.

Appendix 1 – Diagram submitted by Parish Council showing requested speed limit changes

