

The Crosthwaite & Lyth Speed Reduction Project – High Level Proposal

Composed by Cllr Jordan Perry – 08/11/2025

Summary

The Crosthwaite & Lyth Speed Reduction Project aims to lower vehicle speeds throughout the parish to improve safety and quality of life for residents, pedestrians, cyclists, and all road users. The proposal introduces 20 mph, 30 mph, and 40 mph limits across key stretches currently designated as 30 mph or the national speed limit (60 mph).

These reductions will create a safer, more consistent speed environment from the entrances of the village through to Crosthwaite Primary School and along key connecting rural routes, while aligning with Department for Transport (DfT) national policy on rural and village speed management.

Aim

To reduce vehicle speeds throughout the village and surrounding roads, enhancing safety, supporting community wellbeing, and creating a calmer, more sustainable rural environment.

Why

Crosthwaite has experienced increased residential development and higher traffic volumes in recent years. The village's narrow lanes, limited or absent footpaths, and shared road space between pedestrians, cyclists, agricultural traffic, and local vehicles pose ongoing safety risks at current speed limits.

Lowering speed limits will:

- Protect pedestrians, school children, and vulnerable road users.
- Reduce braking distances and the severity of potential collisions.
- Encourage walking and cycling by making routes safer and more appealing.
- Support a calmer, more sustainable and environmentally sensitive rural environment.
- Prepare for further housing and population growth, ensuring infrastructure keeps pace with change.

Why, continued

In 2022, **57% of all road deaths in England occurred on rural roads**, with **27% of fatalities** on single-carriageway rural roads subject to the national 60 mph limit. Government research (Richards & Cuerden, 2009) shows that the risk of death in a head-on collision between two vehicles travelling at 60 mph is around **90%**, but falls to about **50% at 48 mph**. This evidence highlights how even modest reductions in speed can significantly reduce fatality risk.

National guidance states that a **30 mph limit should be the norm through villages**, and that **20 mph zones** are appropriate in built-up areas with schools or where pedestrian and cyclist movements are high. It is also recognised that the **national speed limit is inappropriate** for many C-class and unclassified rural roads with limited width, poor geometry, and significant vulnerable-user activity.

This proposal reflects that policy, ensuring that Crosthwaite's roads are consistent with DfT guidance, safer for residents, and better aligned with the rural character of the parish

Policy Context

This proposal is consistent with the Department for Transport's guidance document *Setting Local Speed Limits (DfT Circular 01/2013)* and supporting materials such as *Traffic Advisory Leaflet 01/04 – Village Speed Limits*. Key policy principles include:

- **National Speed Limits:** 60 mph on single carriageways and 70 mph on dual carriageways; however, lower limits are encouraged where collision risk, geometry, or vulnerable road user presence justify it.
- **Rural Roads:** On many rural C and unclassified roads, the physical characteristics naturally limit speeds well below 60 mph; formalising lower limits supports compliance and safety.
- **Villages:** 30 mph should be the default for built-up villages, with 20 mph limits or zones appropriate where pedestrian and cyclist movements are high (for example, near schools).
- **Minimum Lengths:** The minimum recommended length for a village speed limit is 600m, though this can be reduced to 400m or 300m where development density and safety conditions justify it.
- **Safety Evidence:** Speed management is part of a holistic approach that includes engineering, signage, and community engagement, rather than relying solely on enforcement.

This project directly supports these aims by proposing realistic, context-based speed limits that better match road function, geometry, and the needs of residents and visitors.

1.

Section: C5048 105

Section Name: T JCT TOTTER BANK to FORK ROAD JCT NR YEW TREE FAR

Current Speed limit: 30mph

Proposed Speed limit: 20mph

Extent: Mirk Howe entrance with Totter Bank through to Crosthwaite Primary School (it is already 20mph from St Marys Green to the School). Approx. 0.75km of highway distance.

What3Words: ///joyously.captures.slug to ///homelands.thickened.power



Start of 30mph from Mirk Howe entering village. Proposed 20mph from here.



Start of 30mph from St Marys Green. Proposed 20mph continuation from here

2.

Section: C5048 105

Section Name: T JCT TOTTER BANK to FORK ROAD JCT NR YEW TREE FAR

Current Speed limit: 60mph

Proposed Speed limit: 30mph

Extent: The A5074 junction with Totter Bank through to Mirk Howe entrance at the bottom of the descent. Approx. 0.36km of highway distance.

What3Words: ///joyously.captures.slug to ///toasted.clouding.bluffs



National speed limit from Totterbank junction to Mirk Howe. Proposed 30mph from here.



National speed limit from Mirk Howe up Totterbank. Proposed 30mph from here.

3.

Section: C5048 105

Section Name: T JCT TOTTER BANK to FORK ROAD JCT NR YEW TREE FAR

Current Speed limit: National Speed Limit (60mph)

Proposed Speed limit: 30mph

Extent: Crosthwaite Primary School through to Section C5048 106 / FORK ROAD JCT NR YEW TREE FARM to CROSS ROAD JCT N and Section: U5594 101 / JCT C5048 to PAST MOSS HOWE, CROSTHWAITE. Approx. 0.8km of highway span.

What3Words: ///prop.project.beauty to ///sensitive.thigh.brands



National speed limit from Crosthwaite School towards Underbarrow.
Proposed 30mph from here.



National speed limit past this junction. Proposed 30mph from here.

4.

Section: C5061 101

Section Name: T JCT WEST VIEW NR DODDS HOWE to T JCT NR BATEMAN

Current Speed limit: National Speed Limit (60mph)

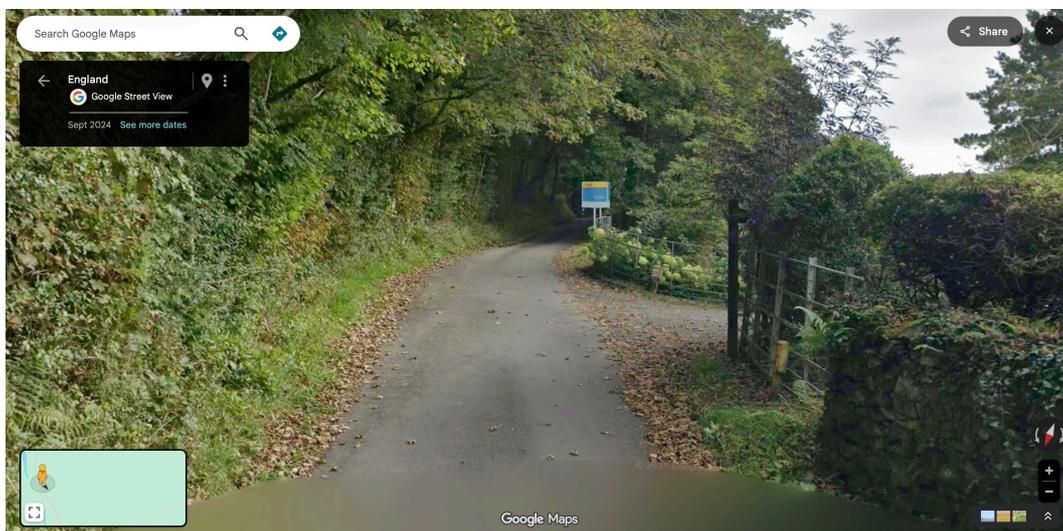
Proposed Speed limit: 30mph

Extent: Ricketrae Junction with Totter Bank through to Starnthwaite Ghyll, Crosthwaite. Approx. 0.95km of highway span.

What3Words: ///producers.duration.train to ///fishery.conveying.reunion



National speed limit from Ricketrae Junction with Totter Bank. Proposed 30mph speed limit.



National speed limit past Starnthwaite Ghyll. Proposed 30mph speed limit to Totterbank.

5.

Section: C5047 103

Section Name: CROSS ROAD NR MIRESIDE to FORK ROAD JCT NR YEW TRE

Current Speed limit: National Speed Limit (60mph)

Proposed Speed limit: 30mph

Extent: Entire span of Mill Lane from the junction of A5074 to Moss Side Lane. Approx 1.4km of highway span.

What3Words: ///tadpoles.glee.slicing to ///distract.recording.harshest



Mill Lane from A5074 is national speed limit. Proposed 30mph from here.



Mill Lane from Moss Side Lane. Proposed 30mph from here.

6.

Section: C5047 104

Section Name: FORK ROAD JCT NR YEW TREE FARM to FORK ROAD DURHAM

Current Speed limit: National Speed Limit (60mph)

Proposed Speed limit: 30mph

Extent: Totter Bank junction with Moss Side Lane through to the A5074. Approx. 1.6km of highway span.

What3Words: ///petition.trending.scouts to ///polishing.comments.swung



National Speed limit from Totterbank Junction. Proposed 30mph.



National Speed Limit from A5074 up to Totterbank. Proposed 30mph.

7.

Section: A5074/03B to A5074/04E

Section Name: End of GILPIN BANK to U5588 to TOTTER BANK

Current Speed limit: National Speed Limit (60mph)

Proposed Speed limit: 40mph

Extent: Totter Bank junction with A5074 through to Kitchens Corner on the A5074 just after the narrow section. Approx. 5km of highway span.

What3Words: ///toasted.clouding.bluffs to ///donation.preheated.wells



National Speed limit from Totterbank Junction down the A5074. Proposed 40mph.



National Speed limit from Kitchens Corner. Proposed 40mph.

Next Steps

1. **Initial Review:** Submit this high-level proposal to Westmorland and Furness Highways for technical feedback and guidance on feasibility.
2. **Speed Assessment:** Request a formal traffic and speed survey for identified road sections to support the case for reduction.
3. **Community Consultation:** Engage with residents, businesses, and local business and public spaces to gather feedback and demonstrate local support.
4. **Funding & Implementation Plan:** Work with the Parish Council and local authorities to identify funding sources, prioritise key sections, and agree an implementation timeline.
5. **Monitoring:** After implementation, monitor outcomes such as average vehicle speeds and accident reports to evaluate impact and guide any future adjustments.

Community Engagement

Community involvement will be central to the project's success. Residents and local organisations will be invited to share views, identify specific problem areas, and contribute to shaping the final plan. Particular focus will be placed on routes to Crosthwaite Primary School and residential areas where pedestrian activity is highest.

Through open consultation and collaboration, the project aims to build strong local support and ensure that the proposed speed reductions reflect the community's priorities for safety, sustainability, and village character.

Appendix. 1 - Map