



Transport Assessment

Land to the North of
Cronton Road, Cronton

Client: Bellway Homes Ltd (North West)



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CONTENTS

1	INTRODUCTION.....	3
1.1	Purpose of Report	3
1.2	Scope of Report	3
2	TRANSPORT POLICY AND GUIDANCE.....	5
2.1	Introduction.....	5
2.2	National Planning Policy Framework.....	5
2.3	Planning Practice Guidance	6
2.4	Manual for Streets.....	7
2.5	Liverpool City Region Spatial Planning Statement of Common Ground.....	7
2.6	Liverpool City Region 4 th Local Transport Plan: Developing a Vision for Local Transport to 2040.....	8
2.7	Knowsley Local Plan Core Strategy.....	8
2.8	Knowsley Unitary Development Plan	9
2.9	Ensuring a Choice of Travel SPD	10
2.10	Summary	10
3	EXISTING SITUATION.....	11
3.1	Site Description	11
3.2	Public Rights of Way	11
3.3	Local Cycle Infrastructure	12
3.4	Local Highway Network.....	13
3.5	Existing Traffic Conditions	14
3.6	Highway Safety Review	16
4	DEVELOPMENT PROPOSAL.....	19
4.1	Development Description.....	19
4.2	Access Strategy.....	19
4.3	Internal Layout	22
4.4	Car Parking Provision.....	22
4.5	Electric Vehicle Charging	23
4.6	Summary	23
5	ACCESS BY SUSTAINABLE MODES.....	25
5.1	Introduction to Sustainable Modes of Transport	25
5.2	Access on Foot.....	25
5.3	Access by Cycle.....	28
5.4	Access by Public Bus	30
5.5	Access by Rail.....	32
5.6	Minimum Accessibility Standards Assessment (MASA).....	32
5.7	Framework Travel Plan.....	33

5.8	Summary	34
6	IMPACT ASSESSMENT	35
6.1	Introduction.....	35
6.2	Forecast Traffic Growth.....	35
6.3	Committed Development	36
6.4	Vehicular Trip Generation	38
6.5	Multimodal Trip Generation.....	39
6.6	Trip Distribution	40
6.7	Impact Assessment.....	42
6.8	Junction Capacity Assessment.....	43
6.9	Summary	45
7	SUMMARY AND CONCLUSION	46
7.1	Summary	46
7.2	Conclusion	47

APPENDICES

Appendix A – Scoping Correspondence

Appendix B - Traffic Flow Diagrams

Appendix C – Survey Data

Appendix D – Collision Data

Appendix E – Technical Drawings

Appendix F – Illustrative Off-site Improvement Drawings

Appendix G – Sustainable Travel Isochrones

Appendix H - MASA

Appendix I – DfT’s National Road Traffic Projections Calculation

Appendix J – TRICS Output

Appendix K – Distribution Calculations

Appendix L – Model Report Outputs

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Assessment (TA) considers the highways and transportation implications associated with an outline application for a proposed residential development comprising up to 120 units on land to the north of Cronton Road on the western edge of Cronton.
- 1.1.2 Knowsley Metropolitan Borough Council (KMBC) acts as both the Local Planning Authority (LPA) and Local Highway Authority (LHA) for the area.
- 1.1.3 Prime Transport Planning (Prime) has produced this TA on behalf of the applicant, Bellway Homes Ltd (North West). Hereafter, the applicant will be referred to as 'Bellway'.
- 1.1.4 This document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015) as well as the Department for Transport's (DfT) Guidance on Transport Assessment (GTA) (2007).
- 1.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.7 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 This report has been prepared in accordance with *Transport evidence bases in plan making and decision taking* (2014) which replaced the DfT's GTA. However, the new document is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Statements to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.
- 1.2.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements* (2015), however, this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.2.3 The lack of current detailed guidance places greater emphasis on agreeing the scope of a TA with the highway authority responsible for the location in which the development is proposed and in employing industry best-practice. Given that GTA was in place for seven years, Prime believe that assessment in-line with the document still represents industry best-practice, particularly for aspects where the current guidance lacks the necessary detail to form a robust assessment.

1.2.4 A scoping note was issued to the LHA at KMBC on the 7th May 2025 and a response was received on the 20th May 2025. Subsequent emails were exchanged between Prime and KMBC regarding potential footway improvement schemes, however KMBC's engagement ceased in July 2025 despite follow-up emails from Prime through to September 2025. The Scoping Note, KMBC's response, and all subsequent correspondence are included in Appendix A.

1.2.5 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national transport policy and guidance;
- Section 3 describes the existing situation in terms of the site, local highway network and traffic conditions, whilst also reviewing the five-year accident records for the local highway network;
- Section 4 details the development proposal including the access strategy and parking arrangements;
- Section 5 details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
- Section 6 discusses the trip generation of the site and the impact of the scheme on the local highway network; and
- Section 7 provides a summary and conclusion to this TA.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

2.1.1 This section summarises the national and local transport policies relevant to the development

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored.'*

2.2.8 In the context of PRoW connections and enhancement, point a) of paragraph 125 acknowledges improved public access to the countryside as being a benefit that should be encouraged.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout *Planning Practice Guidance*, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Manual for Streets

2.4.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.4.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.4.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.4.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.5 Liverpool City Region Spatial Planning Statement of Common Ground

2.5.1 The Liverpool City Region Spatial Planning Statement of Common Ground (SoCG) was adopted in 2019 and sets out a coordinated strategic approach between Halton, Knowsley, Liverpool, St Helens, Sefton, West Lancashire and Wirral, together with the Liverpool City Region Combined Authority. The document establishes a shared framework for managing cross-boundary spatial planning matters, including strategic transport issues relevant to development.

2.6 Liverpool City Region 4th Local Transport Plan: Developing a Vision for Local Transport to 2040

2.6.1 The *Local Transport Plan 4* (LTP4) is due to be adopted by the Liverpool City Region Combined Authority in 2025/2026 and will provide the statutory framework for transport strategy and investment across Merseyside.

2.6.2 At the time of writing, the public consultation draft (October 2024) is the most recent version available. The draft LTP4 sets out the following vision:

‘Clean, safe and accessible transport for moving people and goods.’

2.6.3 To achieve its vision, the consultation version of the LTP4 sets out the following five goals:

- Goal 1 - Support good, clean job growth and opportunity for all;
- Goal 2 - Achieve net-zero carbon and an improved environment;
- Goal 3 - Improve health and quality of life;
- Goal 4 - Transport that’s well maintained and tough; and
- Goal 5 - Plan and respond to uncertainty and change and be innovative.

2.6.4 A move away from car dependency and towards active travel and public transport is a key theme of LTP4. The draft plan emphasises the importance of reallocating street space away from general traffic, the introduction and expansion of bus priority measures, and the delivery of safe walking, wheeling and cycling routes.

2.6.5 Policy G3-2 requires transport and traffic schemes to “*be designed around the needs of the movement hierarchy*” emphasising the need to reduce the speed, volume, and dominance of motor traffic.

2.6.6 The LTP4 also identifies the importance of relevant supporting documents, including the LCR Local Cycling and Walking Infrastructure Plan (LCWIP), Road Safety Strategy and Rights of Way Improvement Plan.

2.7 Knowsley Local Plan Core Strategy

2.7.1 The Knowsley *Local Plan Core Strategy* (LPCS) was adopted in January 2016 and sets out the vision, objectives and policies which will guide development within the Borough up to 2028.

2.7.2 The LPCS identifies a series of Strategic Objectives relevant to transport and residential development, including:

- **Strategic Objective 2 - Well-Balanced Housing Market;** and
- **Strategic Objective 6 - Sustainable Transport,** which includes supporting sustainable movement, reducing car dependency and improving accessibility by walking, cycling and public transport.

- 2.7.3 In addition, the LPCS sets out a list of Policies, with Policy CS7 dedicated to 'Transport Networks', which focuses on the '*Overall Transport Strategy*', '*Location, Design and Management of New Development*', and well as '*Strategic Transport Schemes and Programmes*' within the Borough.
- 2.7.4 The policy seeks to support '*a sustainable and integrated transport system*' and requires development to be located and designed so that people can access destinations '*by a choice of walking, cycling and public transport*'.
- 2.7.5 Supporting text to Policy CS7 confirms that the plan aims to promote a pattern of development that '*minimises the need to travel*' and reduces reliance on private car use. The text also confirms that accessibility will be assessed using the Minimum Accessibility Standards Assessment (MASA) framework set out in the Ensuring a Choice of Travel SPD.

2.8 Knowsley Unitary Development Plan

- 2.8.1 The Knowsley Unitary Development Plan (UDP) was adopted in June 2006 and sets out '*the Council's strategy for the physical development of the Borough*' including where development should and should not occur.
- 2.8.2 The UDP sets out a list of Strategic Objectives, with those of relevance to this report as follows:
- **Strategic Objective 2** - To provide a better choice of housing in terms of tenure, type and market sector which will meet the needs and aspirations of the community;
 - **Strategic Objective 8** - To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car; and
 - **Strategic Objective 19** - To ensure that the design of new development provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport.
- 2.8.3 Chapter 8 of the UDP is dedicated to 'Transport' and presents a list of Core Policies, which those of relevance to this report as follows:
- **Policy T1 - An integrated transport system;**
 - **Policy T6 - Ensuring choice of travel to serve new development**, which states that the Council aims '*to ensure that there is a good choice of mode of travel for all development proposals, with an emphasis on walking, cycling and public transport*';
 - **Policy T7 - New development and walking and cycling routes**, which requires developments to incorporate high-quality, direct and safe walking and cycling routes that link to the wider network; and
 - **Policy T8 - Transport Assessments**, which requires Transport Assessments and Travel Plans for major developments or where significant traffic impacts may occur.

- 2.8.4 The above policies collectively require development to:

- enable travel by walking, cycling and public transport;
- ensure inclusive and accessible design;
- provide appropriate supporting assessments (TA, TS, TP); and
- contribute to improved local infrastructure where necessary.

2.9 Ensuring a Choice of Travel SPD

2.9.1 The *Ensuring a Choice of Travel* SPD was produced jointly with the Merseyside local authorities and Merseytravel to provide consistent guidance for developers on access, sustainable travel and parking expectations for new development across the sub-region.

2.9.2 The SPD states:

‘The Council has published this guidance as a Supplementary Planning Document (SPD) to show how development can satisfy the requirements of accessibility policies contained within Knowsley’s Development Plan. It will assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.’

2.9.3 The main objective of the SPD is also clearly stated as:

‘to ensure a good choice of travel modes to all new development’.

2.9.4 Among the transport requirements set out in the SPD is the Minimum Accessibility Standards Assessment (MASA) scoring system, which assesses accessibility according to land use type, size, location and provision of supporting facilities.

2.10 Summary

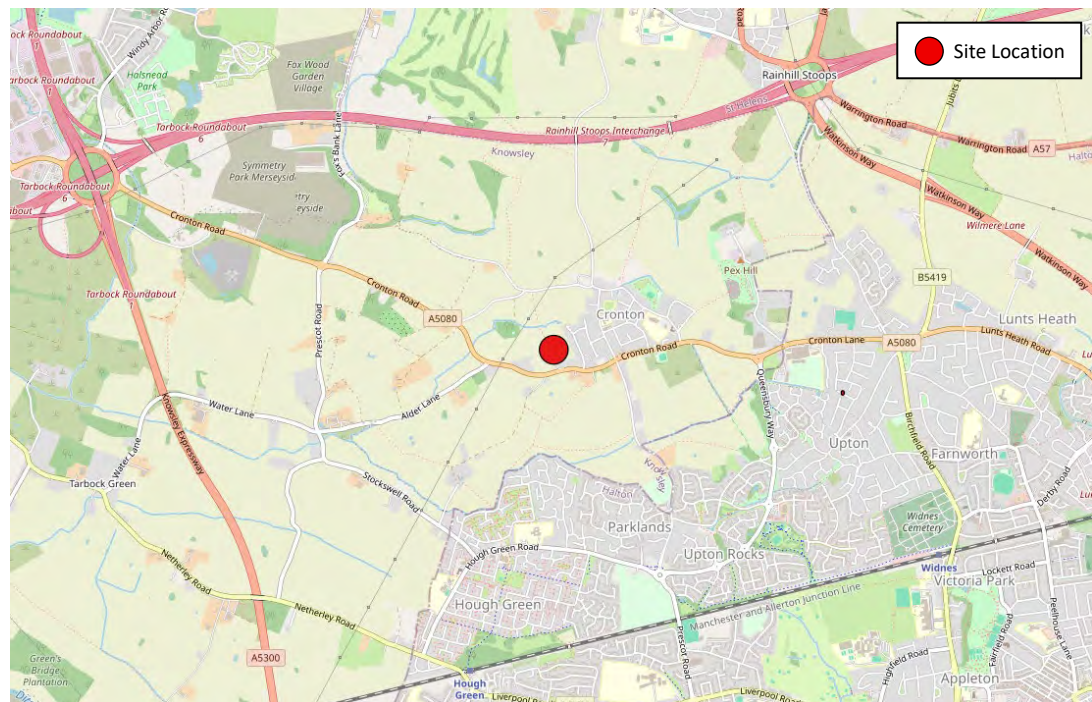
2.10.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The site is located on land to the north of Cronton Road on the western edge of Cronton, within the Borough of Knowsley. Cronton is a village positioned between Widnes and Huyton, lying close to the boundary between Knowsley and Halton. The site lies approximately 5km north of the centre of Widnes, 11km west of Warrington, 4km south of Rainhill and 17km the east of Liverpool city centre.
- 3.1.2 The site is irregular in shape and is currently undeveloped, arable land. The site is bordered by Cronton Road to south, with an established residential development to the east. The northern and western boundaries are formed by existing hedgerow and trees, beyond which lies open countryside.
- 3.1.3 The location of the site in context of the local highway network is illustrated in Image 3.1.

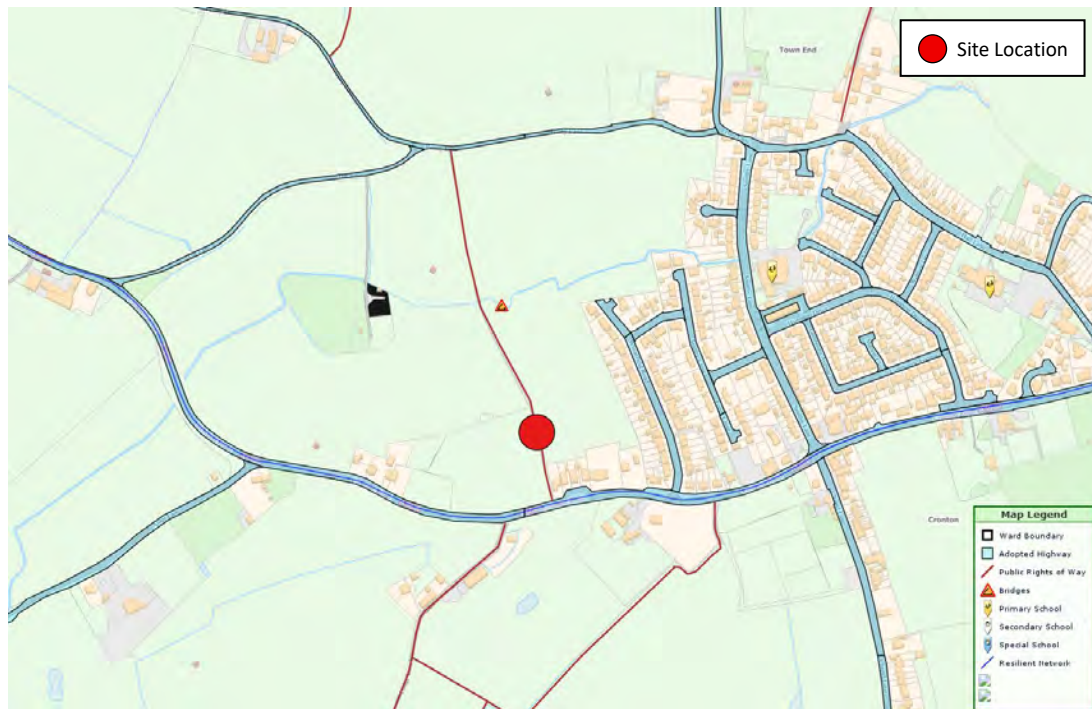
Image 3.1: Site Location Plan



Source: ©OpenStreetMap contributors

3.2 Public Rights of Way

- 3.2.1 The red lines on Image 3.2 below illustrate the Public Rights of Way (PRoW) in the vicinity of the site, with the image obtained from KMBC's 'Highways Information' mapping portal.

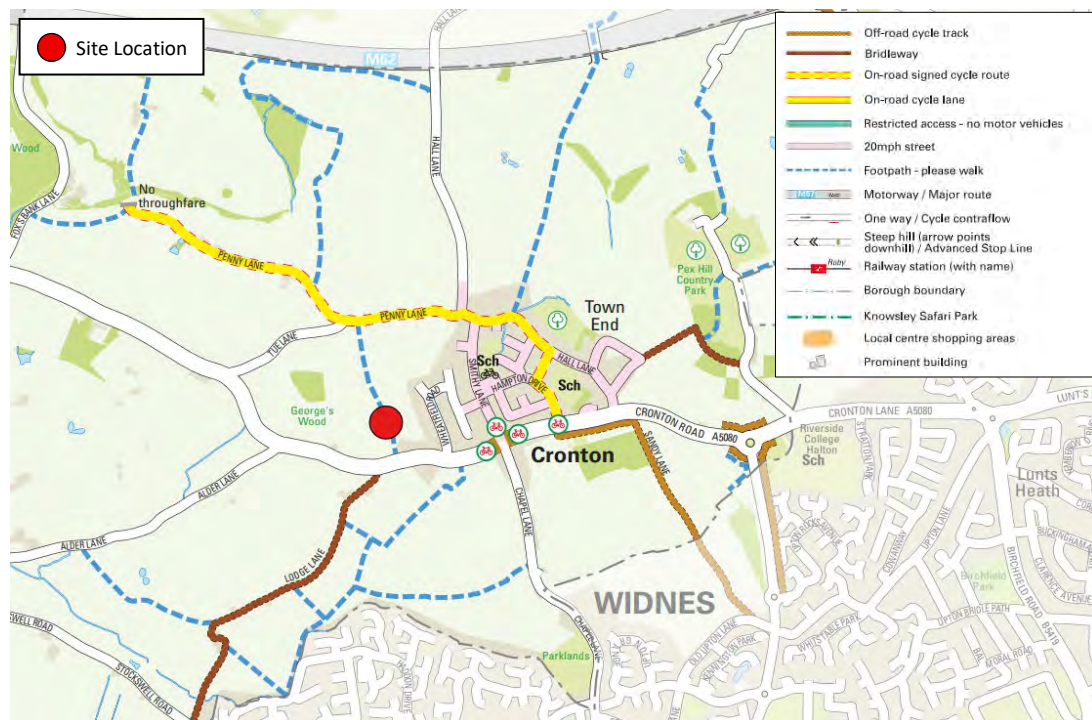
Image 3.2: Local Public Right of Way Network

Source: <https://highways.knowsley.gov.uk/>

- 3.2.2 Image 3.2 illustrates that Public Footpath CR/5/1 runs broadly north–south across the site. The route begins to the west of the existing dwellings on Cronton Road, passes through the site, and continues northwards along the western boundary before emerging onto Penny Lane. In the vicinity of the site, bridleway CR/17/1 is located on Lodge Lane, to the south of Cronton Road and opposite the site.

3.3 Local Cycle Infrastructure

- 3.3.1 Image 3.3 below shows the cycle routes and infrastructure in close proximity to the site, extracted from 'Knowsley's Cycling Map'.

Image 3.3: Cycling Provision

Source: <https://merseysideroadsafety.org/wp-content/uploads/2022/03/Knowsley.pdf>

- 3.3.2 An examination of the above illustrates that Cronton is predominantly made up of 20mph streets, with the generally low vehicle speeds conducive to cycling. An off-road cycle track is provided on the southern side of Cronton Road, extending from the toucan crossing located adjacent Kenley Avenue, to Sandy Lane to the east of the village. Sandy Lane offers a traffic-free route on the approach to northern Widnes. North of Cronton Road, the toucan crossing connects to an on-road cycle route that continues northwards through Cronton along Penny Lane.
- 3.3.3 As mentioned previously, a bridleway is located opposite the site. The bridleway is of good quality surfacing and provides a connection to Hough Green, however there is an unmade section in the middle, between Lodge Lane and the track to the south.

3.4 Local Highway Network

Cronton Road (A5080)

- 3.4.1 Cronton Road (A5080) is a single carriageway route linking Cronton with the Lunts Heath area of Widnes and the A557 Watkinson Way to the west, and Junction 6 of the M62, locally known as 'Tarbock Island', to the east. The site is therefore well situated for enabling access to the wider Strategic Road Network.
- 3.4.2 Along the site frontage, Cronton Road is approximately 7.5m wide with footways of around 1.0m in width on both sides of the carriageway. As the road approaches Cronton village, several dwellings

have direct access off Cronton Road and an established housing estate can be accessed via Wheatfield Road.

- 3.4.3 The existing footway to the east of the site and up to Wheatfield Road is narrow in places, measuring approximately 0.7m by the wall along the frontage of the No.337 Cronton Road (the adjacent property), and 0.9m adjacent the row of trees which border No.361.
- 3.4.4 The road benefits from street lighting between the Cronton Road/Chapel Lane/Smithy Lane signalised crossroad junction and the site.
- 3.4.5 Cronton Road is subject to a 40mph speed limit, reducing to 30mph towards the eastern end of the site's frontage. The change in speed limit is demarked by speed limit signage on yellow reflective backing, speed roundel road markings on high friction surfacing and dragons teeth.

Wheatfield Road/ Houghton Croft/ Smithy Close

- 3.4.6 Wheatfield Road, Houghton Croft and Smithy Close form the residential streets immediately east of the site. Within this estate, carriageway widths typically range between 5.0m and 5.5m, with footways generally provided on both sides at widths of around 1.8m to 2.0m, together with street lighting. A short section of Smithy Close, on the north-south link between Wheatfield Road and Smithy Lane, contains noticeably constrained footways on both sides, where the widths reduce to approximately 0.9m for a short distance due to boundary treatments and the proximity of adjacent frontages.
- 3.4.7 A dog walking field is located to the north of Houghton Croft, which provides an informal pedestrian connection to the north-eastern corner of the site.

3.5 Existing Traffic Conditions

Site Visit

- 3.5.1 A site visit was undertaken in the morning of Friday 20th June to ascertain the existing conditions of the local highway network.
- 3.5.2 Traffic speeds and flows appeared to be steady along the site frontage, slowing down on the approach into Cronton. During the visit, the centre of Cronton was lightly trafficked and no queues or delays were observed at any of the junctions throughout the village.
- 3.5.3 North of the village, Hall Lane and Penny Lane become constrained with vehicles having to give way to one another, before the Hall Lane widens again on the approach to Rainhill.
- 3.5.4 With regard to pedestrian connections, footways are available along Cronton Road and throughout the existing residential estate to the east. It was evident during the site visit however, that some footways are constrained in certain areas, particularly on Cronton Road between the site frontage

and Wheatfield Road, and on both sides of the Smithy Close north-south link between Wheatfield Road and Smithy Lane.

- 3.5.5 Whilst not currently a formal connection, observations indicate that pedestrians utilise the informal connection through the dog walking field north of the existing residential estate to the development site.

Traffic Surveys

- 3.5.6 A manual classified count (MCC) traffic survey was undertaken by the independent traffic data collection specialist Paul Castle Associates on behalf of Prime, to collect vehicular turning counts at the Cronton Road/Chapel Lane/Smithy Lane on Tuesday 21st October 2025.
- 3.5.7 The MCC survey was undertaken between 07:00 and 10:00 and 15:30 and 18:30 to ensure that the commuter peaks were surveyed, allowing the morning (AM) and evening (PM) peak hours to be determined. A survey of queue lengths on the various approaches to the above junction was also undertaken as part of this survey.
- 3.5.8 The utilisation of the results of this survey, in ascertaining the percentage impact of the proposed development at the junction is described in Section 6.
- 3.5.9 The traffic survey data has been interrogated to derive the AM and PM peak hours of the local highway network, which were as follows:
- AM Peak: 08:00 - 09:00; and
 - PM Peak: 16:45 - 17:45.
- 3.5.10 Traffic Flow Diagrams 1 and 2, included in Appendix B, summarise the observed peak hour traffic flows and queue lengths. In order to aid the impact review in Section 6, the three user classes surveyed have been combined into two, with buses added to the 'HGVs' user class. The queue length surveys recorded the maximum queue lengths every five minutes at the various junctions surveyed. Queues were measured as stationary and/or slow-moving traffic less than 5mph.

Traffic Speeds

- 3.5.11 In addition to the above traffic surveys, an Automated Traffic Counter (ATC) was positioned within the 40mph speed limit on Cronton Road, towards the western end of the site's frontage. The ATC was installed for 7-days from Tuesday 14th January 2025 to Monday 20th January 2025, with data being recorded continuously during this period.
- 3.5.12 A summary of the observed 85th percentile and average speed results are summarised in Table 3.1.

Table 3.1: ATC Survey Summary

Direction	Average (mph)	85th %ile (mph)
Westbound	34.8	39.7
Eastbound	35.8	40.4

3.5.13 The results of the speed survey indicate that 85th percentile speeds were in accordance with prevailing 40mph speed limit in this location. Average speeds were lower, measuring approximately 35-36mph in both directions.

3.5.14 The raw survey data is provided in Appendix C.

3.6 Highway Safety Review

3.6.1 A road safety review of the local highway network has been conducted which has focused on Cronton Road from Tarbock Island up to the Cronton Road/Queensbury Way roundabout. Chapel Lane, down to the southern edge of Parklands has also been included within the study area. The study area was agreed with the LHA as part of the pre-application engagement.

3.6.2 Road Traffic Collision Data has been purchased from KMBC covering the latest five-year period from (2021–2025). The data obtained from KMBC, which includes a map of the collision locations, is contained in Appendix D.

3.6.3 In total there were 13 collisions within the study area, 8 of which were classed as ‘slight’ injury collisions and 5 of which were classed as ‘serious’. There were no fatal ‘collisions’. The annual breakdown is shown in Table 3.2, which also highlights how many collisions involved a vulnerable road user (VRU).

Table 3.2: Summary of Reported Personal Injury Collisions

Year	Slight	Serious	Fatal	Total collisions	Collisions involving a VRU	VRU types involved
2021	1	0	0	1	0	–
2022	1	1	0	2	0	–
2023	2	3	0	5	2	1 pedal cyclist (Fox’s Bank Lane, slight); 1 pedestrian (Smithy Lane, serious)
2024	2	0	0	2	0	–
2025	2	1	0	3	2	2 pedal cyclists (Sandy Lane, slight; pelican crossing, serious)
TOTAL	8	5	0	13	4	3 pedal cyclists, 1 pedestrian, 0 motorcyclists

- 3.6.4 The results show some variation in the number of collisions, with the number of annual collisions peaking at 5, which occurred in 2023. The total number of collisions is relatively low given the size of the study area and the strategic nature of Cronton Road.
- 3.6.5 The following paragraphs group the collisions into severity to aid in the identification of any common causation factors on the highway network.

Slight Collisions

- 3.6.6 Of the 8 collisions to result in slight injuries being sustained, two involved cyclists. The first occurred at the Cronton Road/Fox's Bank Lane roundabout in March 2023 when a vehicle entered the roundabout into the path of a circulating cyclist while it was raining. The second 'slight' collision involving a cyclist occurred at the Cronton Road/Sandy Lane junction in February 2025 when the driver of a car continued ahead and struck a cyclist who had signalled and moved to the centre of the lane to turn right.
- 3.6.7 The records show that the other 6 'slight' collisions involved failure to give way at junctions, while others resulted from inattention or insufficient observation, such as rear-end shunts and drivers proceeding into the path of turning or circulating traffic. Two incidents occurred during periods of temporary traffic management, where inappropriate driver responses to the altered layout contributed to conflicts. A further collision resulted from a loss of control on a bend, with no evidence to suggest that road geometry was a contributing factor.

Serious Collisions

- 3.6.8 During the study period five slight incidents occurred. These are summarised below:
- March 2022 - A serious collision occurred at the Cronton Road/Dacres Bridge Lane junction, involving a police vehicle travelling west-east under emergency conditions and a car turning right into the side road. Road conditions were dry and visibility was good. The incident involved two cars and resulted in a serious injury to one of the drivers. The available information indicates that the primary causation factor was the overtaking manoeuvre undertaken by the police vehicle as the lead vehicle commenced a right turn, leading to the conflict.
 - January 2023 - A single-vehicle serious collision occurred on Chapel Lane, where a car travelling north-south left the carriageway and struck a boundary wall. Conditions were dark but street lighting was present, and the road surface was dry. The driver sustained serious injuries. The causation appears to relate to loss of control, with no evidence suggesting that the highway layout contributed to the incident.
 - September 2023 - A serious collision occurred at the Alder Lane/Water Lane junction, involving a single car travelling east-west that lost control and collided with a fence. The incident took place in daylight, with fine weather and a dry road surface. The vehicle carried

multiple passengers, one of whom sustained serious injuries. The causation factor is recorded as loss of control, with no indication that the junction form or visibility contributed to the event.

- November 2023 - A serious collision took place at the signal-controlled Cronton Road/Chapel Lane/Smithy Lane junction, involving a car proceeding west-east and a pedestrian crossing the carriageway away from the designated crossing point. The conditions were dark but the street lighting was lit, and the road surface was dry. The pedestrian sustained serious injuries. The causation relates principally to the pedestrian crossing at an uncontrolled point despite the presence of a nearby controlled facility.
- March 2025 - A serious collision occurred on Cronton Road at the pelican crossing outside No.659 Cronton Road, involving a car travelling east-west and a pedal cyclist travelling south-north across the crossing. Conditions were fine and dry, with good daylight visibility. The cyclist sustained serious injuries. The recorded causation factor indicates that the driver contravened a red signal at the controlled crossing, leading to the conflict.

Highway Safety Review Summary

- 3.6.9 The collision record for the Cronton Road corridor and its key junctions indicates a relatively low frequency of recorded personal injury collisions over an approximate five-year period, with no fatal collisions and a modest number of serious collisions spread across different locations. The incidents predominantly relate to driver or vulnerable road user behaviour, such as failure to give way, contravention of traffic signals, loss of control, and pedestrians or cyclists not making full use of the available crossing facilities. Importantly, no collisions occurred along the site frontage.
- 3.6.10 On this basis, it is considered that the local highway network currently operates with an acceptable safety record and that there is no evidence indicating that the proposed development would exacerbate any underlying road safety problem.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

- 4.1.1 Bellway is seeking outline planning permission for the construction of up to 120 dwellings on land to the north of Cronton Road, on the western edge of Cronton. All matters are reserved except for means of vehicular access.
- 4.1.2 An 'Illustrative Masterplan' has been produced by Astle Planning and Design Ltd (APD) and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore to avoid conflicting and superseded layouts being submitted within the various planning documents, it is omitted from this report.
- 4.1.3 The layout is indicative only but shows that the site is to be accessed by a new simple priority-controlled junction located on the northern side of Cronton Road. Also shown is an additional pedestrian link at the north-eastern corner of the site leading onto the existing dog walking field. A cul-de-sac arm will be provided to the smaller south-western section of the site, while an internal loop road has been illustrated to cover the largest part of the site in the north-eastern section. An area of informal public open space (POS) is proposed towards the northern boundary of the site, accessible from the dog walking field at the north-eastern corner.

4.2 Access Strategy

Vehicular Access

- 4.2.1 The site will be served by a simple priority-controlled junction on the northern side of Cronton Road, positioned towards the eastern end of the site frontage. The proposed access is illustrated in Drawing P25012-001B in Appendix E.
- 4.2.2 The proposed access will comprise a 5.5m wide carriageway, 2.0m wide footways and 10.0m radii. Whilst it is noted that the LHA advised 10.0m radii may be excessive given the existing and proposed speed limits in this location, the 10.0m radii have been proposed to aid the swept paths of larger vehicles at the access given the A-road classification of Cronton Road. The Cronton Road/Wheatfield Road junction has similar junction geometry and a review of CrashMap suggests that no collisions have occurred at the junction since 2016, suggesting the junction operates safely with the same geometric parameters.
- 4.2.3 The existing footway along the site frontage will be widened to 2.0m for the full extent, except for a short section towards the south-western boundary to ensure the existing trees in that location can be retained. All other trees and hedgerow along the existing site frontage will need to be removed to ensure the delivery of the proposed access and associated visibility splays. Any loss will be mitigated

through new planting within the site. Dropped kerbs and tactile paving will be provided on both sides of the access road along the Cronton Road desire line.

- 4.2.4 It has been demonstrated that visibility splays of 2.4m x 120m can be achieved from the proposed site access. These splays are in accordance with the Design Manual for Roads and Bridges (DMRB) for roads subject to a 40mph speed limit. It should be noted that the proposed access is located within the 30mph section of Cronton Road and not the 40mph section where the speed survey was originally undertaken. Furthermore, applying the highest recorded 85th percentile speed of 40.4mph (Table 3.1) to the MfS Stopping Sight Distance (SSD) calculation would require a 106m long visibility splay including the bonnet length, therefore the 2.4m x 120m visibility splays shown illustrate that a considerable level of visibility is achievable beyond what is required.
- 4.2.5 Whilst a safe level of visibility can be achieved based on recorded 85th percentile speeds, the applicant is willing to fund a Traffic Regulation Order (TRO) to extend the existing 30mph speed limit to the west of the site. Appropriate speed limit terminal signage and gateway features could also be provided such as speed limit signage on yellow reflective backing, high friction surfacing with speed limit roundels, and dragons teeth road markings, all of which are present at the existing change in speed location.

Pedestrian and Cycle Access

- 4.2.6 Pedestrians and cyclists will be able to utilise the main vehicular access from Cronton Road which will be supplemented by a separate 2.0m wide pedestrian footway up to the north-eastern boundary of the site, providing pedestrian access to the existing dog walking field north of Houghton Croft.
- 4.2.7 The existing PRow that runs through the site will be retained broadly along its current alignment, surfaced appropriately, and integrated into the site masterplan.
- 4.2.8 The extension of the speed limit change to the west of the site, and the extended residential environment, will help to lower speeds on the approach into Cronton, which in turn will help create an environment more conducive to cycling, improving bicycle access to the existing facilities further east in the village.

Potential Off-site Improvements

- 4.2.9 The applicant is willing to contribute towards a package of pedestrian and connectivity improvements in the area, which will be subject to further discussions with the LHA and detailed design. It should be noted that the suggested off-site improvement schemes are illustrative only at this stage but represent the applicant's commitment to improving the sustainability to and from the site. These improvements are detailed in the following paragraphs. That said, the applicant is willing to engage through the application process with KMBC to formulate a final package of works to be approved.

- 4.2.10 In recognition of the substandard footways to the east of the site on Cronton Road and Smithy Close, several indicative off-site footway improvements are proposed to enhance pedestrian connectivity. These improvements are illustrative only at this stage and subject to further discussions with KMBC.
- 4.2.11 Drawing P25012-004-02A in Appendix F illustrates how the northern footway east of the site, between the proposed site and Wheatfield Road, can be widened to 2.0m wide where achievable, with a minimum width of 1.5m where pinch points are unavoidable such as boundary walls. To facilitate the widening of the northern footway, the carriageway could be realigned slightly into the southern verge while maintaining a consistent 6.5m carriageway width. The existing 1.0m southern footway would be retained using the existing adopted verge. As part of these works, new edge-of-carriageway lining and drainage adjustments would be required, along with the provision of dropped kerbs and tactile paving across the existing lay-by access east of the site.
- 4.2.12 Another pinch point was identified further to the east of the Wheatfield junction, adjacent to a hedge bordering No.397 Cronton Road. At this location, the footway narrows to less than 1.0m in width. Initially, cutting back the existing hedge should be explored to determine whether this would allow the footway to be widened. If this is not feasible, or does not result in a meaningful improvement, the applicant is willing to widen the footway. Drawing P25012-007A in Appendix F illustrates how this could be achieved by realigning the northern kerb line to provide a 1.5m wide footway clear of the hedge, while maintaining a 6.8m wide carriageway.
- 4.2.13 As mentioned previously, there is a short section of Smithy Close where the existing footways measure approximately 0.9m wide. Given the narrow width of the adopted highway, widening both footways would be difficult without making the carriageway narrower than what the Building Regulations for fire tender access would require. Drawing P25012-005A in Appendix F therefore shows a wider footway on the eastern side of the road only, with a priority controlled arrangement giving priority to northbound vehicles. Whilst a formal give-way arrangement with signage and lining has been shown on the drawing, the chicane could be unmarked with residents encouraged to show courtesy to each other, as per similar features in other new-build estates. A pedestrian crossing point could be provided north of the arrangement to ensure pedestrians use the wider footway on the eastern side of the carriageway.
- 4.2.14 To further support accessibility and sustainable travel, the applicant is willing to contribute towards improvements to the nearest bus stops located west of the site on Cronton Road. Potential upgrades include raised kerb waiting areas, bus stop road markings and a dropped-kerb pedestrian crossing. It is noted, however, that available highway land appears insufficient to accommodate bus shelters.
- 4.2.15 The Lodge Lane bridleway is located opposite the proposed footway on Cronton Road. Whilst a formal crossing in this location may feel somewhat out of place, dropped kerbs and tactile paving could be provided should KMBC consider it necessary. Nevertheless, it is reasonable to expect pedestrians or

cyclists accessing the bridleway, including the unmade section further south, to be able to negotiate the existing kerb without difficulty.

- 4.2.16 To improve the bridleway for cyclists, the applicant is also willing to provide funding towards PRoW enhancements. The section of the bridleway between Lodge Lane and the farm track to the south, towards Stockswell Road, is currently unmade and runs alongside a field. Resurfacing this section would improve the route's quality, usability and attractiveness for cyclists. Given the bridleway lies outside land within the applicant's control, any improvements would be delivered via a financial contribution and would be subject to discussions with KMBC and the relevant landowners.

Access for Commercial Vehicles

- 4.2.17 To demonstrate that the proposed vehicular access point will be safe and suitable for larger vehicles, but without overdesigning, a swept path analysis has been undertaken for a typical non-commercial refuse collection vehicle, which is the largest vehicle expected to regularly access the site. The swept path analysis for the refuse collection vehicle has been illustrated in Drawing P25012-003B in Appendix E, which demonstrates that the vehicle can safely access and egress from/to Cronton Road without significantly crossing the opposite lane of the main arm.
- 4.2.18 Comments provided by KMBC Highways during the pre-application consultation process stated that the vehicle swept paths presented at that time were acceptable.

4.3 Internal Layout

- 4.3.1 In accordance with MfS, the design speed of the access road will be 20mph. While the internal layout will be subject to a separate reserved matters application, it is expected that the layout will be based on MfS design guidance meaning that the layout will focus on the needs of pedestrians, cyclists, and public transport users, create a sense of place and community, create permeable streets offering good quality connections and recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.

4.4 Car Parking Provision

- 4.4.1 As the final housing mix is not known and subject to future submissions, calculations relating to detailed parking provision have not been undertaken. An eventual reserved matters application will specify sufficient parking, both in terms of numbers and dimensions, to comply with the relevant standards at the time of submission.
- 4.4.2 At the time of writing, Appendix A of KMBC's *Ensuring a Choice of Travel SPD* includes the latest vehicle and cycle parking standards for developments in the borough. For 'other areas' - which applies to the application site, the relevant standards are as follows:

- 1 bed dwellings - 1 parking space;

- 2-3 bed dwellings - 2 parking spaces; and
- 4+ bed dwellings - 3 parking spaces.

4.5 Electric Vehicle Charging

- 4.5.1 The future reserved matters application will provide an appropriate level of electric vehicle charging facilities within the site, compliant with the Building Regulations Approved Document S *Infrastructure for the charging of electric vehicles*.

4.6 Summary

- 4.6.1 As described in this section, the development proposals will conform to national and local policy guidance.
- 4.6.2 The development will be accessed from Cronton Road via a simple priority-controlled junction. The access will be positioned towards the eastern end of the site frontage and will comprise a 5.5m wide carriageway, 2.0m wide footways and 10.0m radii. Whilst MfS normally promotes smaller radii, operational safety for refuse vehicles and occasional deliveries on an A-road justifies the geometry. The main access will be supplemented by a separate pedestrian connection to the dog walking field at the north-eastern corner of the site.
- 4.6.3 It has been demonstrated that the most onerous visibility splays required for a 40mph speed limit can be delivered from the access. The applicant is, however, also willing to fund the extension of the existing 30mph speed limit west of the site frontage if KMBC feel it appropriate to do so.
- 4.6.4 The existing footway located along the site frontage will be widened to 2.0m where the extent of adopted highway allows, and dropped kerbs with tactile paving will be provided on both sides of the access road along the Cronton Road desire line.
- 4.6.5 Several off-site improvement schemes have been investigated to encourage accessibility via walking, cycling and public transport. Whilst the proposals are illustrative only at this stage, they represent the applicant's commitment to improving the sustainability to and from the site. All the suggested off-site improvements will be subject to further discussions with the LHA, land ownership, and detailed design.
- 4.6.6 Potential improvements include:
- Widening of the northern footway along Cronton Road between the proposed site access and Wheatfield Road (ref: P P25012-004-02A);
 - Widening of the Cronton Road northern footway adjacent no.397 Cronton Road (ref: P25012-007A);
 - Widening of the Smithy Close footway on the eastern side of the road, with a priority controlled arrangement (ref: P25012-005A);

- Upgrades to the closest bus stops located west of the site on Cronton Road. Potential improvements could include a raised kerb waiting area, bus stop road markings, and a dropped kerb pedestrian crossing.
- Potential dropped kerb crossing over Cronton Road; and
- Potential financial contribution towards resurfacing the unmade section of bridleway CR/17/1 between Lodge Lane and the track further south.

4.6.7 The design principles help the site to conform to NPPF guidance including paragraph 115 in terms of creating '*safe and suitable access*' and paragraph 117 in giving priority to pedestrian and cycle movements, and creating safe and attractive places which minimise conflicts between traffic and cyclists or pedestrians and considers the '*needs of people with disabilities and reduced mobility*'. The incorporation of the existing PRoW within the site layout will provide improved access to the surrounding countryside in line with NPPF paragraph 125.

4.6.8 Additionally, the proposed access and illustrative off-site improvements align with Strategic Objective 6 and Policy CS7 of the LPCS which requires development to be located and designed so that people can access destinations '*by a choice of walking, cycling and public transport*'. Furthermore, the suggested improvements to local footways and bus stops, ensures '*that there is a good choice of mode of travel*' in accordance with Policy T6 of the UPD, as well as Policy T7 of the UPD which requires developments to incorporate high-quality, direct and safe walking routes that link to the wider network.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. *NPPF* (2024) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.’

5.2 Access on Foot

- 5.2.1 The site is located on the western edge of Cronton, where the roads within Cronton contain a network of footways, street lighting and local crossing points, creating an environment conducive to walking.
- 5.2.2 Some areas have, however, been identified where the existing footways have substandard widths, though they are used by existing residents. Several potential off-site improvements are therefore proposed to enhance accessibility for future and existing residents. These could include widening the northern footway along Cronton Road, widening the eastern Smithy Close footway, upgrading the pedestrian environment through provision of dropped kerbs and tactile paving at key desire lines, and delivering a separate pedestrian link to the dog walking field. These improvements complement the existing sustainable transport infrastructure within Cronton.
- 5.2.3 Furthermore, the existing PRoW that runs through the site will be retained broadly along its current alignment, allowing informal off-road walking opportunities through the surrounding open spaces and countryside.
- 5.2.4 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: CIHT Document *Providing for Journeys on Foot* (2000)

- 5.2.5 In order to highlight the site's accessibility by foot, an indicative walking isochrone has been produced using the Department for Transport (DfT) approved Geographic Information Systems (GIS) software Basemap TRACC. To provide an accurate representation of the future highway network, the site's proposed vehicular access and potential pedestrian/cyclist access points have been manually added to the network used for the isochrone. The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the site.
- 5.2.6 Figure 5.1 in Appendix G represents the site's walking catchment within the CIHT's preferred maximum distances of 1,200m for local service trips and 2,000m for commuting trips. The Figure demonstrates that the CIHT's preferred maximum walking distances encompass much of Cronton, including the village centre, schools, community facilities and recreational amenities.
- 5.2.7 Table 5.2 below summarises the distance and the typical time it would take to walk from the centre of the site to some of the local amenities and centres of employment and education. It provides a comparison against those distances recommended in the CIHT's *Providing for Journeys on Foot*. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

Table 5.2: Walking Distance and Time to Local Amenities/Services

Amenity	Distance from Site (m)	Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Dog Walking Field	280	1200	03:30
The Unicorn Inn Public House	491	1200	06:10
Crossroads Chippy	579	1200	07:16
Dandelion Tavern	600	1200	07:32
Hairdresser	627	1200	07:52
Hampton Drive Shops	628	1200	07:53
Cronton CofE Primary School	758	2000	09:28
Cronton Wesleyan Chapel	771	1200	09:39
Cronton Community Centre	821	1200	10:17
Playground	848	1200	10:37
Cronton Crown Green Bowls Club	873	1200	10:55
Holy Family Church	1046	1200	13:06
Holy Family Catholic Primary School and Nursery	1059	2000	13:19
Pasture Park and Gardens	1123	1200	14:04
Cronton Garden Centre	1468	1200	18:21
Parkland Sports Club and Cafe Parklands	1590	1200	19:53
Pex Hill Country Park	1622	1200	20:19
Cronton Sixth Form College	1651	2000	20:38
Hough Green Medical Centre and Pharmacy	1920	1200	24:01
Hough Green Neighbourhood Centre	1991	1200/2000	24:53
St Basil's Catholic Primary School	2003	2000	25:02
Bus Stops			
Cronton Road nr/adj Alder Lane, Cronton	461	-	05:47
Cronton Road adj Chapel Lane, Cronton	609	-	07:37
Cronton Road adj Smithy Lane, Cronton	628	-	07:52
Smithy Lane adj Hampton Drive, Cronton	630	-	07:53

5.2.8 The table demonstrates that a range of local services, including public houses, takeaway food outlets, community facilities, recreation areas and places of worship, are located within the 1,200m preferred walking range, with the village centre (Hampton Drive shops) walkable in approximately 8 minutes. In addition, multiple primary schools and Cronton Sixth Form College lie within the CIHT's 2,000m preferred maximum walking distance for educational trips, with Cronton CofE Primary school walkable in less than 10 minutes, Holy Family Catholic Primary School and Nursery in circa 13 minutes and Cronton Sixth Form College in just over 20 minutes.

5.2.9 Three local bus stops located on Cronton Road are within a 6–8 minute walk of the site, providing access to services towards Widnes, Hough Green, Rainhill and Liverpool. An additional bus stop is also available in the village centre on Smithy Lane, adjacent Hampton Drive, where some of the same services can be accessed. The bus stops and the available services from these stops will be described in more detail in Section 5.4.

- 5.2.10 Given the number of amenities accessible within the CIHT's preferred maximum distances, together with the improvements proposed as part of the development, walking will represent a realistic and attractive mode of travel for everyday journeys.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8,000m, but also as part of longer journeys by public transport.

- 5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'

- 5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that:

'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.'

- 5.3.4 Whilst dedicated cycle facilities are limited in the immediate vicinity of the site, and physical improvements are difficult to introduce due to existing constraints with regards to highway width, existing cycle routes have been identified in the east of Cronton, including the off-road cycle track along Sandy Lane down to Old Upton Lane on the northern boundary of Widnes. As mentioned previously, the applicant is willing to extend the existing 30mph speed limit west of the site, which, along with the extended residential environment with the development in place, will help make Cronton Road more conducive for cycling towards these existing facilities. Furthermore, the applicant is willing to provide a dropped kerb crossing and funding towards bridleway enhancements if deemed necessary by KMBC.

- 5.3.5 A cycling isochrone showing the site's catchment has been produced using TRACC and is shown in Figure 5.2 in Appendix G. The figure illustrates 2,000m, 5,000m and 8,000m catchment ranges which equate to 10-minute, 25-minute and 40-minute journey times respectively which are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph and are often willing to cycle more than 8,000m so a greater catchment may be more realistic.

- 5.3.6 Figure 5.2 in Appendix G demonstrates that the entirety of Cronton and the majority of northern Widnes lie within the 5,000m cycling range. In addition, Rainhill, Hough Green, parts of Halewood, and Lea Green Industrial Park fall within the 8,000m range, supporting the potential for cycling to be used for both education and employment trips.

5.3.7 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring settlements, are shown in Table 5.3. The cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT guidance.

Table 5.3: Cycling Distance and Time Taken to Centres of Employment, Education and Neighbouring Settlements

Employment/ Education/ Amenity/ Settlement	Distance from Site (m)	Cycle Time (mm:ss)
Dog Walking Field	280	02:08
The Unicorn Inn Public House	491	02:01
Crossroads Chippy	579	02:16
Dandelion Tavern	600	02:23
Hairdresser	627	02:29
Hampton Drive Shops	764	02:58
Cronton Wesleyan Chapel	771	02:58
Cronton Community Centre	821	03:08
Playground	848	03:12
Cronton Crown Green Bowls Club	873	03:17
Cronton CofE Primary School	893	03:22
Holy Family Church	1046	04:02
Holy Family Catholic Primary School and Nursery	1195	04:49
Pasture Park and Gardens	1258	06:03
Cronton Garden Centre	1468	05:32
Parkland Sports Club and Cafe Parklands	1590	06:00
Pex Hill Country Park	1622	07:50
Cronton Sixth Form College	1651	06:13
Hough Green Medical Centre and Pharmacy	1920	07:14
Hough Green Neighbourhood Centre	1991	07:29
St Basil's Catholic Primary School	2003	07:32
All Saints Upton Church of England Primary School	2139	08:03
Symmetry Park Merseyside	2477	09:20
Hough Green Railway Station	2675	10:29
Ashley High School	2970	11:32
Ormiston Chadwick Academy	3067	11:37
Widnes Railway Station	3620	13:36
Rainhill	4091	15:38
Rainhill Railway Station	4373	16:32
Interchange Motorway Estate	4545	17:11
Widnes	4720	17:47
Whiston Hospital	5240	19:40
Hale Road Industrial Estate	5528	20:59
Lea Green Industrial Park	5598	21:07
Huyton Village	6108	23:21
Prescot	6455	24:13
Halewood	6897	26:01
Runcorn	7321	27:36

- 5.3.8 The table demonstrates that as well as the village services and amenities already mentioned, a substantial number of destinations can be reached within a 10-20 minute cycle ride such as multiple railways stations including Hough Green (10-11 minutes), Widnes (13-14 minutes), and Rainhill (16-17 minutes). Additional educational facilities are also available including Ashley High School and Ormiston Chadwick Academy (both 11-12 minutes).
- 5.3.9 Major employment opportunities are accessible within a 25-minute cycle ride, including Symmetry Park to the south-east of Tarbock Island (9 minutes), the Interchange Motorway Estate (17 minutes), and the Lea Green Industrial Estate (21 minutes). Furthermore, Widnes, Whiston (including Whiston Hospital), Huyton, Prescot, Halewood and parts of Runcorn can all be reached under 30 minutes, offering further employment opportunities.
- 5.3.10 Whilst Section 6.5 below explains that only small numbers of cycle trips are anticipated from the development based on 2011 Census Method of Travel to Work (MTW) data, the evidence presented in Figure 5.2 and Table 5.3 indicates that cycling is a viable travel option for journeys to local services, education facilities, and employment areas.
- 5.3.11 Measures to further encourage cycling, such as the provision of cycle route maps, the establishment of cycle groups, and vouchers for cycling equipment, can be offered as part of the site's TP.

5.4 Access by Public Bus

- 5.4.1 A number of bus stops are located on Cronton Road adjacent to Alder Lane, Chapel Lane and Smithy Lane, all within a short walk of the site. The eastbound stop near Chapel Lane benefits from raised kerbs which supports level boarding for mobility-impaired users, while the remaining stops comprise flag-and-pole installations with clear roadside markings.
- 5.4.2 In addition to these stops, a southbound bus stop known as 'Cronton, adj Hampton Drive' is located on Smithy Lane, approximately 300m north of Cronton Road. This stop consists of a flag-and-pole and dedicated bus layby. Fewer services can be accessed from this bus stop compared to the bus stops on Cronton Road, however it provides an alternative boarding point for three of the local services operating in the area.
- 5.4.3 The local bus stops offer convenient access for residents travelling to destinations including Widnes, Huyton, Warrington and Liverpool. Table 5.4 summarises that bus services that can be caught from the bus stops described above. The information below has been obtained from Traveline (<https://www.traveline.info/>). The timetables referenced at the time of writing this report are available upon request.

Table 5.4: Local Bus Services Summary

Service	Route	Weekday Frequency	Hours of Operation (from Cronton Road bus stops)	Weekend Frequency	Notes
6	The Globe, Upton Rocks → Liverpool	One AM journey (Mon–Fri)	05:14 (adj. Chapel Lane)	None	One-directional only
7	Warrington → Liverpool / Liverpool → Warrington	Hourly (AM–PM, Mon–Sat)	05:45 – 23:00 (adj. Smithy Lane / adj. Chapel Lane / nr. Alder Lane)	Hourly (Sat); none Sun	Full bidirectional service; stops at all three Cronton Road bus stops
26	Cronton → Green Oaks → Widnes	Hourly (Mon–Fri)	09:03 – 18:01 (adj. Smithy Lane)	Hourly (Sat)	Main daytime local service
26A	Green Oaks Circular (via Cronton inbound only)	Hourly (Mon–Sat)	08:55 – 17:18 (adj. Smithy Lane)	Hourly (Sat)	Inbound-only at Cronton
10	Four Topped Oak → Cronton → Widnes	AM + PM (schooldays only)	08:15 - 14:33, 15:23 (adj. Smithy Lane)	None	School service
C42	Kingsway → Gillmoss / Gillmoss → Halton College	One - two journeys each way (Mon–Fri)	08:30 (adj. Smithy Lane) 13:52, 16:56 (adj. Chapel Lane)	None	Limited Service
C46	Kingsway → Stockbridge Village / Stockbridge Village → Halton College	One - two journeys each way (Mon–Fri)	08:30 (adj. Smithy Lane) 13:52, 16:56 (adj. Chapel Lane)	None	Limited Service

5.4.4 The services outlined above provide convenient connections to a range of local and wider destinations including Widnes town centre, Hough Green, Upton Rocks, Halton View, Rainhill, Prescott, Huyton, Warrington and Liverpool. The 7-service offers the most comprehensive service, with early morning, daytime and evening journeys in both directions and direct connections to Warrington and Liverpool. These destinations provide access to a variety of retail, employment, leisure and healthcare facilities and represent important public transport opportunities for future residents of the site.

5.4.5 Widnes town centre, Green Oaks and a number of intermediate neighbourhoods can be reached using the 26 and 26A services, which operate hourly during the daytime from stops at 'Cronton, adj Smithy Lane'. The 10-service provides additional connectivity on schooldays, with morning and afternoon journeys linking Cronton to Farnworth, Upton and central Widnes. The C42 and C46 services provide

further links to Huyton, Knowsley and Liverpool, albeit on a very limited basis with only one-two journeys in each direction per weekday.

- 5.4.6 Although infrequent, the 6-service provides one additional early morning journey from 'Cronton, adj Chapel Lane' towards Liverpool, which although minor, expands early-morning travel options slightly.
- 5.4.7 The number of services available across the day, particularly those provided by the 7 and 26 routes, ensures that a variety of journey purposes can be accommodated by public transport. These include commuting, education, retail and leisure activities.
- 5.4.8 Given the proximity of the bus stops to the site and the range of destinations accessible by regular public transport services, bus travel is considered to be a viable and convenient alternative to the private car for future residents. The network provides access to a wide selection of employment, education and retail destinations within reasonable travel times and therefore represents a suitable sustainable travel option in accordance with national and local policy.

5.5 Access by Rail

- 5.5.1 The nearest railway stations to the site are Hough Green (2.7km / 10-11 minutes by bicycle), Widnes (3.6km / 13-14 minutes) and Rainhill (4.4km / 16-17 minutes). These stations are accessible by cycle or via connecting bus services. A short car journey for longer distance rail based trips would also constitute a sustainable journey. Widnes station benefits from 7 bicycle parking lockers, 50 car parking spaces, and has a formal drop-off/pick-up point. Hough Green has 15 cycle spaces available and 41 car parking spaces.
- 5.5.2 Hough Green Station provides direct services to Liverpool Lime Street, Warrington Central, and Manchester Oxford Road. Widnes Station serves the same destinations, as well as provides connections to Nottingham, Sheffield and Norwich. Rainhill forms part of the historic Liverpool–Manchester line, offering frequent east–west services to Liverpool Lime Street, Manchester Victoria, and Manchester Airport
- 5.5.3 Given the proximity of these stations and the ability to reach them by sustainable modes, rail represents a viable option for longer-distance commuter journeys.

5.6 Minimum Accessibility Standards Assessment (MASA)

- 5.6.1 The Minimum Accessibility Standards Assessment (MASA) requires a score to be given for all developments based on the land use type, scale, location and facilities provided.
- 5.6.2 A residential development of this size is classified in MASA terms as 'Major'. The minimum required scores are shown in Table 5.5.

Table 5.5: Minimum Required MASA Scoring

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C3 - Dwelling Houses, 'Major'	2	2	6	1

5.6.3 A summary of the scoring awarded is provided in Table 5.6, while the MASA is provided in full in Appendix H.

Table 5.6: MASA Scoring Results

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C3 - Dwelling Houses, 'Major'	2	3	3	1

5.6.4 Tables 5.5 and 5.6 demonstrate that the development proposals meet or exceed the minimum scoring requirements for the walking, cycling and parking MASA categories. Whilst it is recognised that the nearest off-road cycle track is located circa 825m from the site, the applicant is willing to offer funding towards upgrading the bridleway opposite the site.

5.6.5 The shortfall in the public transport category is due to the substandard footway widths along Cronton Road and Smithy Close. As mentioned previously in the report, the applicant is willing to improve the width of these footways where possible.

5.7 Framework Travel Plan

5.7.1 In line with best practice at a national and local scale, a TP has been produced and submitted as part of this planning application. The document forms the start of an ongoing process to encourage and monitor the use of sustainable modes of travel and should be read in conjunction with this TA. As many aspects of the TP will be applicable to this TA, a summary of the key points is as follows:

- Outlines the key local and national objectives of the TP process;
- Sets targets for the reduction of car/van driver trips by between 5 and 10%;
- Indicates potential measures that can be implemented to achieve these targets; and
- Provides details of how the TP will be managed, monitored and reviewed.

5.8 Summary

- 5.8.1 This section has demonstrated that the site is located in an accessible and sustainable location, particularly with the proposed improvements to pedestrian infrastructure. A wide range of services, facilities and employment opportunities can be accessed within the nationally recognised walking and cycling distances identified by the CIHT and referenced in the NPPF. The development therefore accords with paragraph 110 of the NPPF, which requires significant development to be focused in locations that either *'are, or can be made, sustainable through limiting the need to travel and offering a genuine choice of transport modes'*.
- 5.8.2 A number of improvements to the pedestrian environment are proposed, including widening of the northern footway along the Cronton Road to 1.5m-2.0m, widening of the eastern Smithy Close footway, upgrade of the existing pedestrian environment including the introduction of dropped kerbs and tactile paving, and the provision of a separate pedestrian link connecting the development to the recreational field to the north. Other potential improvements potentially include a pedestrian crossing over Cronton Road and funding towards the resurfacing a section of bridleway CR/17/1.
- 5.8.3 These measures will improve accessibility, helping to prioritise pedestrian and cycle movement in line with paragraph 117 of the NPPF and Strategic Objective 6 and Policy CS7 of the LPCS, as well as Policies T6 and T7 of the Knowsley UDP, which seek to enhance walking and cycling connectivity and provide safe, direct and attractive routes for all users.
- 5.8.4 The assessment has also shown that the site is well located to take advantage of local public transport services, with bus stops situated within an acceptable walking distance and offering direct access to surrounding settlements and employment centres. These opportunities align with paragraph 115 of the NPPF, which requires the creation of safe and suitable access for all users, and with the *Ensuring a Choice of Travel* SPD, which aims to promote sustainable travel patterns and reduce reliance on the private car. The ability to access multiple railway stations nearby further supports longer-distance sustainable travel by enabling convenient multimodal connections.
- 5.8.5 The sustainable transport opportunities and proposed improvements show that the development will enable future residents to travel conveniently by walking, cycling and public transport. The proposals therefore conform to both national and local policy requirements to maximise sustainable travel choices, minimise the need to travel by private car, and ensure that new development is located in a safe and accessible location.

6 IMPACT ASSESSMENT

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the demand associated with the development. It then provides an assessment of the impact that it is likely to have on the highway network and discusses whether any mitigation measures are required to accommodate the additional trips generated by the development.
- 6.1.2 The Department for Transport's (DfT) Guidance on Transport Assessment (GTA) suggests that an increase of 30 two-way trips is a useful point of reference regarding traffic impact at junctions, implying that any increase in trips less than this figure is unlikely to cause a detrimental impact. In absence of any more recent guidance as to when a capacity assessment is required, this has been applied as an appropriate threshold as the basis for assessment.
- 6.1.3 All traffic flow diagrams are provided in Appendix B.

6.2 Forecast Traffic Growth

- 6.2.1 Although the GTA recommends using a forecast year of the application year plus five years is best practice, several applications in the area, including the Halsnead Garden Village, have applied growth to 2032. To ensure consistency and comparability with these assessments, a forecast year of 2032 has therefore been adopted for this study.
- 6.2.2 The 2025 Observed traffic flows, shown in Traffic Flow Diagram 1 and 2 in Appendix B, were factored to the assessment year using the DfT software TEMPro (Trip End Model Presentation Program) version 8.1. This package allows access to data used in the National Trip End Model (NTEM) and is the industry standard method of applying background and planning based traffic growth.
- 6.2.3 In order to derive local traffic growth factors, the 'Knowsley 017' (E02001343) Mid Layer Super Output Area (MSOA) was selected which contains the site and Cronton in their entirety. Trip end growth factors for car drivers were derived and adjusted by the Core National Transport Model (NTM) dataset for 'all' area types and 'A-road' road types.
- 6.2.4 As TEMPro is not strictly applicable to heavy vehicles, the DfT's National Road Traffic Projections (NRTP) 2022 have been used to derive factors to consider HGV growth. The linear calculations used to derive the growth are provided in Appendix I, with the derived factor being 1.0062.
- 6.2.5 The subsequent growth factors derived from the above are shown in Table 6.1 below.

Table 6.1: Growth Factors 2025-2032

Source	TEMPro (Lights)		N RTP (Heavies)
Peak	AM	PM	Both
Local Growth (2025-2032)	1.0563	1.0568	1.0062

6.2.6 The growth factors shown in Table 6.1 above have been applied to the 2025 Observed traffic flows resulting in the 2032 Base traffic flows and are shown in Traffic Flow Diagrams 3 and 4 in Appendix B.

6.2.7 In line with other applications in the area, it should be noted that the growth factors have not been adjusted to account for any committed developments that will be included within the assessment. As a result, the assessment will contain an element of ‘double counting’ of traffic, thereby providing a robust assessment.

6.3 Committed Development

6.3.1 Within the pre-application response, the LHA requested that the recent ‘*Land at Chapel Lane, Halton*’ application (ref: 23/01037/OUT) be treated as a committed development. Prime is aware, however, that this application was recently refused, and as such the associated traffic flows have been omitted from this assessment.

6.3.2 The LHA also requested that both the residential and commercial applications associated with Halsnead Garden Village (north and south of the M62) be included in this assessment.

6.3.3 A large commercial hybrid planning application known as ‘*Symmetry Park*’ (ref: 20/00494/HYB) received planning approval in March 2022. The original permission comprised a full application for a 161,900sqft storage and distribution unit (Phase 1) and an outline application for up to 838,100sqft of storage and distribution floorspace (Phase 2). Since the original approval, reserved matters applications have been submitted and approved. It is understood that Phase 1 has been constructed and is operational, whereas the units associated with Phase 2 are yet to be built. The TA for the Symmetry Park application no longer appears to be publicly available; however, *Technical Note 06: Tarbock Island Junction VISSIM Modelling Assessment* was accessible and includes traffic flow data in Appendix B for both Phase 1 and the Full Development Traffic Flows. For this assessment, the Phase 1 flows have been subtracted from the Full Development Traffic Flows to derive the traffic data associated to Phase 2.

6.3.4 The ‘*Mercury 62*’ development (ref: 22/00587/FUL) received planning approval in March 2025. A TA Addendum was submitted as part of that application and provides development traffic flow data in Appendix B of the report.

6.3.5 Many of the outline and reserved matters applications for sites north of the M62 do not include capacity assessments due to reliance on the wider Halsnead Garden Village modelling study. It is

understood that the original TA for this study is not within the public domain. The Mercury 62 application, however, included Halsnead 2032 traffic flows within Appendix C of the TA Addendum. The Mercury 62 TA Addendum stated:

'It should be noted that the methodology to take account of the full residential build out of Halsnead North for the 2032 assessments is the same in this assessment as that accepted for the Symmetry Park application. When fully complete Halsnead North will accommodate around 1,600 homes. At present 1,120 are in the planning system and accounted for in the 2024 assessments for 2032 the remaining 480 dwellings are included in the assessment by using the same trip rates as used in accepted residential planning applications at Halsnead North and the same trip distribution.'

- 6.3.6 Given that the TA Addendum was produced in November 2022 and further planning applications have since been approved, the inclusion of these flows is considered to provide a robust assessment.
- 6.3.7 Whilst not requested in the pre-application response provided by the LHA, Prime is aware of the 'Lunts Heath Rise' development located north of Widnes. It is understood many of the dwellings within this development are now occupied, however all relevant traffic flows have been included to ensure a precautionary assessment. The TA produced for the Lunts Heath Rise application did not include traffic flows that pass through the study area for this assessment; however, the TA for the 'Land at Chapel Lane, Halton' application (ref: 23/01037/OUT) did distribute traffic flows from Lunts Heath through the A5080 Cronton Road/Chapel Lane/Smithy Lane signalised crossroads. Accordingly, the traffic flows for Lunts Heath Rise have been extracted from Appendix H of the Chapel Lane TA for inclusion.
- 6.3.8 To summarise, the following committed developments have been included within the assessment
- **22/00318/FUL - Lunts Heath, Widnes** - Traffic flows extracted from 'Miller Homes Lunts Heath PM' flow diagram in Appendix H of the 'Land at Chapel Lane, Halton' TA (Ref: 23/01037/OUT)
 - **Halsnead Garden Village** - Traffic flows extracted from 'Committed Development Flows' in Appendix C of the Mercury 62 TA Addendum (ref: 22/00587/FUL)
 - **22/00587/FUL - Mercury 62, Cronton Road** - Traffic flows extracted from 'Development Traffic Flows' in Appendix B of the TA Addendum
 - **20/00494/FUL - Symmetry Park** - Traffic flows derived by subtracting Phase 1 Traffic Flows from Full Development Flows (Appendix B of Technical Note 06: Tarbock Island Junction VISSIM Modelling Assessment)
- 6.3.9 The trips associated with the committed development are shown in Traffic Flow Diagrams 5-12, with the total committed development flows shown in Traffic Flows Diagrams 13 and 14. The total committed development have then been added to the 2032 Base flows to form the 2032 Without

Development flows which are shown in Traffic Flow Diagrams 15 and 16. All Traffic Flow Diagrams are included in Appendix B.

6.4 Vehicular Trip Generation

- 6.4.1 In order to determine the traffic generation associated with the proposed development, the TRICS 7.11.4 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.
- 6.4.2 The 'Edge of Town' location category was selected, along with subcategories 'Residential Zone' and 'Out of Town'. The selections returned several sample sites; however four were removed for being surveyed during the Covid-19 pandemic, one for containing particularly low trip rates in the PM, and several were removed as the samples contained flats and are therefore not representative of the proposed development. It is worth noting that the methodology for selection was agreed with the LHA during pre-application consultation.
- 6.4.3 The full reports of the TRICS data and selection process are included in Appendix J.
- 6.4.4 The derived trip rates were then applied to 120 dwellings resulting in the trip generation. The likely level of traffic generated in both the network AM and PM peak periods are presented in bold text in Table 6.2.

Table 6.2: TRICS Derived Trip Rates and Trip Generation for 120 dwellings

Time	Average Trip Rates			Average Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.098	0.295	0.393	12	35	47
08:00-09:00	0.140	0.362	0.502	17	43	60
09:00-10:00	0.143	0.186	0.329	17	22	39
10:00-11:00	0.136	0.166	0.302	16	20	36
11:00-12:00	0.139	0.143	0.282	17	17	34
12:00-13:00	0.158	0.149	0.307	19	18	37
13:00-14:00	0.161	0.156	0.317	19	19	38
14:00-15:00	0.170	0.196	0.366	20	24	44
15:00-16:00	0.263	0.183	0.446	32	22	54
16:00-17:00	0.254	0.161	0.415	30	19	50
17:00-18:00	0.319	0.160	0.479	38	19	57
18:00-19:00	0.274	0.144	0.418	33	17	50
Daily (12hr)	2.255	2.301	4.556	270	275	545

- 6.4.5 Table 6.2 indicates that the proposed development will provide approximately 60 two-way trips in the AM peak hour and the 57 two-way trips in the PM peak hour. The forecast trips therefore equate to approximately one movement in either direction per minute in the peak hours.

- 6.4.6 It is important to note that the forecast trip generation does not make an allowance for any future reduction in car travel based on any potential increased use of sustainable modes of travel.
- 6.4.7 It is also worth noting that the above trip rates were agreed with the LHA during pre-application consultation.

6.5 Multimodal Trip Generation

- 6.5.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The Knowsley 017D (E01006503) Lower Layer Super Output Area (LSOA) has been selected, which comprises the site and Cronton. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.5.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. underground), or that they will not generate a trip (i.e. not in employment).
- 6.5.3 As the vehicular trips were calculated using TRICS, factors have been derived between them and the census car driver trips (390). The factors equate to 15.4% and 14.6% in the respective AM and PM peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site. Table 6.3 provides the forecast multimodal trips.

Table 6.3: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips	AM Mode %	PM Mode %
Work mainly at or from home	60	11.4%	9	9	11.0%	11.4%
Driving a car or van	390	74.0%	60	57	73.2%	72.2%
Passenger in a car or van	32	6.1%	5	5	6.1%	6.3%
On foot	17	3.2%	3	3	3.7%	3.8%
Train	14	2.7%	2	2	2.4%	2.5%
Bus, minibus or coach	13	2.5%	2	2	2.4%	2.5%
Bicycle	1	0.2%	1	1	1.2%	1.3%
Trips Excluding WFH	467	-	73	70	-	-
All Modes	527	100%	82	79	100%	100%
<i>Factors</i>			15.4%	14.6%	-	-

- 6.5.4 Based on the figures in Table 6.3, the site is forecast to generate 82 total people trips in the AM peak and 79 in the PM peak, with 9 people working from home, although this figure is likely to be much higher given the increase in working from home following the Covid-19 pandemic.
- 6.5.5 Following driving being the most common method likely to be used by residents of the site, trips as a car/van passenger expected to account for 5 trips in both peaks trips, 3 trips in both peaks are expected to be on foot, 2 trips in both peaks are expected to be via train and another 2 via bus. This

figure has been manually rounded up for the purposes of setting TP targets, as mode share outputs cannot be expressed as fractions of a trip.

6.6 Trip Distribution

- 6.6.1 Traffic generated by the development proposal has been distributed on to the highway network based on 2011 Census MTW data for car drivers using the 'Knowsley 017' (E02001343) MSOA, which contains Cronton and the surrounding area. Origin-destination pairs containing four trips or less were removed from the data, accounting for 17% of the total trips, to make the data more manageable and to eliminate less common and generally longer distance trips from the dataset.
- 6.6.2 The main commuter destinations/origins (urban areas, industrial estates, business parks etc.) within each workplace MSOA were identified and the most likely route from/to the site, referred to as the primary route, was derived using web-based route planning software (Google Maps). Whilst some destinations may have more than one suitable route available, the most efficient routes (based on travel time and distance) have been chosen in order to concentrate the traffic on these routes within the exercise, forming a worst-case assessment.
- 6.6.3 10 routes have been identified from the site to various local destinations and are shown in Table 6.4 below, along with a summary of the percentage of development trips that will be distributed along each route.

Table 6.4: Wider Development Distribution

Routes		Development traffic	AM Trips	PM Trips
1	A5080 Cronton Road (East) - towards Warrington	11%	7	6
2	A5080 Cronton Road/ Chapel Lane - towards Widnes	11%	7	6
3	A5080 Cronton Road W/ Alder Lane - towards south Liverpool	9%	5	5
4	A5080 Cronton Road W/ Fox's Bank Lane - towards Whiston	10%	6	6
5	A5080 Cronton Road W/ M57 (South) - towards Speke	4%	2	2
6	A5080 Cronton Road W/M62 (West) - towards Liverpool City Centre	29%	18	17
7	A5080 Cronton Road West - towards Huyton	8%	5	5
8	A5080 Cronton Road W/M57 North - towards Knowsley	13%	8	7
9	A5080 Cronton Road W/Windy Arbor Road - towards Whiston	2%	1	1
10	A5080 Cronton Road W/M62 (East) - towards Manchester	2%	1	1
Total		100%	60	57

- 6.6.4 It has been identified that the above routes pass through four local junctions, with the percentage of development traffic and the number of AM and PM peak trips summarised in Table 6.5 below.

Table 6.5: Local Junctions and Development Distribution

Junctions		Development traffic	AM Trips	PM Trips
1	A5080 Cronton Road/ Chapel Lane/ Smithy Lane (signals)	23%	14	13
2	A5080 Cronton Road/ Alder Lane (priority)	77%	46	44
3	A5080 Cronton Road/ Fox's Bank Lane/ Prescott Road (roundabout)	69%	41	39
4	Tarbock Roundabout	59%	35	34

- 6.6.5 The above tables show that approximately 23% of development traffic (14 trips in the AM peak and 13 in the PM) will likely travel east from the site access and either continue east along the A5080 or south down Chapel Lane towards Widnes.
- 6.6.6 Given the physical constraints along Hall Lane, it is considered that northbound traffic is more likely to route via Fox's Bank Lane to the west of the site. The distribution exercise also anticipates that residents wanting to travel to Salford and Manchester are much more likely to head towards Tarbock Island to access the M62 which is currently undergoing improvements, rather than Rainhill Stoops which is known locally to have capacity issues.
- 6.6.7 The above also demonstrates that approximately 77% of development trips (46 trips in the AM and 44 in the PM) will travel west from the site access. Not all trips will use Tarbock Island though, with circa 9% of trips (5 trips in both peaks) leaving at Alder Lane, and another 10% (6 trips in both peaks) leaving at Fox's Bank Lane. This leaves approximately 59% of development traffic (35 trips in the AM and 34 trips in the PM) using Tarbock Island, with approximately half this amount continuing west towards Liverpool.
- 6.6.8 In recognition of the LHA pre-application comments suggesting that the distribution of trips to the east through the A5080 Cronton Road/Chapel Lane/Smithy Lane signalised junction could be underrepresented due to the presence of schools within Cronton, a review of the *National Travel Survey 2024: Travel to and from school*¹ has been undertaken. The main findings of the report suggest that for children aged 5 to 10, 'most trips of less than a mile to and from school were made by walking (83%).' Furthermore, for children aged 11 to 16, 'the most common method of travelling to and from school was by walking for trip length under 1 mile (92%).'

¹ <https://www.gov.uk/government/statistics/national-travel-survey-2024/nts-2024-travel-to-and-from-school>

- 6.6.9 Table 5.2 in Section 5.3 provided distances to the schools within Cronton. The data within this table states CofE Primary School is located 758m (0.5 miles) from the development site, Holy Family Catholic Primary School and Nursery is located 1059m (0.65 miles) and Cronton Sixth Form College is located 1651m (1 mile) from the site. It is therefore reasonable to suggest that many pupils and students will walk to these educational facilities and therefore the distribution represented in the scoping note is reasonable.
- 6.6.10 The distribution is shown diagrammatically in Traffic Flow Diagram 17 with details of the distribution calculation and data provided in Appendix K. The distributed development traffic is shown in Traffic Flow Diagrams 18 and 19.
- 6.6.11 These development trips have then been added to the 2032 Without Development traffic flows and are shown in Traffic Flow Diagrams 20 and 21, representing the '2032 With Development' scenarios.

6.7 Impact Assessment

- 6.7.1 Having derived estimated traffic flows for the forecast year in the Without and With Development scenarios it is possible to compare expected traffic flows at the A5080 Cronton Road/Chapel Lane/Smithy Lane signalised junction and Tarbock Island.
- 6.7.2 Table 6.6 provides a comparison of flows in the forecast year for the 2032 Without Development and 2032 With Development scenarios summarising the difference. The Tarbock Island flows have been derived using 2018 baseline data found in '*Technical Note 06: Tarbock Island Junction VISSIM Modelling Assessment*' produced for the Mercury 62 development application. A growth year of 2032 has then been applied, along with the committed development flows to derive total 'Without Development' flows for the junction. The development flows from Table 6.5 above have then been applied to derive the 'With Development' flows.

Table 6.6: Comparison of Two-Way Traffic Flows - 2032 Without and 2032 With Development based on proposed distribution

Junction	2032 AM Peak				2032 PM Peak			
	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff
1. A5080 Cronton Road/Chapel Lane/Smithy Lane	1560	1574	14	0.9%	1303	1316	13	1.0%
2. Tarbock Island	6146	6192	35	0.6%	6432	6476	34	0.5%

- 6.7.3 Based on the flow differences in Table 6.6, the impact of the development at the A5080 Cronton Road/Chapel Lane/Smithy Lane junction will be an increase of 0.9% in the AM peak and 1.0% in the PM peak. Given the absolute development traffic impact at the junction will be less than 30 two-way

trips, and the percentage impacts is extremely low, no capacity assessment has been undertaken at the A5080 Cronton Road/Chapel Lane/Smithy Lane junction.

- 6.7.4 Whilst the absolute impact is above the 30 two-way threshold at the Tarbock Island junction, the percentage impact is negligible at 0.6% in the AM peak and 0.5% in the PM peak. The LHA pre-application response noted that the junction is currently undergoing significant capacity upgrades and, given modest level of development traffic, the junction is '*not considered necessary for capacity assessment*'.
- 6.7.5 Data has not been collected for the A5080 Cronton Road/Alder Lane simple priority junction or the A5080 Cronton Road/Fox's Bank Lane/Prescot Road roundabout, and whilst Table 6.5 above suggest more than 30 two-way trips are likely to travel through these junctions, based on the information provided above, it is reasonable to assume that development capacity impact is also expected to be negligible. This was also recognised by the LHA in the pre-application response.
- 6.7.6 To provide some comfort that a capacity assessment is not needed at the A5080 Cronton Road/Chapel Lane/Smithy Lane junction, and in recognition of the LHA comments with regarding distribution, a sensitivity test which assumes 50% of development traffic uses the junction has also been undertaken, with the results provided in Table 6.7 below.

Table 6.7: Comparison of Two-Way Traffic Flows - 2032 Without and 2032 With Development based on 50% travelling east

Junction	2030 AM Peak				2030 PM Peak			
	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff
1. A5080 Cronton Road/Chapel Lane/Smithy Lane	1560	1590	30	1.9%	1303	1333	30	2.3%

- 6.7.7 Table 6.7 demonstrates that even if 30 two-way development trips were to use the junction in this scenario, the percentage impact would remain very low at 1.9% in the AM peak and 2.3% in the PM peak.
- 6.7.8 In light of the information provided above, a capacity assessment has been undertaken for the proposed site access only.

6.8 Junction Capacity Assessment

- 6.8.1 As the proposed site access will be priority-controlled, the capacity assessment has been undertaken using the industry standard software Junctions 11, developed by TRL software. This software includes the PICADY module which is used to model priority-controlled junctions.

- 6.8.2 When interpreting the results, the capacity of each arm or movement is calculated as the Ratio of Flow to Capacity (RFC) with 0.85 representing the practical capacity threshold of the arm and 1.00 representing the theoretical capacity threshold. It is above the practical capacity threshold where capacity problems may begin to occur while exceeding the theoretical capacity means that arms are over capacity.
- 6.8.3 Modelled queues are shown in passenger car units (PCUs), this being equivalent to a distance of 5.75m which is the length of road space (car length plus gap length) that a typical car will occupy when queueing. In order to convert the traffic flows into PCUs, which is the requisite input flow unit required in the modelling software, a factor of 2.0 has been applied to the heavy vehicle user class, while cars effectively have a factor of 1.0. These factors are widely accepted in transport modelling.
- 6.8.4 Junction geometry has been coded into the models based on a combination a topographical survey and Drawing P25012-001B.
- 6.8.5 Traffic flows have been input based on the 'ONE HOUR' (ODTAB) option, which synthesises a 'peak within a peak' at the middle of the time period modelled and is generally seen as being the worst-case form of assessment in terms of impact.
- 6.8.6 The results of the capacity assessment for each of the junctions are described below.
- 6.8.7 All model report outputs are included in Appendix L.

Proposed Site Access/Cronton Road

- 6.8.8 As noted in Section 4, it is proposed that the development will be accessed from a new simple priority-controlled junction onto Cronton Road.
- 6.8.9 Table 6.8 provides a summary of the results of the capacity assessment of the proposed site access junction. This assessment has been undertaken for the With Development scenario only.

Table 6.8: Junction Capacity Assessment Results - Proposed Site Access/Cronton Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2032 With Development				
Proposed Site Access	0.15	0.2	0.06	0.1
Cronton Road (Eastern Arm)	0.01	0.0	0.03	0.0

- 6.8.10 The results show that the proposed site access point will provide sufficient capacity to serve the development and operate with a considerable level of spare capacity.

6.9 Summary

- 6.9.1 This section has explained the traffic forecasting methodology and capacity assessments used to determine the suitability of the proposed site access and the surrounding highway network to accommodate the development proposal.
- 6.9.2 It has been demonstrated through reviewing the absolute and percentage impacts at offsite junction that no capacity assessments are required. It has also been demonstrated that the proposed site access will operate with a considerable level of spare capacity. The development impact on the local highway network is therefore best described as negligible.
- 6.9.3 The introduction of the development traffic will not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity.

7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This TA has considered the highways and transportation implications associated with a proposed residential development on land north of Cronton Road, Cronton, within the administrative area of Knowsley Metropolitan Borough Council (KMBC). All matters are reserved except for access.
- 7.1.2 The report has been prepared by Prime to support an outline planning application by Bellway. The assessment has been undertaken in accordance with relevant national and local guidance, including the *National Planning Policy Framework (NPPF)*, *Planning Practice Guidance (PPG)*, *Manual for Streets (MfS / MfS2)*, *Knowsley's Local Plan Core Strategy* and the Council's supplementary planning guidance *Ensuring a Choice of Travel*.
- 7.1.3 A review of the most recent five-year road safety records identified no discernible pattern of collisions or existing deficiencies in the local highway network that would be exacerbated by the proposed development. The reports provided by KMBC suggest the incidents are widely dispersed throughout the study area, predominantly relating to driver or vulnerable road user behaviour, such as failure to give way, contravention of traffic signals, loss of control, and pedestrians or cyclists not making full use of the available crossing facilities. Importantly, no collisions occurred along the site frontage.
- 7.1.4 The proposed vehicular access will be taken from Cronton Road via a new simple priority junction comprising a 5.5m wide carriageway, 10.0m corner radii and 2 x 2.0m footways which will connect to the existing footway provision on the northern side of Cronton Road. The existing footway along the site frontage will be widened to 2.0m and dropped kerbs and tactile paving will also be provided over the access. Swept path analysis demonstrates that the access is suitable for all anticipated vehicle types, including refuse collection vehicles.
- 7.1.5 The main access will also be supplemented by a separate pedestrian connection to the dog walking field at the north-eastern corner of the site as shown on the 'Illustrative Masterplan'. The existing PRow that runs through the site will be retained broadly along its current alignment, surfaced appropriately, and integrated into the site masterplan.
- 7.1.6 2.4m x 120m visibility splays can be achieved from the proposed site access, illustrating that a considerable level of visibility is achievable beyond what is required. Whilst a safe level of visibility can be achieved based on recorded 85th percentile speeds, the applicant is willing to fund a Traffic Regulation Order (TRO) to extend the existing 30mph speed limit to the west of the site.
- 7.1.7 In recognition of the substandard width footways to the east of the site on Cronton Road and Smithy Close, several indicative offsite footway improvements are proposed to enhance pedestrian connectivity. These improvements are illustrative only at this stage and subject to further discussions with KMBC, land ownership and detailed design. The suggested improvements include:

- Widening of the northern footway along Cronton Road between the proposed site access and Wheatfield Road (ref:P P25012-004-02A);
- Widening of the Cronton Road northern footway adjacent no.397 Cronton Road (ref: P25012-007A);
- Widening of the Smithy Close footway on the eastern side of the road, with a priority controlled arrangement (ref: P25012-005A);
- Upgrades to the closest bus stops located west of the site on Cronton Road. Potential improvements could include a raised kerb waiting area, bus stop road markings, and a dropped kerb pedestrian crossing.
- Potential dropped kerb crossing over Cronton Road; and
- Potential financial contribution towards resurfacing the section of bridleway CR/17/1 between Lodge Lane and the track further south.

7.1.8 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local amenities, education and employment opportunities on foot, by bicycle and by public transport. To aid in accessibility and sustainable connections, the applicant is offering the potential improvements listed above.

7.1.9 The impact of the development has been assessed using observed 2025 baseline traffic data factored to a 2032 forecast year, taking account of local growth and relevant committed developments. An absolute and percentage impact exercise has been undertaken to demonstrate that an assessment of off-site junctions is not required. Furthermore, a distribution sensitivity test has been undertaken so strengthen the methodology within the TA.

7.1.10 It has been demonstrated that the proposed site access will operate with a considerable level spare capacity. The development impact on the local highway network is therefore best described as negligible.

7.2 Conclusion

7.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible.

7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.

7.2.3 Should the highway authority have any concerns, Prime would be happy to consult further with them.

APPENDIX A

SCOPING CORRESPONDENCE

From: [Vanessa Blackburn](#)
To: [Fortune, Louise](#)
Cc: [David Stoddart](#); [appleyard, clare](#)
Subject: RE: Cronton Road, Cronton - Highways Scoping Exercise
Date: 17 July 2025 17:35:54
Attachments: [image001.png](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.png](#)
[image007.jpg](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image017.png](#)
[image020.png](#)
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[image026.png](#)
[image027.png](#)
[image028.png](#)
[image030.png](#)
[image031.png](#)
[image032.png](#)

Hi Louise,

Thank you very much for taking a look at the proposals and for your positive response. We'll pass your comments on to the client.

Kind regards,

Vanessa Blackburn
Senior Transport Planner
Prime Transport Planning

D: +44 (0)151 728 1861

www.primetp.co.uk

***Please note my working days are Wednesday-Friday. For anything urgent outside these days please contact Dave Schumacher on d.schumacher@primetp.co.uk**

From: Fortune, Louise <Louise.Fortune@Knowsley.gov.uk>
Sent: 17 July 2025 11:27
To: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Cc: David Stoddart <D.Stoddart@primetp.co.uk>; appleyard, clare <Clare.Appleyard@knowsley.gov.uk>
Subject: RE: Cronton Road, Cronton - Highways Scoping Exercise

Hi Vanessa,

I've had some time come free this morning to review the proposals. The suggestion in the initial sketch appears acceptable in principle to the Local Highway Authority, subject to detailed design and feasibility.

This connection is essential to support sustainable travel patterns and ensure safe, direct pedestrian access to the wider village and its facilities. The existing layout is poor for pedestrians and does not reflect the principle of vision led development. There is a clear opportunity here to improve active travel infrastructure by narrowing the carriageway and reallocating space to widen the footway.

Without this footway link, pedestrian permeability is compromised and there's a risk of increased car dependency, even for short, local journeys.

We would expect these proposals to be carried through and clearly illustrated in the full planning submission for formal consideration alongside the recommendations previously highlighted by Jon Parry in his response.

Hope the above clarifies our position with regards to your email, but please let me know if you need to discuss anything further.

Thanks,

Louise Fortune
Team Leader - Highways Development Control
Highways and Capital Delivery
Telephone: [0151 443 2297](tel:01514432297)
Mobile: [07385944972](tel:07385944972)
Knowsley Council, Huyton Library, Civic Way, Huyton, Knowsley,



From: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Sent: 02 July 2025 16:15
To: Fortune, Louise <Louise.Fortune@Knowsley.gov.uk>
Cc: David Stoddart <D.Stoddart@primetp.co.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>
Subject: FW: Cronton Road, Cronton - Highways Scoping Exercise

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Afternoon Louise,

I hope you're well.

We're looking at access to a site on the western side of Cronton, for which Jon Parry has provided some initial feedback for as per the attached document.

I believe Jon had passed on our query below regarding the potential narrowing or realignment of Cronton Road to facilitate a wider footway on the northern side of the carriageway. I was therefore wondering if you'd had chance to review our proposals and whether they would be acceptable to the LHA?

I look forward to hearing from you.

Kind regards,

Vanessa Blackburn
Senior Transport Planner
Prime Transport Planning

D: +44 (0)151 728 1861

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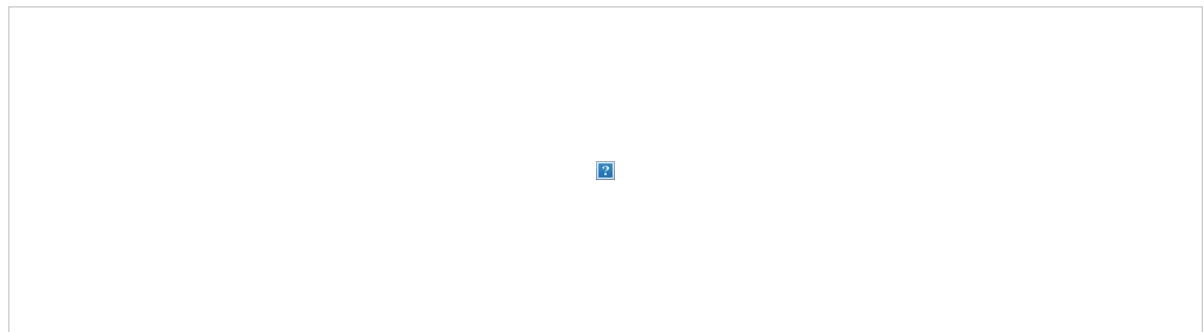
***Please note my working days are Wednesday-Friday. For anything urgent outside these days please contact Dave Schumacher on d.schumacher@primetp.co.uk**

From: Vanessa Blackburn
Sent: 13 June 2025 09:52
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: David Stoddart <D.Stoddart@primetp.co.uk>
Subject: RE: Cronton Road, Cronton - Highways Scoping Exercise

Morning Jon,

The client has had some feedback from the planners at Knowsley who have also raised concerns regarding the accessibility of the site and the narrow footway between the proposed access and Wheatfield Road.

Would the LHA therefore be willing to accept a narrower carriageway along this section to improve the existing footway width on the northern side of the road? As mentioned previously, the walls and trees/ hedgerow along third property boundaries would make widening the footway to the north difficult, however a 2m footway appears deliverable by narrowing the carriageway to circa 6m – 7m as per the quick sketch below. It's worth pointing out that the proposals would also provide traffic calming benefits on the approach into Cronton, which would make the route more suitable for pedestrians when combined with the delivery of a wider footway.



We're meeting with the client next week so your thoughts on the above would be very welcome.

Kind regards,

Vanessa Blackburn
Senior Transport Planner
Prime Transport Planning

D: +44 (0)151 728 1861

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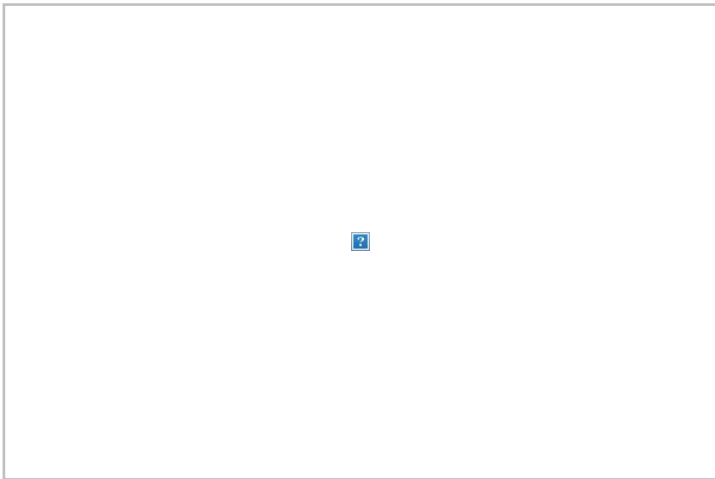
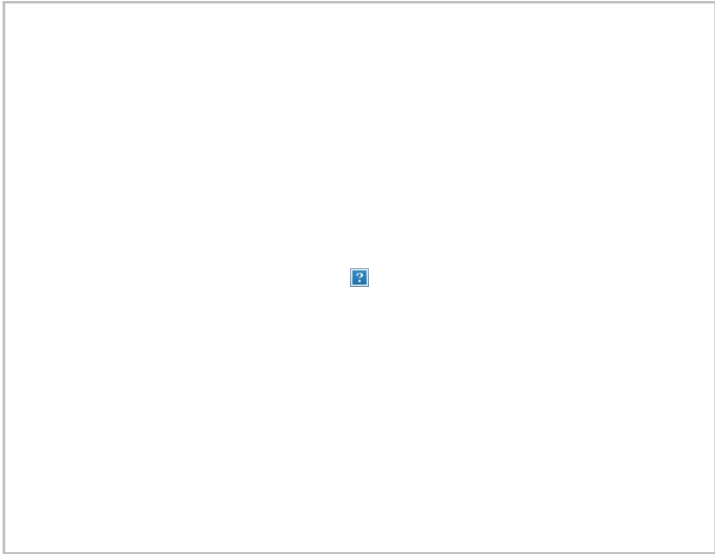
From: Vanessa Blackburn
Sent: 21 May 2025 13:52
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Subject: RE: Cronton Road, Cronton - Highways Scoping Exercise

Hi Jon,

No problem. Compared to many, it was a very quick response so thank you!

We'll take a look into footway improvements however widening the footway along the property boundaries of Cronton Road is likely to be difficult due to the existing trees/ hedgerow and where they fall along third-party boundaries. Do you therefore think the council would be receptive to widening the footway into the A5080 carriageway slightly to improve pedestrian connectivity through this section?

With regards to the ATC location, it was put west of the change of speed limit so within the 40mph zone as shown by the images below:



The visibility plays we're currently showing are therefore very onerous for the proposed access location, so will consider this further as part of the TA.

Many thanks,

Vanessa Blackburn
Senior Transport Planner
Prime Transport Planning

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d.schumacher@primetp.co.uk

From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 20 May 2025 19:58
To: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Subject: RE: Cronton Road, Cronton - Highways Scoping Exercise

Hi Ness,

Sorry this has taken a little while to get to you. Penny Lane is not going to be suitable for development traffic, and Hall Lane isn't much better. KMBC don't have a fixed maximum number of dwellings from a single access, so each scheme would be taken on its merit. You may wish to draft some access options to present for consideration.

Any questions, please ask.

Jon

From: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Sent: 16 May 2025 10:04
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Subject: RE: Cronton Road, Cronton - Highways Scoping Exercise

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Hi Jon,

That's great, thank you. Things are good, although in the middle of a house renovation. I don't know how you do it and stay sane!

With regards to an access off Cronton Road, the client is potentially considering a second phase north of the proposed site as per the attached. We have looked at an access off Penny Lane, however due to existing constraints, we would prefer to avoid this if possible. On this basis, could you advise what quantum of development Knowsley would be willing to accept off a single priority onto Cronton Road please? We would investigate the possibility of a wider access, internal loop style arrangements and an emergency access onto Tue Lane/ Penny Lane, but your thoughts at an early stage would be appreciated.

Look forward to hearing from you.

Many thanks,

Vanessa Blackburn
Senior Transport Planner
Prime Transport Planning

DD: +44 (0)151 728 1861
www.primetp.co.uk

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d.schumacher@primetp.co.uk

From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 08 May 2025 12:18
To: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Subject: RE: Cronton Road, Cronton - Highways Scoping Exercise

Hi Ness,

Great to hear from you. All good, I hope you are too.

I will take a look at this asap and get back to you with comments.

Jon

From: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Sent: 07 May 2025 12:38
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: David Stoddart <D.Stoddart@primetp.co.uk>
Subject: Cronton Road, Cronton - Highways Scoping Exercise

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Hi Jon,

Long time no speak! I hope this e-mail finds you well.

We have recently been appointed by Bellway to undertake a scoping exercise with Knowsley for a circa 100-unit scheme to the north of the A5080, Cronton, Widnes. I believe they've formally engaged with KMBC, but if you wouldn't mind having a review of the attached with regards to highways, that would be appreciated. Attached is the scoping document, the proposed access, a swept path analysis of the current layout, TRICs output and distribution exercise.

I look forward to hearing from you.

Kind regards,

Vanessa Blackburn
Senior Transport Planner

DD: +44 (0)151 728 1861
9 Hurricane Court, Liverpool International Business Park
Estuary Boulevard, Liverpool, L24 8RL
www.primetp.co.uk

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d.schumacher@primetp.co.uk

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SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

Ref	Question	Intention	LHA Comments
1	Level of planning approval sought? e.g. outline, full.	The application will be made in full.	Noted
2	Size and description of development proposals	101 dwellings on land north of Cronton Road, Town End, Widnes. The site is situated to the west of Cronton village on the northern side of the A5080 Cronton Road Please see Drawing P24126-001A for details of site boundary.	Noted
3	Description of existing land uses, existing trip distribution	Agricultural land – no existing trips assumed.	Noted
4	Does the development involve the relocation of an existing use?	No	Noted
5	What transport based supporting documents will be produced?	Transport Assessment and Travel Plan.	Noted
6	Are traffic surveys of the existing conditions available or required?	A 7-day ATC based speed survey has been undertaken at the proposed site access location on Cronton Road (described in more detail below)	Precise location required
7	Details of any other developments to be taken into account.	We are aware of the large development (ref: 23/01037/OUT) which is seeking planning approval to the north of Old Upton Lane. Whilst the outline planning application is to be determined by Halton Borough Council, we're aware some matters relating to access are to be determined by KMBC. Are you therefore able to advise on the status of this application? <u>Please advise if there are any committed developments that need to be taken account of.</u>	Applicants should treat 23/01037/OUT as committed development. Halsnead Garden Village applications for both sides of M62 (residential and commercial) will

SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

			need to be taken into account.																																									
8	Details of any adjacent highway improvement proposals by others	<u>Please advise if there are any highway improvement schemes that need to be taken account of.</u>	CHECK WITH LOUISE																																									
9	When are the critical periods for assessments?	Weekday AM and PM peak hours to be derived from traffic survey mentioned above.	Agreed																																									
10	When would the site be fully operational?	2030 (assumed)	Noted																																									
11	What are the assessment years?	2025 - Base flows only 2030 - 5 years post submission – with and without development	Agreed																																									
12	Traffic growth factors?	TEMPO growth for local MSOAs manually adjusted with committed development removed from planning assumptions to avoid double counting.	Agreed																																									
13	How will vehicular trip generation be derived for the proposal?	Trip rates for no. 101 Privately Owned Houses have been derived from TRICS, using the following selections: ‘<i>Edge of Town</i>’ and subcategories ‘<i>Residential Zone</i>’ and ‘<i>Out of Town</i>’. Please note samples containing ‘flats’ have been removed given they would be unrepresentative of the development proposals. Network peak hours and 12-hour (07:00-19:00) total presented below. Full TRICS output provided separately. <table><tr><th colspan="7">Average Trip Rates - Private Dwellings</th></tr><tr><th rowspan="2">Time</th><th colspan="3">Trip Rates</th><th colspan="3">Trip Generation</th></tr><tr><th>Arrivals</th><th>Departures</th><th>Totals</th><th>Arrivals</th><th>Departures</th><th>Totals</th></tr><tr><td>08:00-09:00</td><td>0.140</td><td>0.362</td><td>0.502</td><td>14</td><td>37</td><td>51</td></tr><tr><td>17:00-18:00</td><td>0.319</td><td>0.160</td><td>0.479</td><td>32</td><td>16</td><td>48</td></tr><tr><td>Daily (12hr)</td><td>2.255</td><td>2.301</td><td>4.556</td><td>228</td><td>233</td><td>461</td></tr></table>	Average Trip Rates - Private Dwellings							Time	Trip Rates			Trip Generation			Arrivals	Departures	Totals	Arrivals	Departures	Totals	08:00-09:00	0.140	0.362	0.502	14	37	51	17:00-18:00	0.319	0.160	0.479	32	16	48	Daily (12hr)	2.255	2.301	4.556	228	233	461	Agreed
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SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

		<u>Please confirm acceptance of the above methodology and figures.</u>																																																			
14	How will non-car mode trip generation be derived for the proposal?	Factors will be derived between forecast vehicular trips described at point 13 and car driver trips from local census MTW data. These factors will then be applied to the other modes reflecting the census modal split.	Agreed																																																		
15	Would traffic from adjacent sites be attracted to the site? Pass-by traffic?	No: 100% newly generated trips.	Noted																																																		
16	What is the assumed trip distribution?	A distribution exercise has been undertaken using 2011 Census Method of Travel to Work (MTW) data for car drivers using the ‘Knowsley 017 (E02001343) MSOA (see full trip distribution exercise provided separately). Origin-destination pairs containing 4 trips or less were removed from the data, accounting for 17% of the total trips, to make the data more manageable and to eliminate less common and generally longer distance trips from the dataset. 10 routes have been identified from the site to various local destinations and are shown in the table below, along with a summary of the percentage of development trips that will be distributed along each. <table><tr><th colspan="2">Routes</th><th>Development traffic</th><th>AM Trips</th><th>PM Trips</th></tr><tr><td>1</td><td>A5080 Cronton Road E - towards Warrington</td><td>11%</td><td>6</td><td>5</td></tr><tr><td>2</td><td>A5080 Cronton Road/ Chapel Lane - towards Widnes</td><td>11%</td><td>6</td><td>5</td></tr><tr><td>3</td><td>A5080 Cronton Road W/ Alder Lane - towards south Liverpool</td><td>9%</td><td>4</td><td>4</td></tr><tr><td>4</td><td>A5080 Cronton Road W/ Fox's Bank Lane - towards Whiston</td><td>10%</td><td>5</td><td>5</td></tr><tr><td>5</td><td>A5080 Cronton Road W/ M57 (South) - towards Speke</td><td>4%</td><td>2</td><td>2</td></tr><tr><td>6</td><td>A5080 Cronton Road W/M62 (West) - towards Liverpool</td><td>29%</td><td>15</td><td>14</td></tr><tr><td>7</td><td>A5080 Cronton Road West - towards Huyton</td><td>8%</td><td>4</td><td>4</td></tr><tr><td>8</td><td>A5080 Cronton Road W/M57 North - towards Knowsley</td><td>13%</td><td>7</td><td>6</td></tr><tr><td>9</td><td>A5080 Cronton Road W/Windy Arbor Road - towards Whiston</td><td>2%</td><td>1</td><td>1</td></tr></table>	Routes		Development traffic	AM Trips	PM Trips	1	A5080 Cronton Road E - towards Warrington	11%	6	5	2	A5080 Cronton Road/ Chapel Lane - towards Widnes	11%	6	5	3	A5080 Cronton Road W/ Alder Lane - towards south Liverpool	9%	4	4	4	A5080 Cronton Road W/ Fox's Bank Lane - towards Whiston	10%	5	5	5	A5080 Cronton Road W/ M57 (South) - towards Speke	4%	2	2	6	A5080 Cronton Road W/M62 (West) - towards Liverpool	29%	15	14	7	A5080 Cronton Road West - towards Huyton	8%	4	4	8	A5080 Cronton Road W/M57 North - towards Knowsley	13%	7	6	9	A5080 Cronton Road W/Windy Arbor Road - towards Whiston	2%	1	1	Agreed. It is considered that the distribution of trips to the east through the A5080 Cronton Road/ Chapel Lane/ Smithy Lane (signals) could be underrepresented due to the presence of Holy Family Catholic Primary School, Cronton Sixth Form College, etc. However, it is considered unlikely that the typical threshold for junction capacity assessment would not be reached, given the predicted trip generation of the site as a whole in the am peak,
Routes		Development traffic	AM Trips	PM Trips																																																	
1	A5080 Cronton Road E - towards Warrington	11%	6	5																																																	
2	A5080 Cronton Road/ Chapel Lane - towards Widnes	11%	6	5																																																	
3	A5080 Cronton Road W/ Alder Lane - towards south Liverpool	9%	4	4																																																	
4	A5080 Cronton Road W/ Fox's Bank Lane - towards Whiston	10%	5	5																																																	
5	A5080 Cronton Road W/ M57 (South) - towards Speke	4%	2	2																																																	
6	A5080 Cronton Road W/M62 (West) - towards Liverpool	29%	15	14																																																	
7	A5080 Cronton Road West - towards Huyton	8%	4	4																																																	
8	A5080 Cronton Road W/M57 North - towards Knowsley	13%	7	6																																																	
9	A5080 Cronton Road W/Windy Arbor Road - towards Whiston	2%	1	1																																																	

SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

10	A5080 Cronton Road W/M62 (East) - towards Manchester	2%	1	1
	Total	100%	51	48

The above routes pass though 4 local junctions, with the percentage of development traffic and the number of AM and PM peak trips summarised in the table below.

Junctions		Development traffic	AM Trips	PM Trips
1	A5080 Cronton Road/ Chapel Lane/ Smithy Lane (signals)	23%	12	11
2	A5080 Cronton Road/ Alder Lane (priority)	77%	39	37
3	A5080 Cronton Road/ Fox's Bank Lane/ Prescott Road (roundabout)	69%	35	33
4	Tarbock Island	59%	30	28

The tables show that approximately 23% of development traffic (12 trips in the AM peak and 11 in the PM) will likely travel east from the site access and either continue east along the A5080 or south down Chapel Lane towards Widnes.

Prime is very familiar with the local area, and recognising the constraints along Hall Lane, would suggest northbound traffic is more likely to use Fox's Bank Lane west of the site. The distribution exercise also anticipates that residents wanting to travel to Salford and Manchester are much more likely to head towards Tarbock Island to access the M62 which is currently undergoing improvements, rather than Rainhill Stoops which is known locally to have capacity issues.

The above also demonstrates that approximately 77% of development trips (39 trips in the AM and 37 in the PM) will travel west from the site access. Not all trips will use Tarbock Island though, with circa 9% of trips (4 trips in both peaks) coming off at Alder Lane, and another 10% (5 trips in both peaks) coming off at Fox's Bank Lane. This leaves approximately 59% of development traffic (30 trips in the AM and 28 trips in the PM) using Tarbock Island, with approximately half this amount continuing west towards Liverpool.

and is not therefore sought.

SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

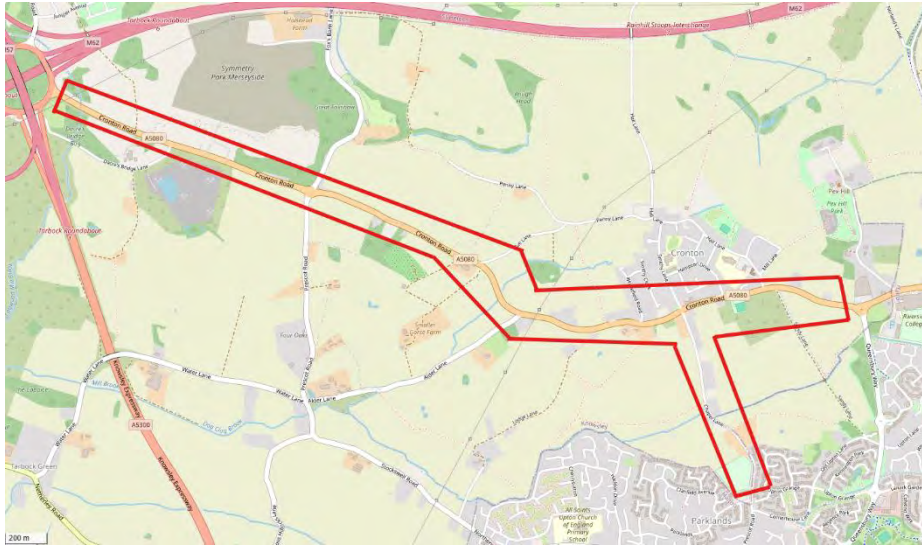
		<u>Please confirm acceptance of the above methodology and figures.</u>	
17	Capacity tests required for the proposed and following existing junctions	The Department for Transport's (DfT) Guidance on Transport Assessment (GTA) suggests that an increase of 30 two-way trips is a useful point of reference regarding traffic impact at junctions, implying that any increase in trips less than this figure is unlikely to cause a detrimental impact. Based on the above advice, and the trip generation and distribution exercise undertaken in points 13 and 16 above, no capacity assessments are therefore proposed at off-site junctions. Whilst it recognised that approximately 30 two-way trips are expected to use Tarbock Island, due to the scale of this junction, the fact that that junction is already subject to improvement works, and the small number of trips which will be using each arm, no assessment of the junction is proposed. Likewise, no assessment should be required at the A5080 Cronton Road/ Chapel Lane/ Smithy Lane signals due to the small number of development trips (12/11) using this junction.	Capacity assessment required for site access only. Tarbock Island and A5080 Cronton Road/ Fox's Bank Lane/ Prescott Road (roundabout) are currently undergoing/recently undergone significant capacity upgrades and, given modest level of development traffic are not considered necessary for capacity assessment. Alder Lane junction is shown to be experiencing development traffic at a level greater than the traditional 30 vehicle threshold, but it is likely that turning traffic will be limited to 4 or 5 vehicles, and therefore capacity impact is expected to be negligible, so assessment

SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

			is not considered necessary.
18	What is the extent of the collision study area to be considered?	The suggested study area will include the A5080 from the M62/ M57 junction up to the A5080/ Queensbury Way roundabout. Chapel Lane will also be included within the study area.  Please confirm acceptance of the above study area.	Agreed

SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

19	Is a new or modified highway access likely?	Vehicular access to be provided via the site's frontage with the A5080 Cronton Road as shown in Drawing P25012-001. The access will be in the form of a simple priority controlled junction, comprising of a 5.5m wide carriageway, 2 x 2m wide footways and 10m radii. The vehicular access will likely be supplemented by a potential pedestrian/ cycle connection at the northern end of the site, through the dog walking field and onto Houghton Croft. <u>Please confirm if the numbers proposed are acceptable off a single access.</u> <u>Please confirm if a Stage 1 Road Safety Audit of the proposed access arrangement is required?</u>	10m radii is generally considered excessive for junction with 30mph/20mph speed limits. Excess speed (particularly given survey results) from Cronton Road could be carried into the estate.
20	What are the visibility requirements? Are those requirements met?	As mentioned previously, an ATC based speed survey has been undertaken along the site frontage. The results of the speed survey resulted in 85th percentile speeds of 39.7mph in a westbound direction and 40.4mph in an eastbound direction. Whilst the proposed access is situated within the 30mph zone, the change in speed limit is just to the west, therefore the higher speeds are not surprising. Whilst the applicant would be willing to fund a TRO to extend the 30mph speed limit change further west, Drawing P25012-001 demonstrates that 2.4m x 120m visibility splays in accordance with DMRB parameters for 40mph speeds can be achieved from the proposed access. The visibility to the right on exit (west) requires the removal of several trees and the hedgerow along the site frontage due to the bend in the road. Whilst any biodiversity loss will be considered by other disciplines as part of the application, there would be a preference to retain as much vegetation as possible. <u>Would KMBC therefore be willing to accept one step below the desirable minimum DMRB values i.e. 2.4m x 90m visibility splays? Or use of the Manual for Streets parameters for the recorded speeds i.e. 2.4m x 65m/ 67m visibility splays?</u>	Speed limit reduction is welcomed. However, the recorded 85th percentile speeds are approximately 10mph above the existing posted limit. If appropriate traffic calming measures were also introduced on the western approach to the site access, (ideally combined with a crossing for access to Lodge Lane PRow) this may allow for the use of MfS visibility splays.

SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes



HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)

DATE PREPARED: 07/05/25

21	Internal layout	Whilst the internal layout is subject to change, a swept path analysis exercise has been undertaken of the current layout and included as part of this scoping exercise. <u>Please advise if the refuse vehicle used is acceptable.</u> <u>Please advise if there are any comments regarding the proposed current layout.</u>	Vehicle is acceptable and swept path plot appears acceptable
22	What level of car parking is required?	Car parking will be provided in accordance with Appendix A of Knowsley Council's <i>Ensuring A Choice of Travel</i> SPD which requires 2 spaces per 2/3-bed dwelling and 3 spaces per 4-bed dwelling.	Agreed
23	Are special provisions required for cyclists, pedestrians, those with a disability or public transport?	To be reviewed as part of the Transport Assessment, however a potential separate pedestrian/ cycle assess is proposed at the northern end of the site as mentioned above. Whilst it is recognised that the footway along the northern side of A5080 Cronton Road is narrow, improvements along this section are likely to be difficult due to third party property boundaries and the existing trees/ vegetation along them. The additional pedestrian connection, however, will provide a benefit to future residents, in that they can access Cronton's facilities via Houghton Croft, Smithy Close and Smithy Lane.	Not Agreed – Pedestrian route along Cronton Road will need to be upgraded. Smithy Close has inadequate footways.
24	What planning policy should the development comply with?	• National Planning Policy Framework (NPPF); • Planning Practice Guidance (PPG); • Liverpool City Region Spatial Planning Statement of Common Ground; • Merseyside Local Transport Plan 3; • Knowsley Local Plan Core Strategy; • Knowsley UDP; • Ensuring a choice of Travel SPD; and • Manual for Streets. <u>Please advise if any more documents should be taken into account.</u>	Agreed
25	Are there any other special circumstances relevant to this proposal?	<u>Please advise</u>	

SCOPING CHECKLIST FOR: 101 dwellings on land north of Cronton Road, Cronton, Widnes

HIGHWAY AUTHORITY: Knowsley Metropolitan Borough Council (KMBC)



DATE PREPARED: 07/05/25

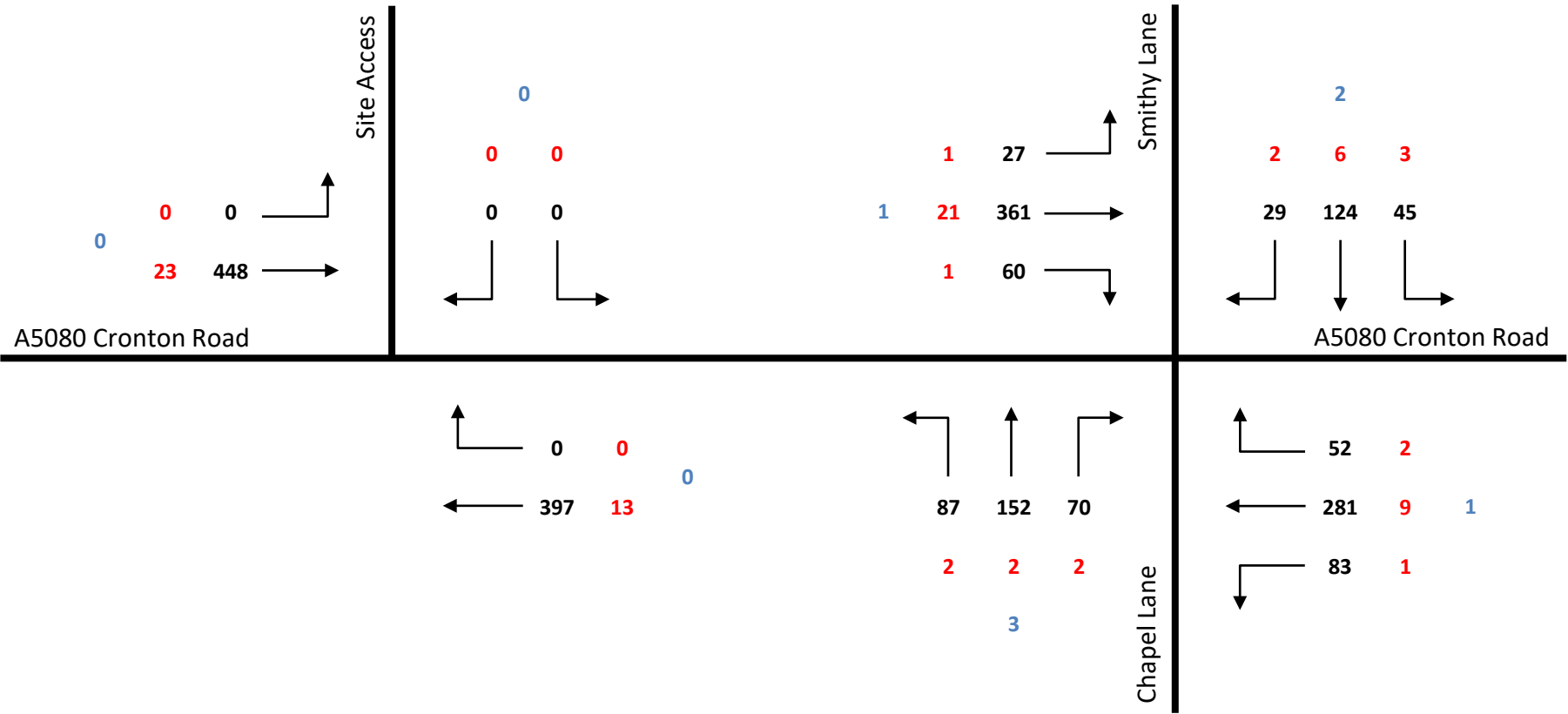
APPENDIX B

TRAFFIC FLOW DIAGRAMS

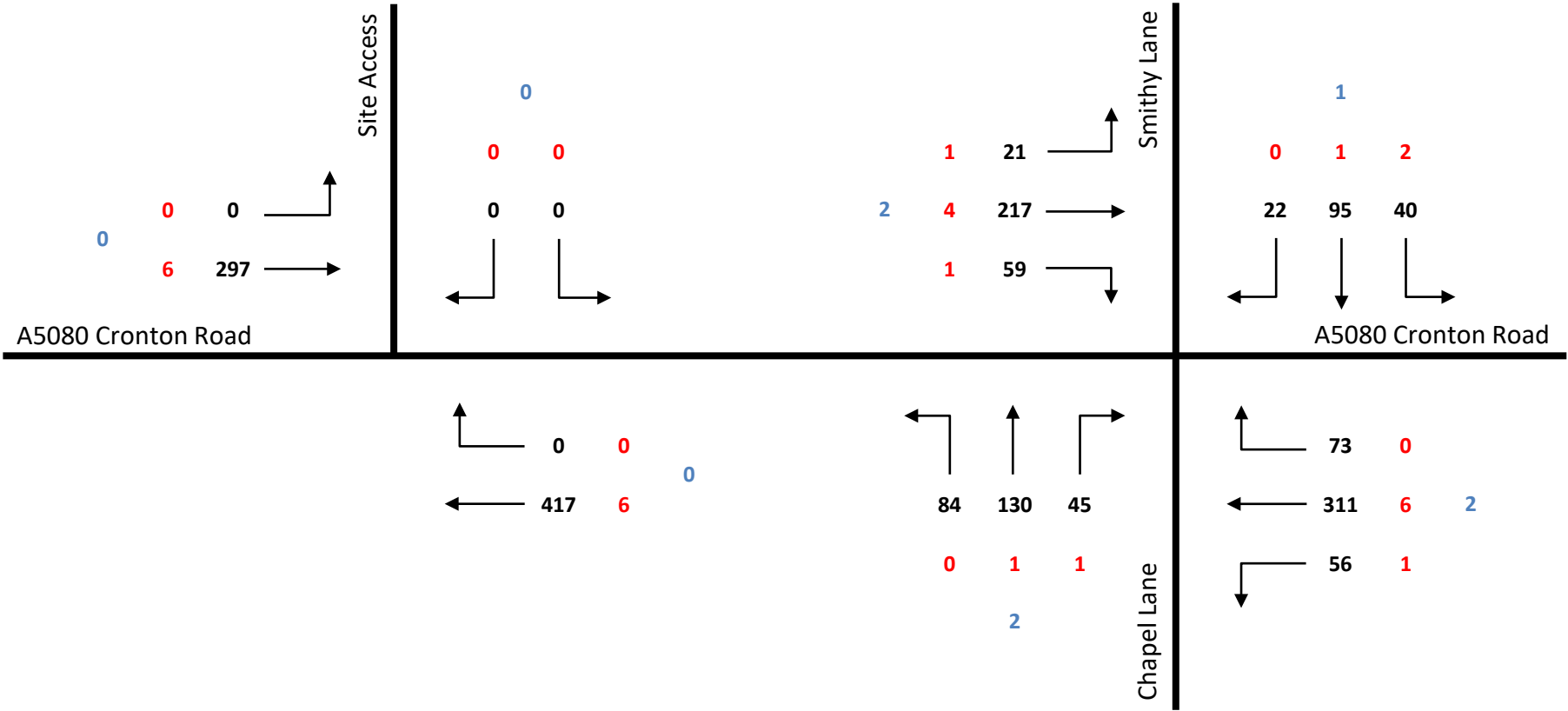
Traffic Flow Diagrams			
Reference	Scenario	Peak	Derivation
1	Flow Diagram 1 - 2025 Observed Flows	AM (08:00 - 09:00)	Raw Data
2	Flow Diagram 2 - 2025 Observed Flows	PM (16:45 - 17:45)	Raw Data
3	Flow Diagram 3 - 2032 Base Flows	AM (08:00 - 09:00)	1*TEMPro/NRTP
4	Flow Diagram 4 - 2032 Base Flows	PM (16:45 - 17:45)	2*TEMPro/NRTP
5	Flow Diagram 5 - Committed Development Flows	AM (08:00 - 09:00)	23/01037/OUT
6	Flow Diagram 6 - Committed Development Flows	PM (17:00 - 18:00)	23/01037/OUT
7	Flow Diagram 7 - Committed Development Flows	AM (08:00 - 09:00)	22/00587/FUL
8	Flow Diagram 8 - Committed Development Flows	PM (17:00 - 18:00)	22/00587/FUL
9	Flow Diagram 9 - Committed Development Flows	AM (08:00 - 09:00)	22/00587/FUL
10	Flow Diagram 10 - Committed Development Flows	PM (17:00 - 18:00)	22/00587/FUL
11	Flow Diagram 11 - Committed Development Flows	AM (08:00 - 09:00)	20/00494/FUL
12	Flow Diagram 12 - Committed Development Flows	PM (17:00 - 18:00)	20/00494/FUL
13	Flow Diagram 13 - Total Committed Development Flows	AM (08:00 - 09:00)	5+7+9+11
14	Flow Diagram 14 - Total Committed Development Flows	PM (17:00 - 18:00)	6+8+10+12
15	Flow Diagram 15 - 2032 Without Development Flows	AM (08:00 - 09:00)	3+13
16	Flow Diagram 16 - 2032 Without Development Flows	PM (16:45 - 17:45)	4+14
17	Flow Diagram 17 - Development Distribution	Both	MTW Census
18	Flow Diagram 18 - Development Flows	AM (08:00 - 09:00)	5*TRICS
19	Flow Diagram 19 - Development Flows	PM (16:45 - 17:45)	6*TRICS
20	Flow Diagram 20 - 2032 With Development Flows	AM (08:00 - 09:00)	15+18
21	Flow Diagram 21 - 2032 With Development Flows	PM (16:45 - 17:45)	16+19

Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 1 - 2025 Observed Flows
Peak: AM (08:00 - 09:00)

Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red
Observed queues in blue

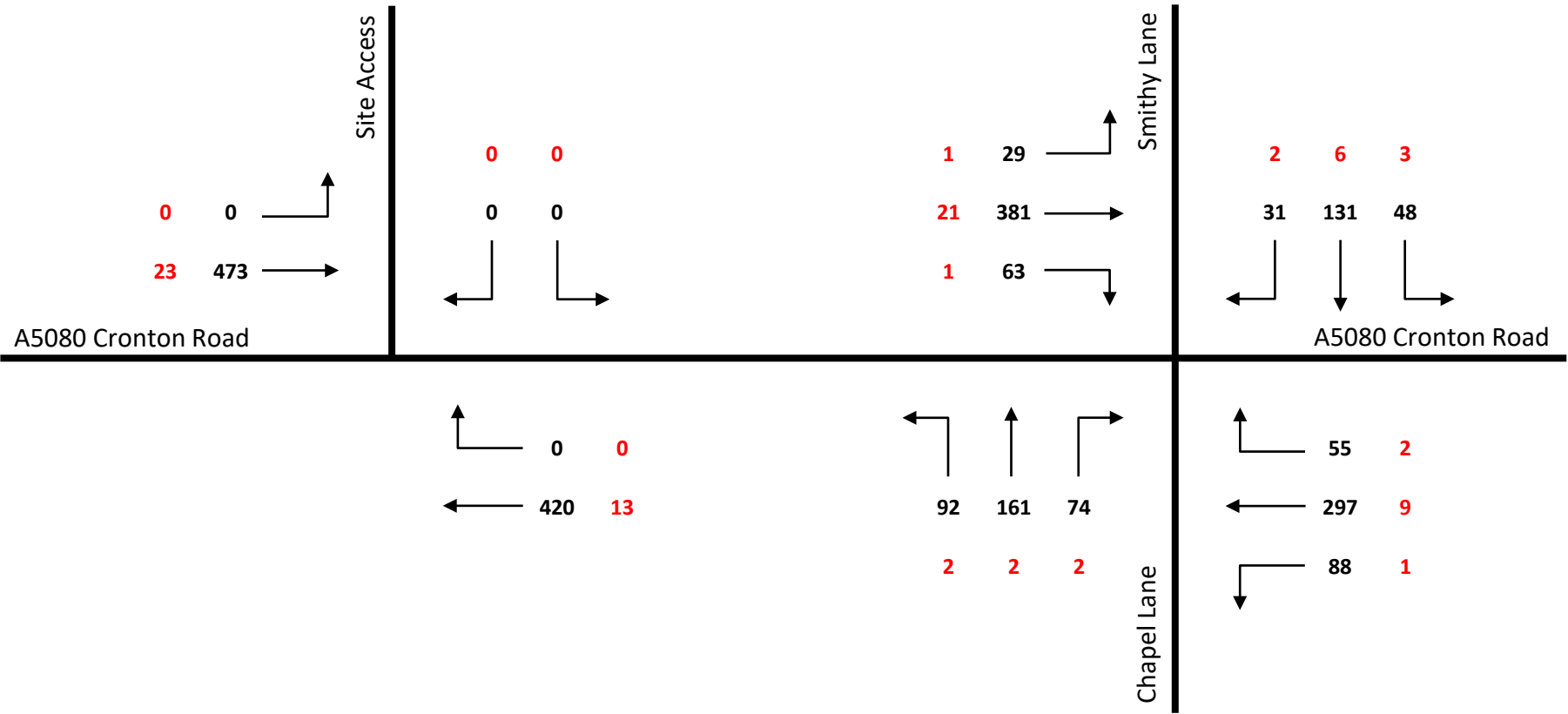


Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 2 - 2025 Observed Flows
Peak: PM (16:45 - 17:45)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red
Observed queues in blue



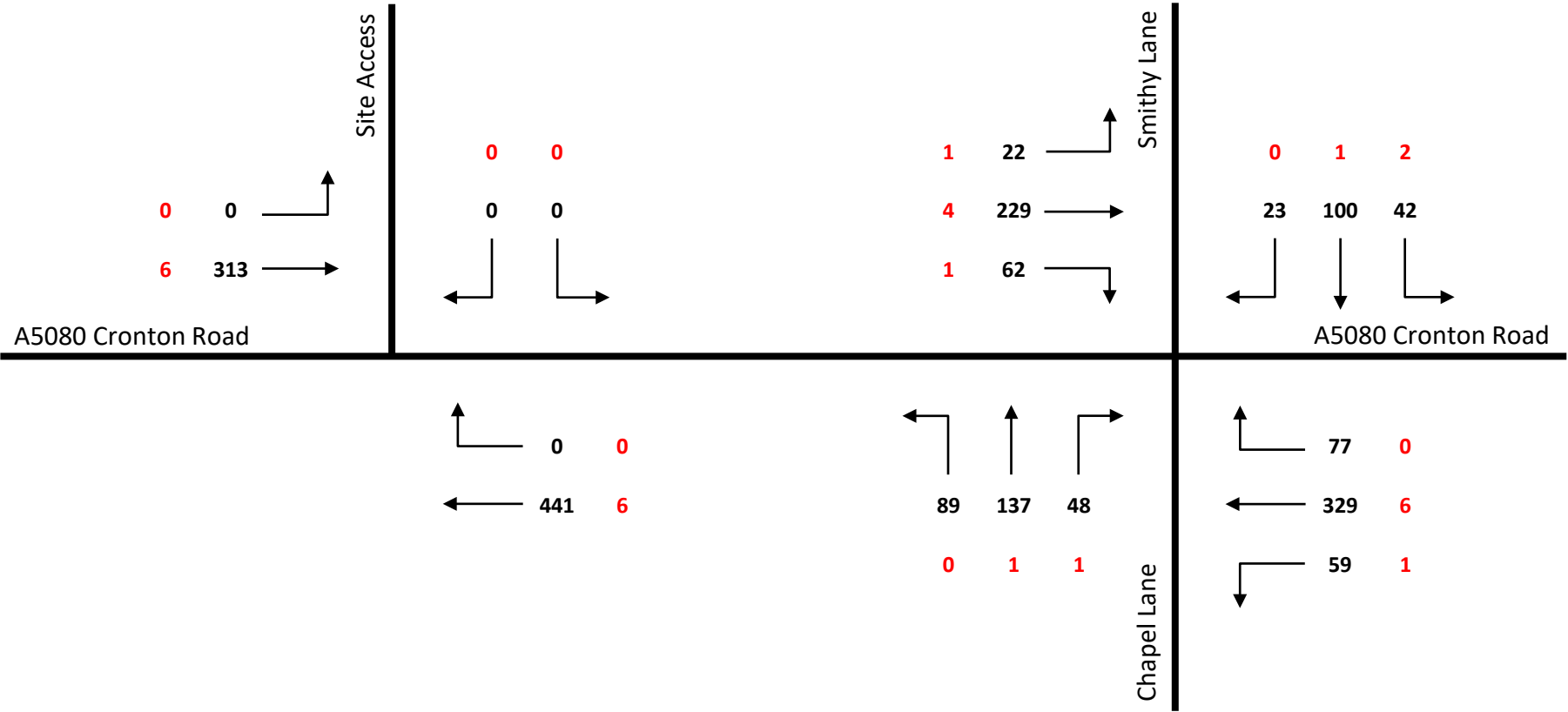
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 3 - 2032 Base Flows
Peak: AM (08:00 - 09:00)

Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red
Observed queues in blue



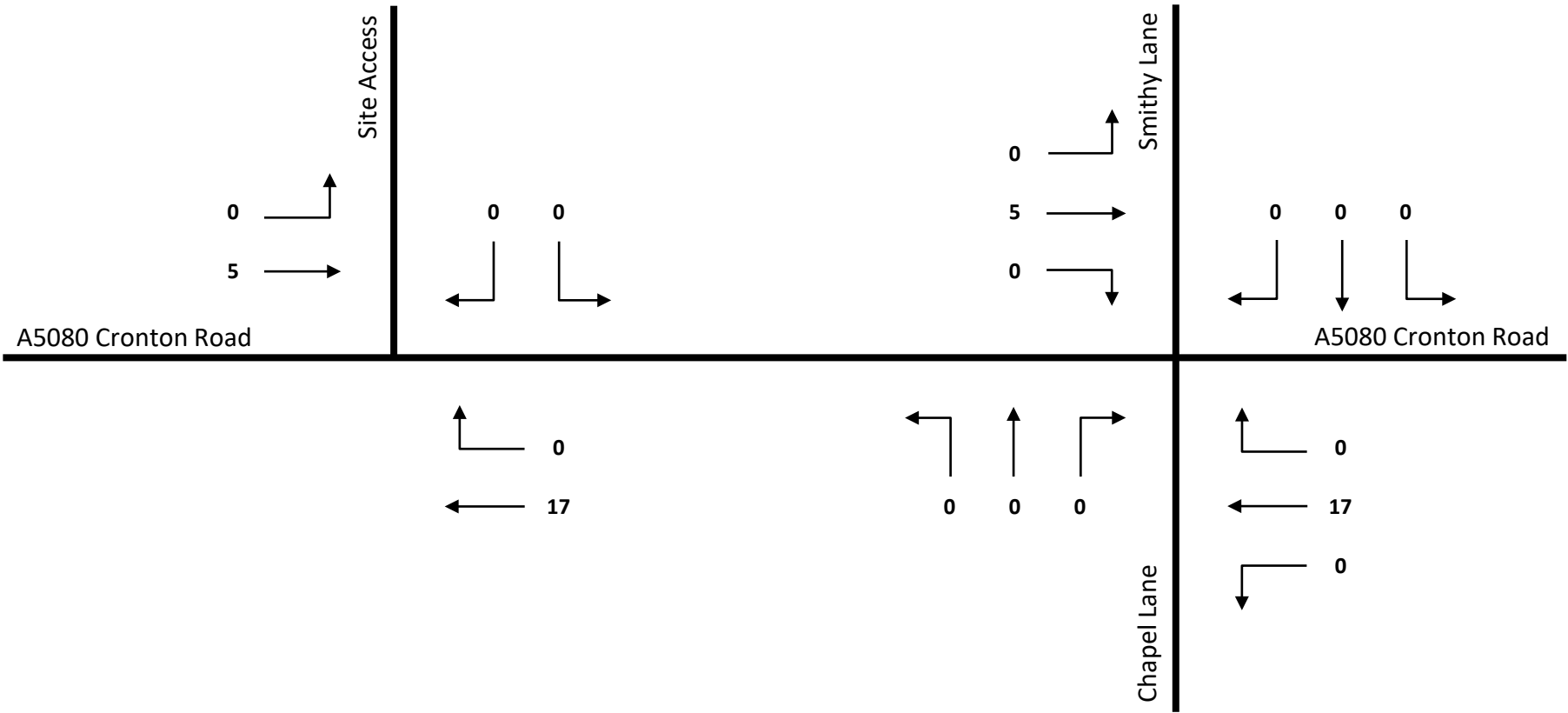
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 4 - 2032 Base Flows
Peak: PM (16:45 - 17:45)

Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red
Observed queues in blue



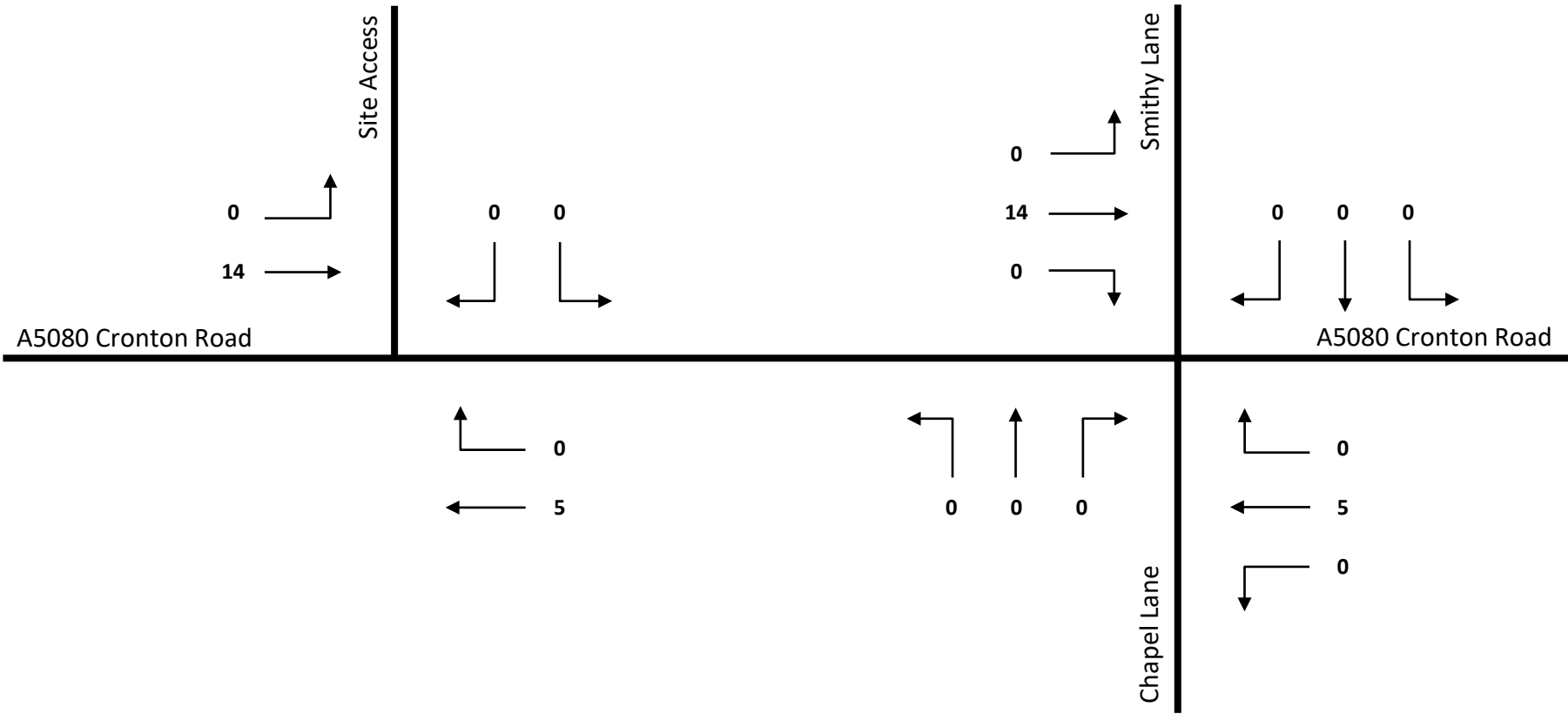
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 5 - Committed Development Flows
Peak: AM (08:00 - 09:00)

Notes: App ref: 22/00318/FUL - Lunts Heath, Widnes
Traffic flows extracted from 'Miller Homes Lunts Heath AM' flow diagram in Appendix H of the
Land at Chapel Lane, Halton' TA (Ref: 23/01037/OUT)
All flows are in vehicles



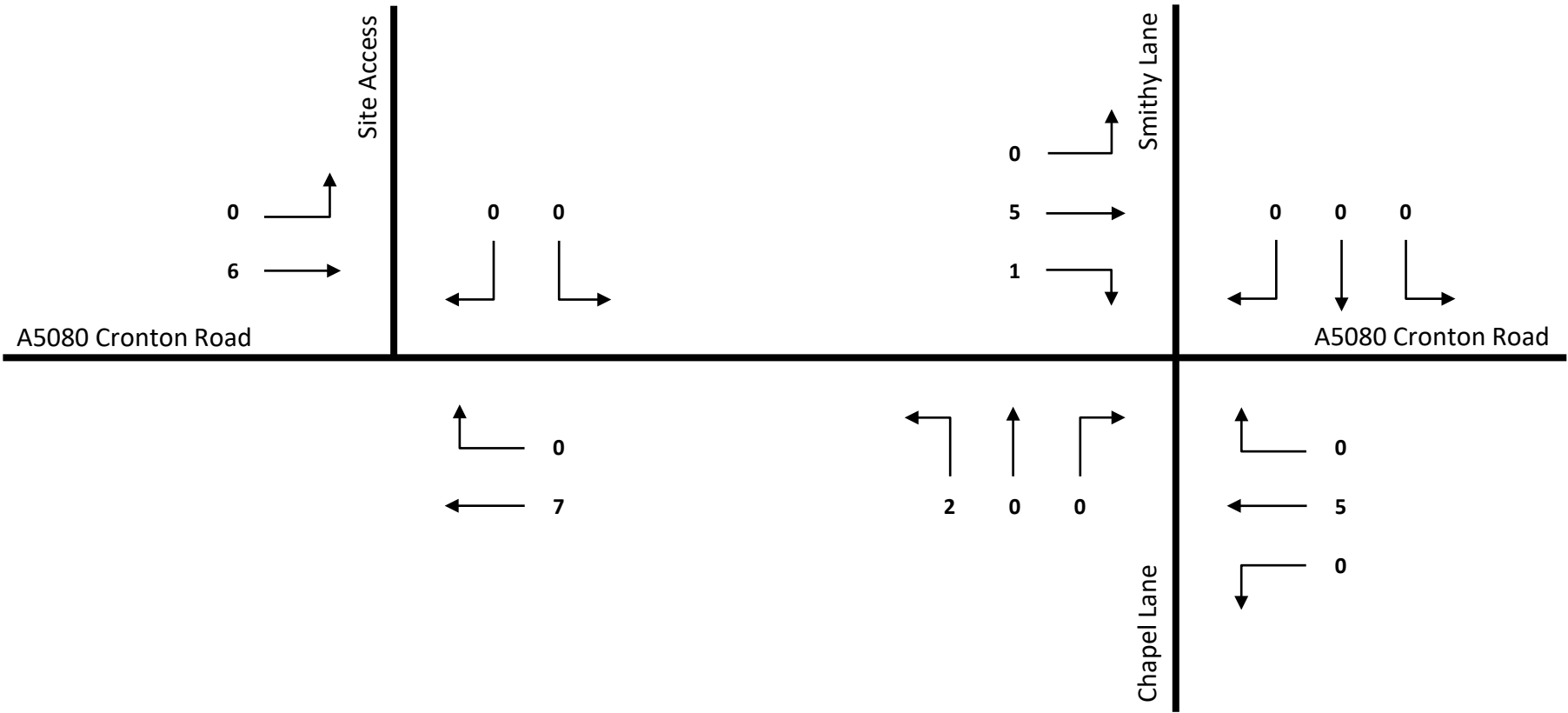
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 6 - Committed Development Flows
Peak: PM (16:45 - 17:45)

Notes: App ref: 22/00318/FUL - Lunts Heath, Widnes
Traffic flows extracted from 'Miller Homes Lunts Heath PM' flow diagram in Appendix H of the
Land at Chapel Lane, Halton' TA (Ref: 23/01037/OUT)
All flows are in vehicles



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 7 - Committed Development Flows
Peak: AM (08:00 - 09:00)

Notes: Halsnead Garden Village
Traffic flows extracted from 'Committed Development Flows' in Appendix C of the Mercury 62 TA Addendum (ref: 22/00587/FUL)
AM Committed Development Halsnead 2032 08:00 - 09:00
Flows at Cronton Road/Chapel Lane/Smithy Lane junction split between AM Observed turning count proportions
All flows are in vehicles



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 8 - Committed Development Flows
Peak: PM (16:45 - 17:45)

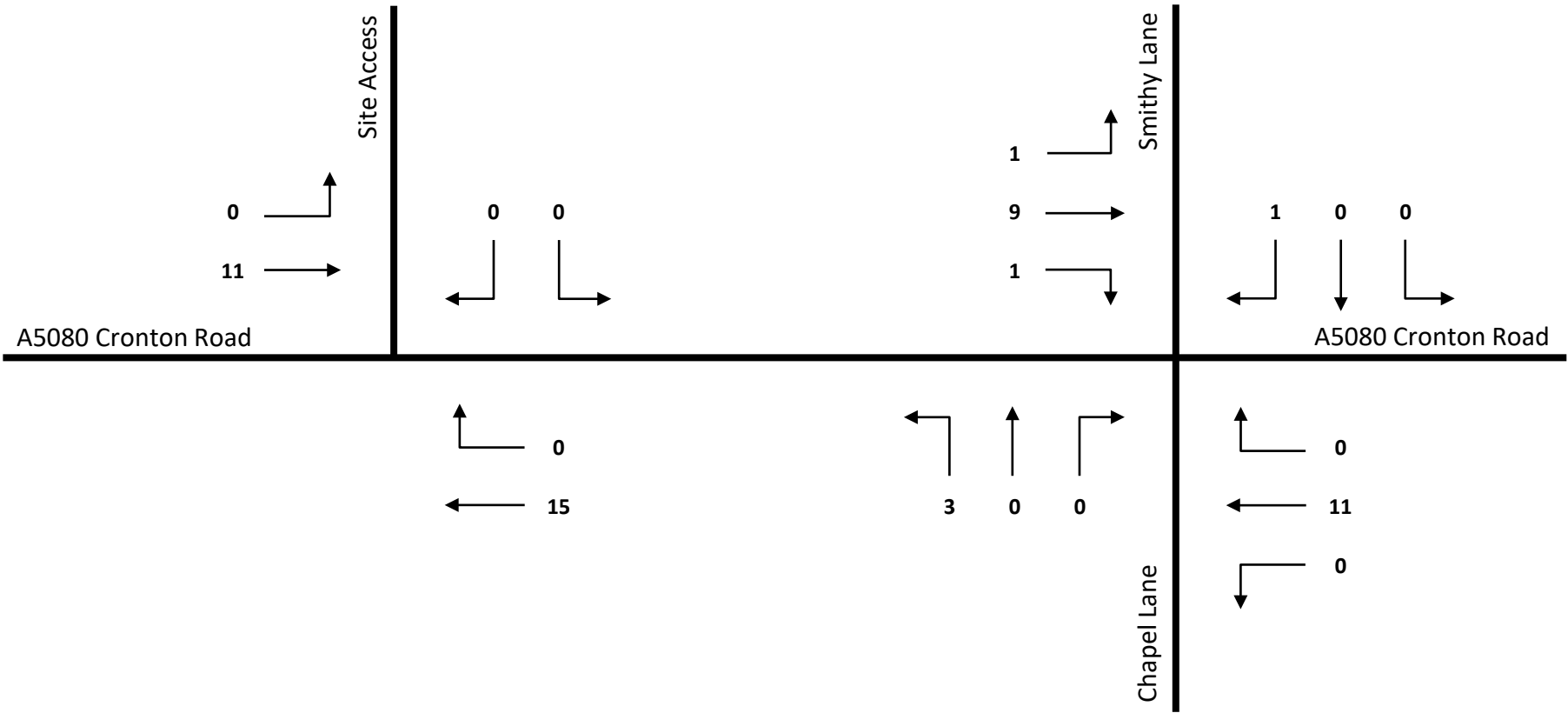
Notes: Halsnead Garden Village

Traffic flows extracted from 'Committed Development Flows' in Appendix C of the Mercury 62 TA Addendum (ref: 22/00587/FUL)

PM Committed Development Halsnead 2032 17:00 - 18:00

Flows at Cronton Road/Chapel Lane/Smithy Lane junction split between PM Observed turning count proportions

All flows are in vehicles



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 9 - Committed Development Flows
Peak: AM (08:00 - 09:00)

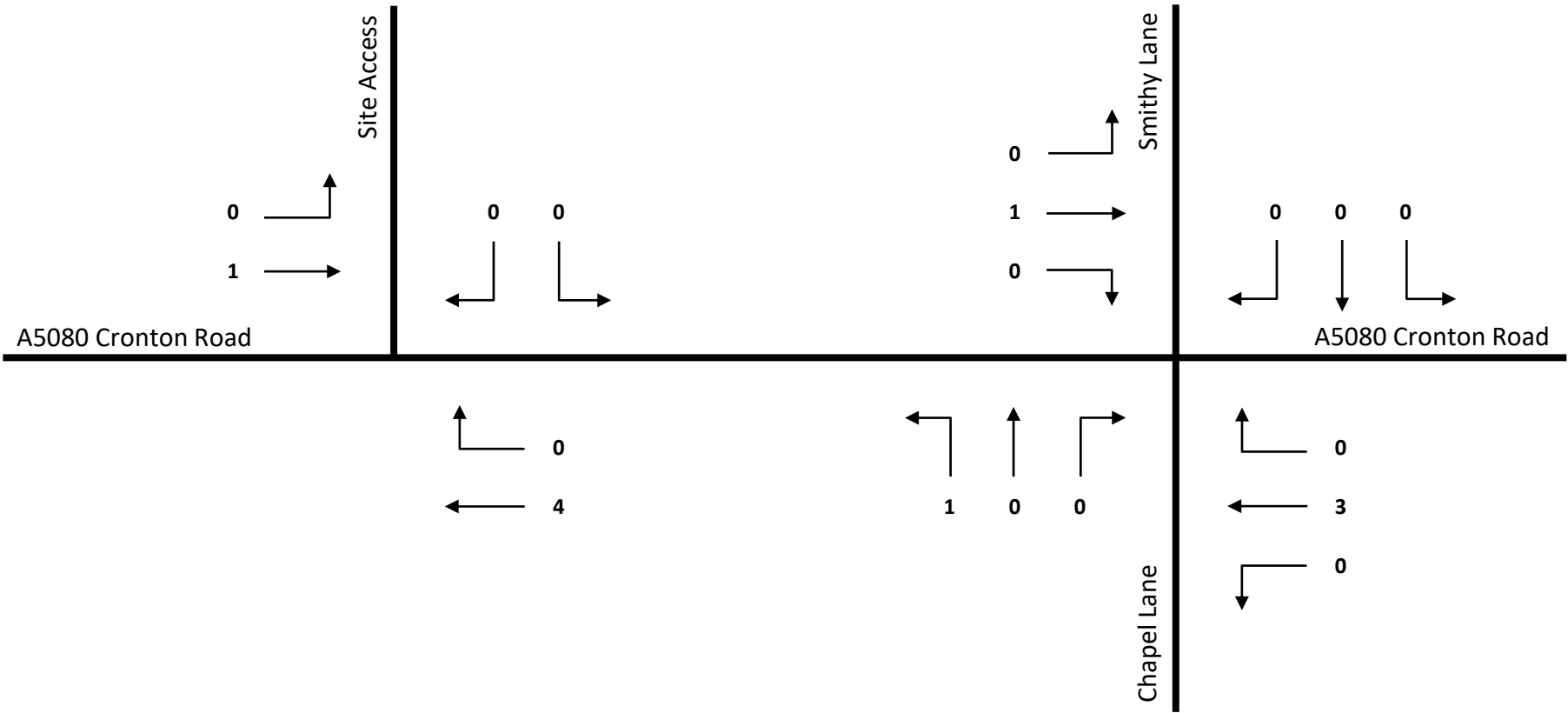
Notes: App ref: 22/00587/FUL - Mercury 62, Cronton Road

Traffic flows extracted from 'Development Traffic Flows' in Appendix B of the TA Addendum

Light Vehicles (cars & LGVs) in black - (combined Development Traffic AM Peak 08:00-09:00 Car Only & LGV Only)

No HGV traffic as TA Addendum assumed all HGVs would access Mercury 62 site via Tarbock Island

Flows at Cronton Road/Chapel Lane/Smithy Lane junction split between AM Observed turning count proportions



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 10 - Committed Development Flows
Peak: PM (16:45 - 17:45)

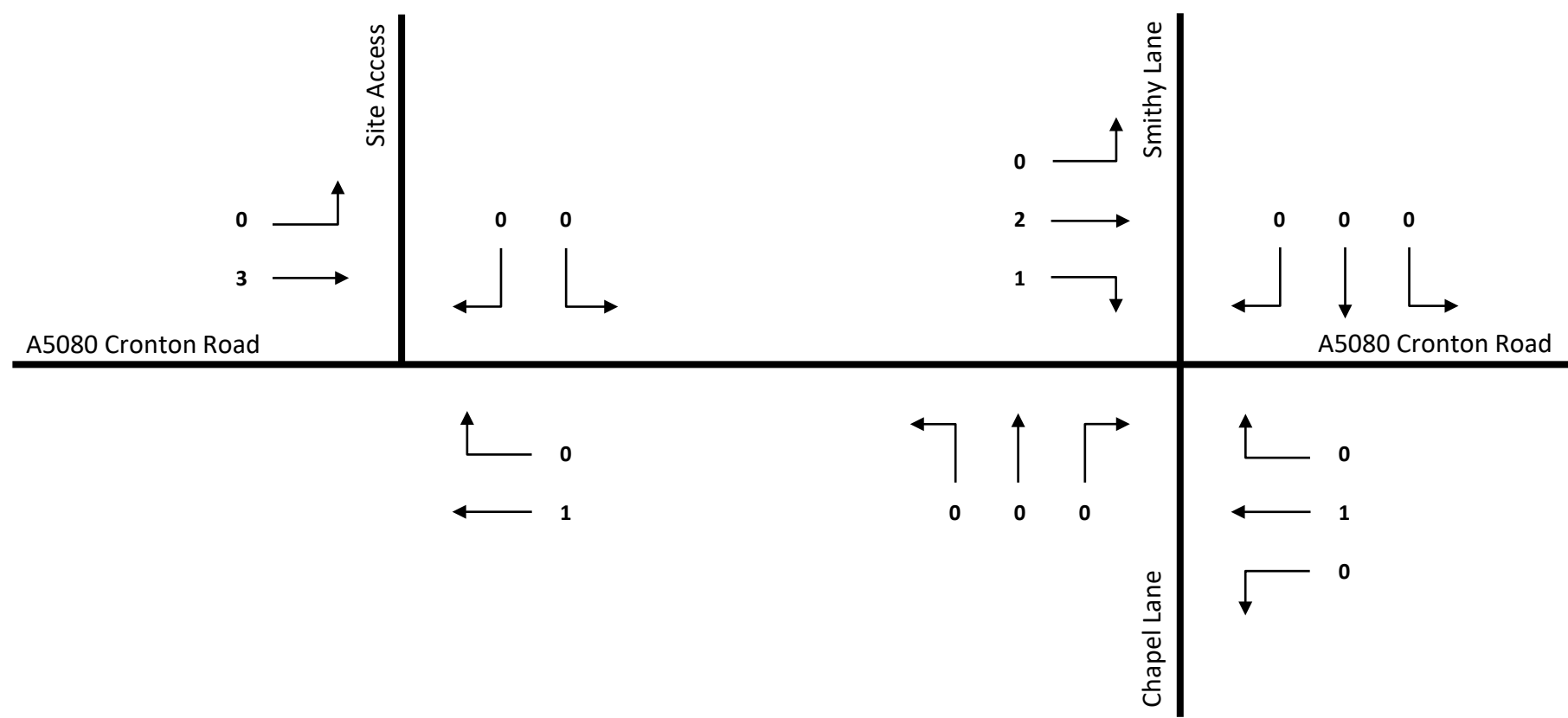
Notes: App ref: 22/00587/FUL - Mercury 62, Cronton Road

Traffic flows extracted from 'Development Traffic Flows' in Appendix B of the TA Addendum

Light Vehicles (cars & LGVs) in black - (combined Development Traffic PM Peak 17:00-18:00 Car Only & LGV Only)

No HGV traffic as TA Addendum assumed all HGVs would access Mercury 62 site via Tarbock Island

Flows at Cronton Road/Chapel Lane/Smithy Lane junction split between PM Observed turning count proportions



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 11 - Committed Development Flows
Peak: AM (08:00 - 09:00)

Notes: App ref: 20/00494/FUL - Symmetry Park

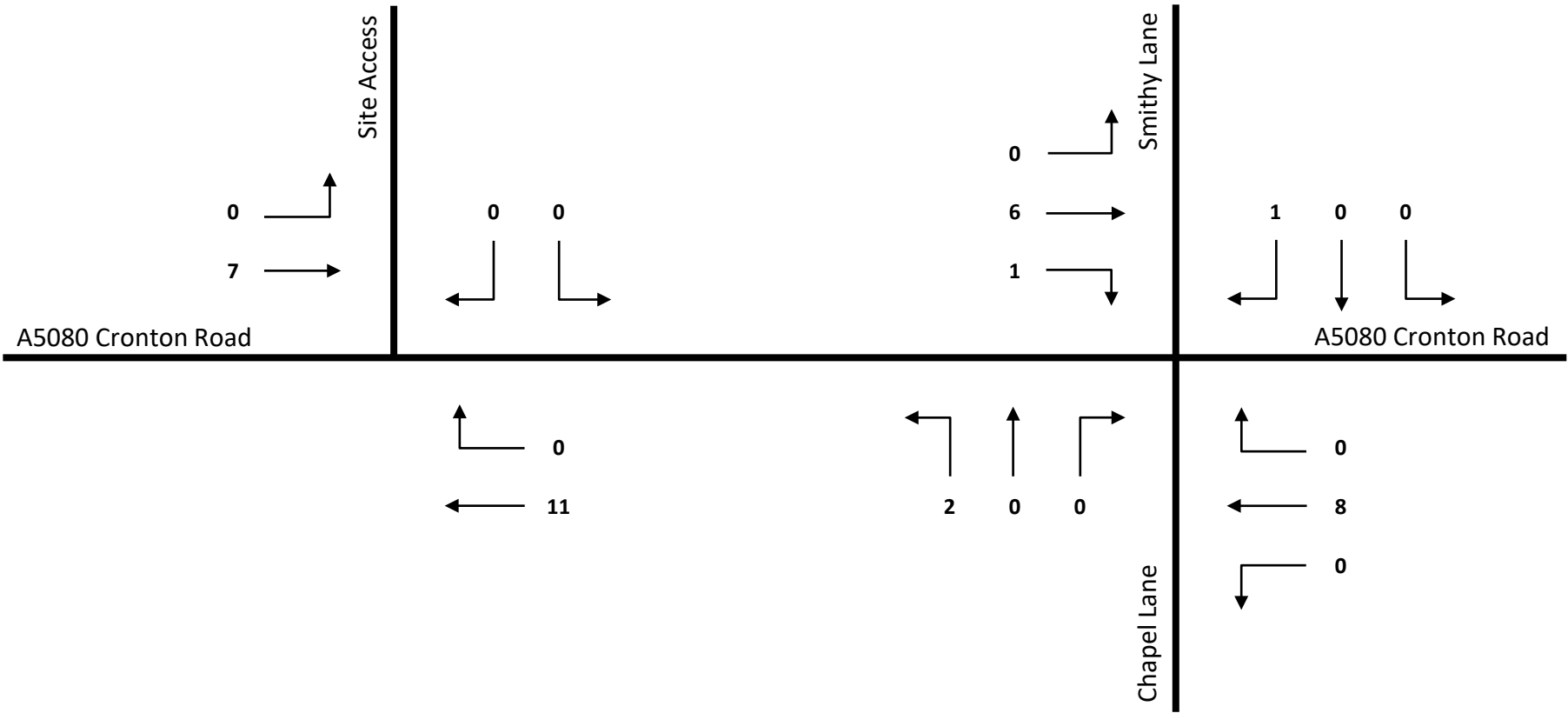
Traffic flows derived by subtracting Phase 1 Traffic Flows from Full Development Flows for 08:00-09:00

Appendix B of Technical Note 06: Tarbock Island Junction VISSIM Modelling Assessment

Flows at Cronton Road/Chapel Lane/Smithy Lane junction split between AM Observed turning count proportions

Light Vehicles (cars & LGVs) in black

No HGV traffic as TA Addendum assumed all HGVs would access Symettry site via Tarbock Island



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 12 - Committed Development Flows
Peak: PM (16:45 - 17:45)

Notes: App ref: 20/00494/FUL - Symmetry Park

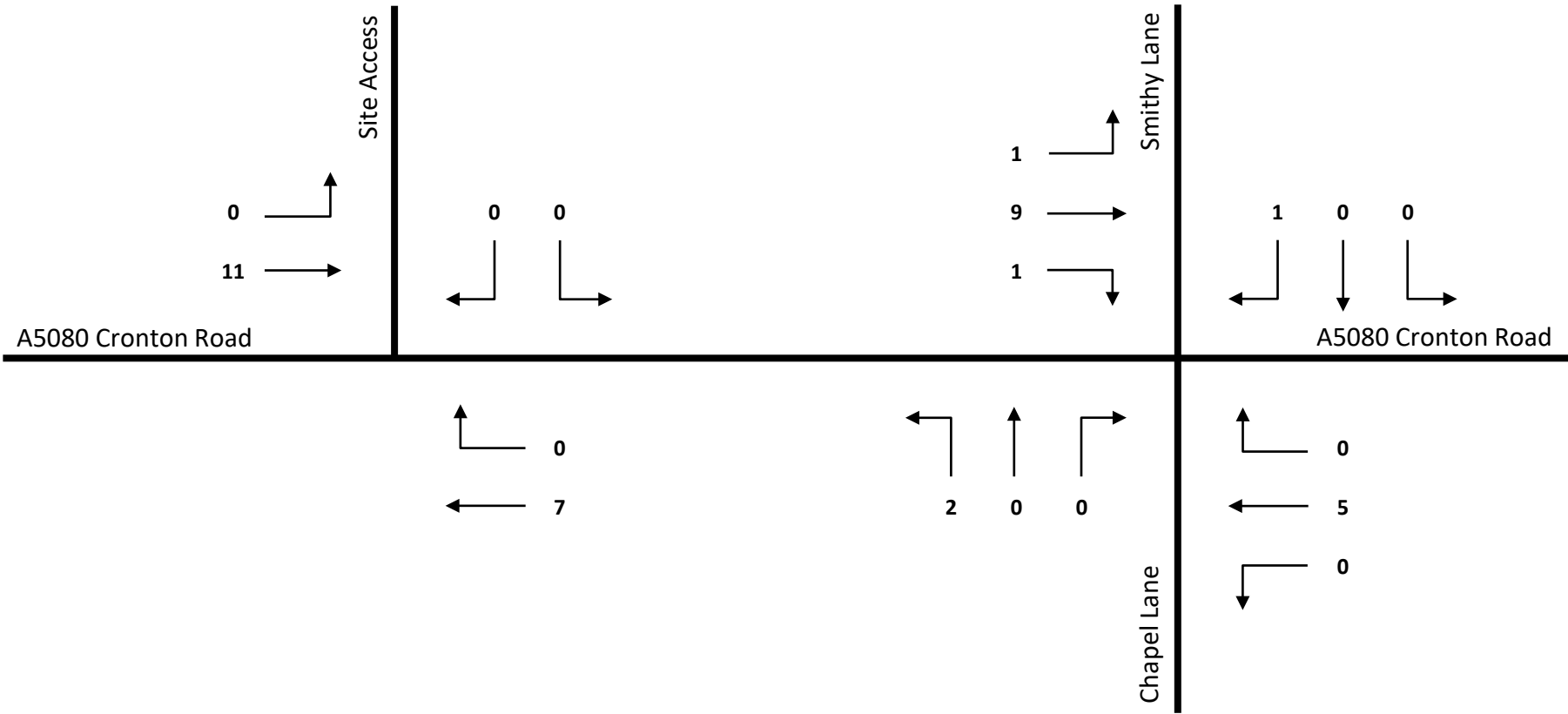
Traffic flows derived by subtracting Phase 1 Traffic Flows from Full Development Flows for 17:00-18:00

Appendix B of Technical Note 06: Tarbock Island Junction VISSIM Modelling Assessment

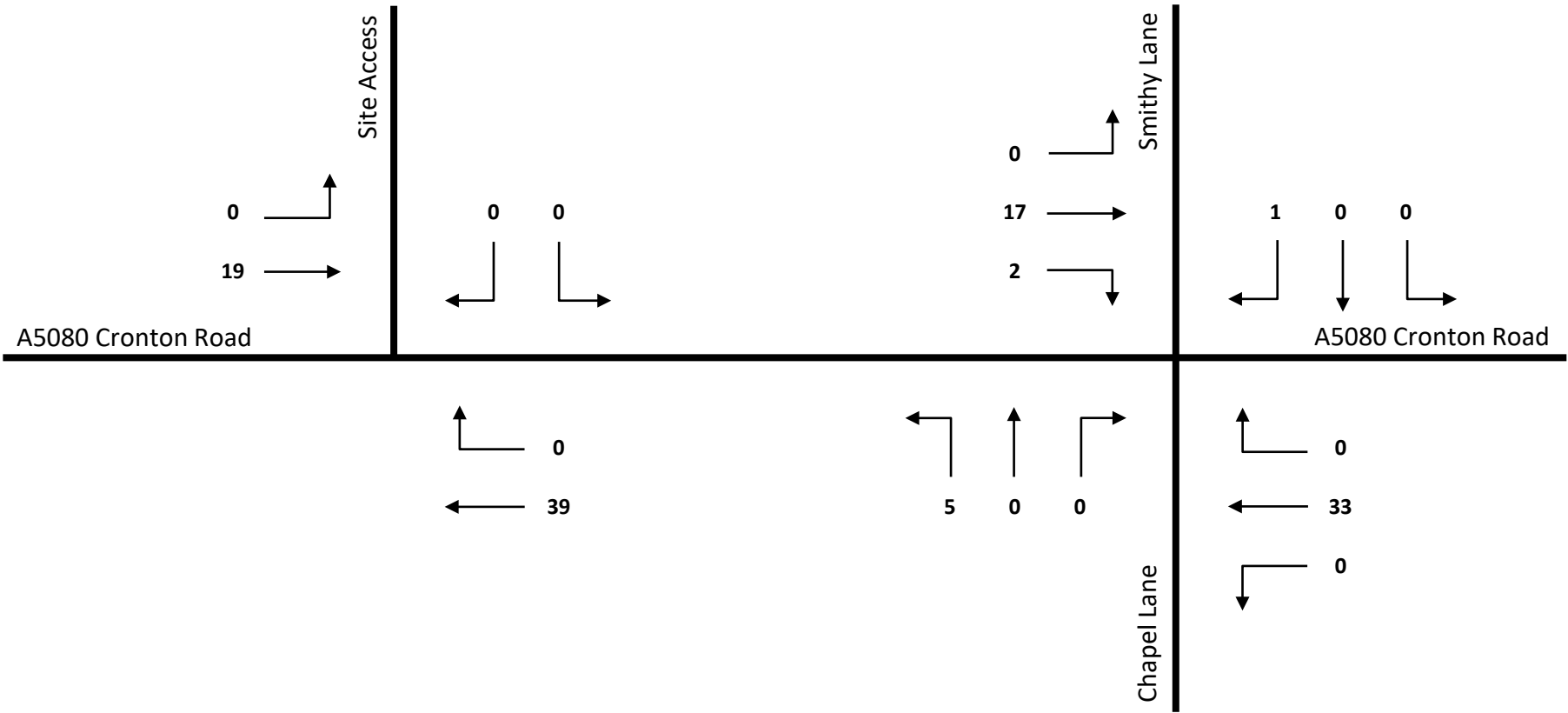
Flows at Cronton Road/Chapel Lane/Smithy Lane junction split between PM Observed turning count proportions

Light Vehicles (cars & LGVs) in black

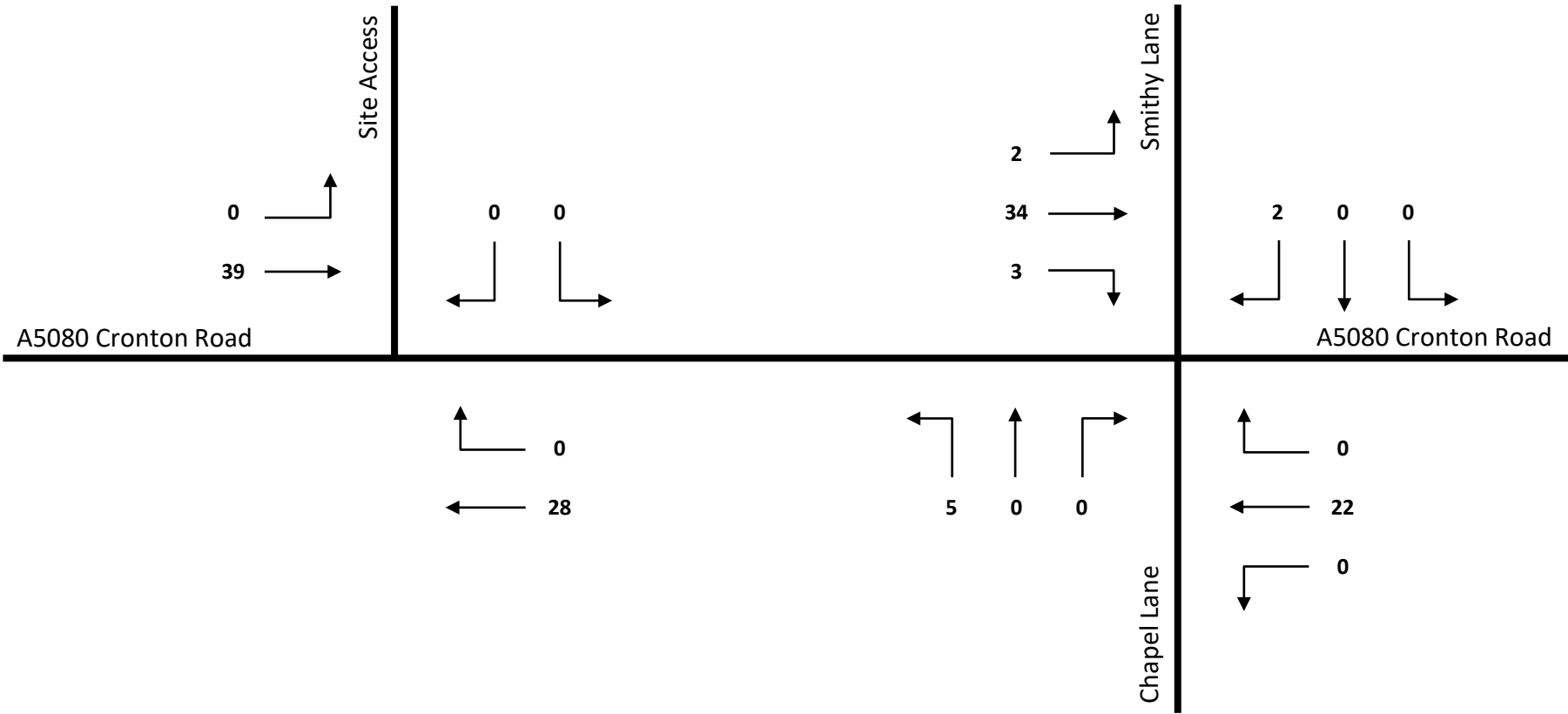
No HGV traffic as TA Addendum assumed all HGVs would access Symettry site via Tarbock Island



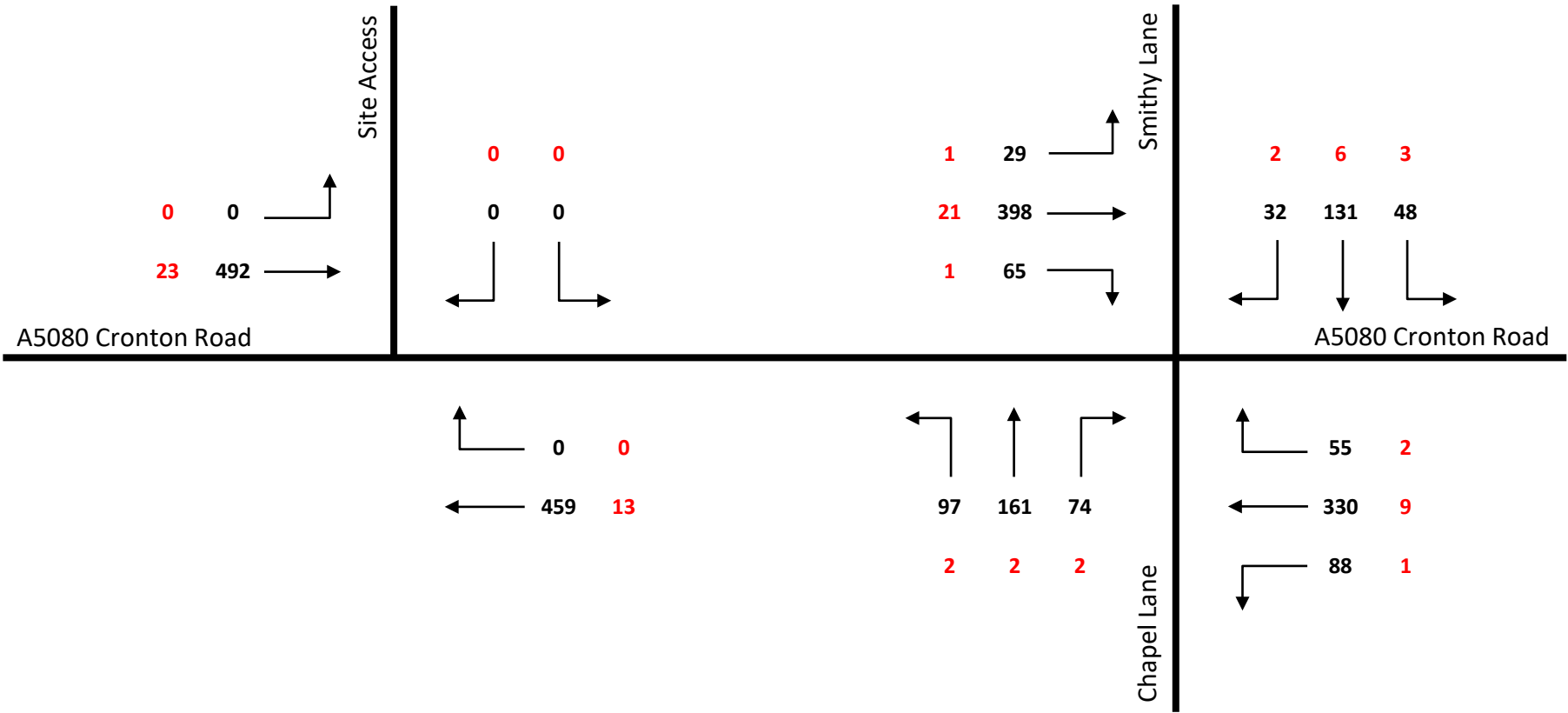
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 13 - Total Committed Development Flows
Peak: AM (08:00 - 09:00)
Notes: All flows are in vehicles



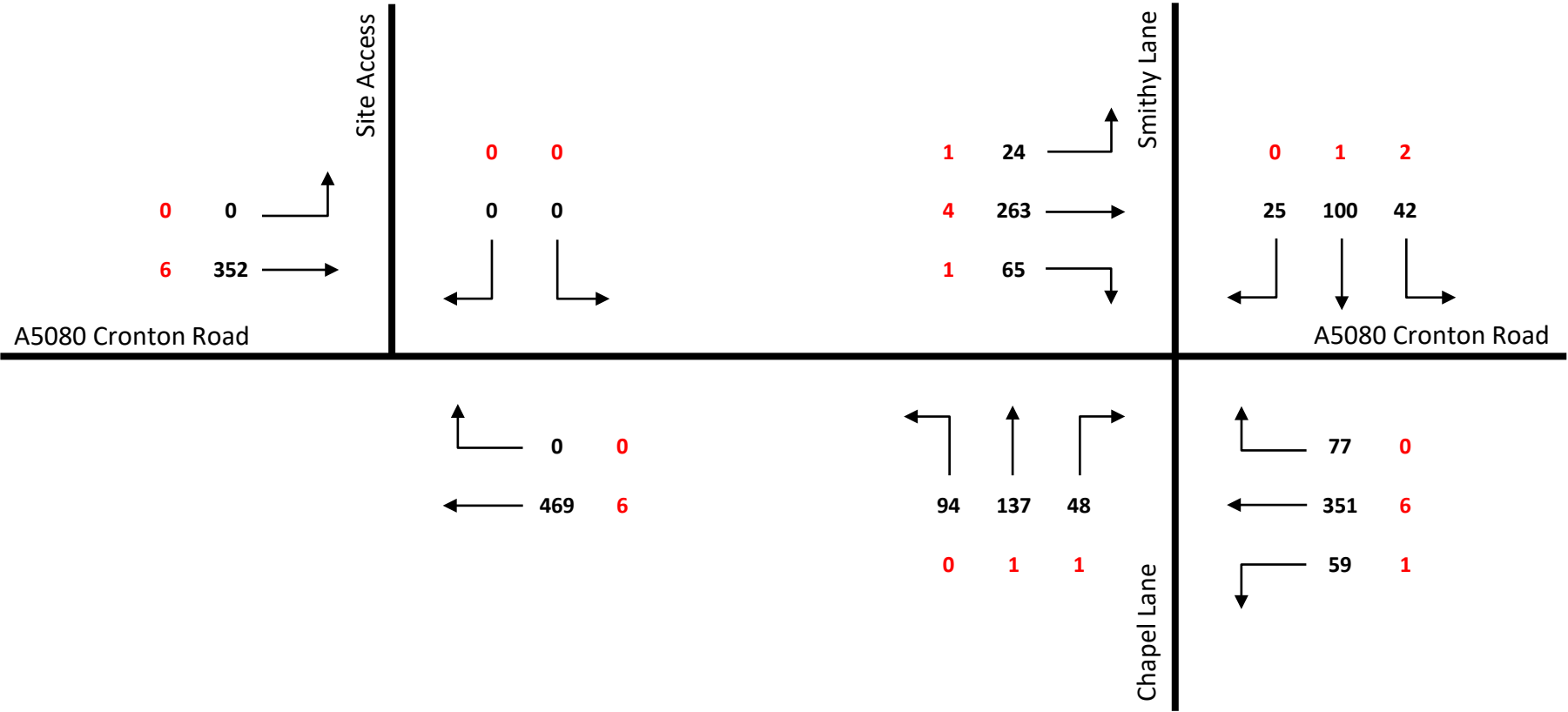
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 14 - Total Committed Development Flows
Peak: PM (16:45 - 17:45)
Notes: All flows are in vehicles



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 15 - 2032 Without Development Flows
Peak: AM (08:00 - 09:00)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 16 - 2032 Without Development Flows
Peak: PM (16:45 - 17:45)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red



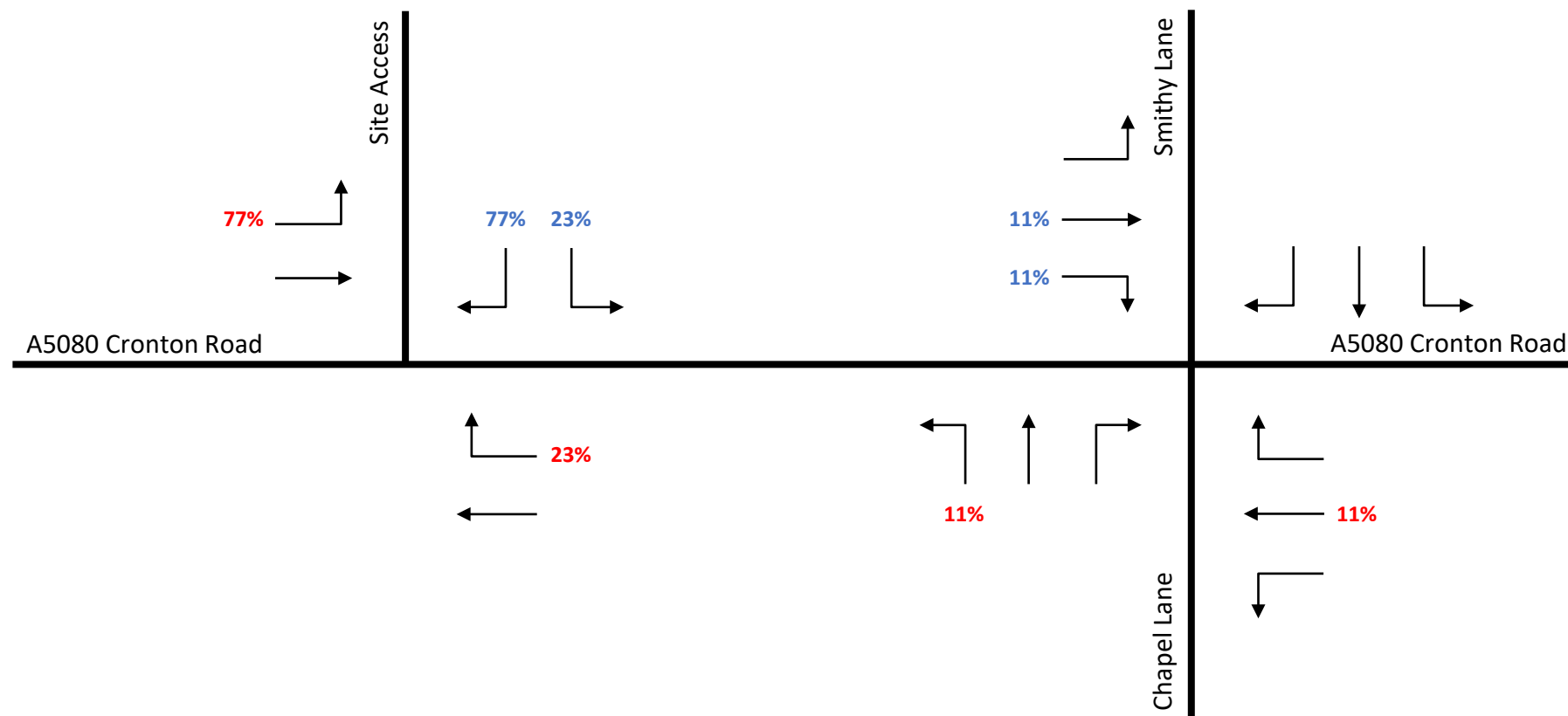
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 17 - Development Distribution
Peak: Both

Notes: Based on 2011 Census MTW data for local MSOA

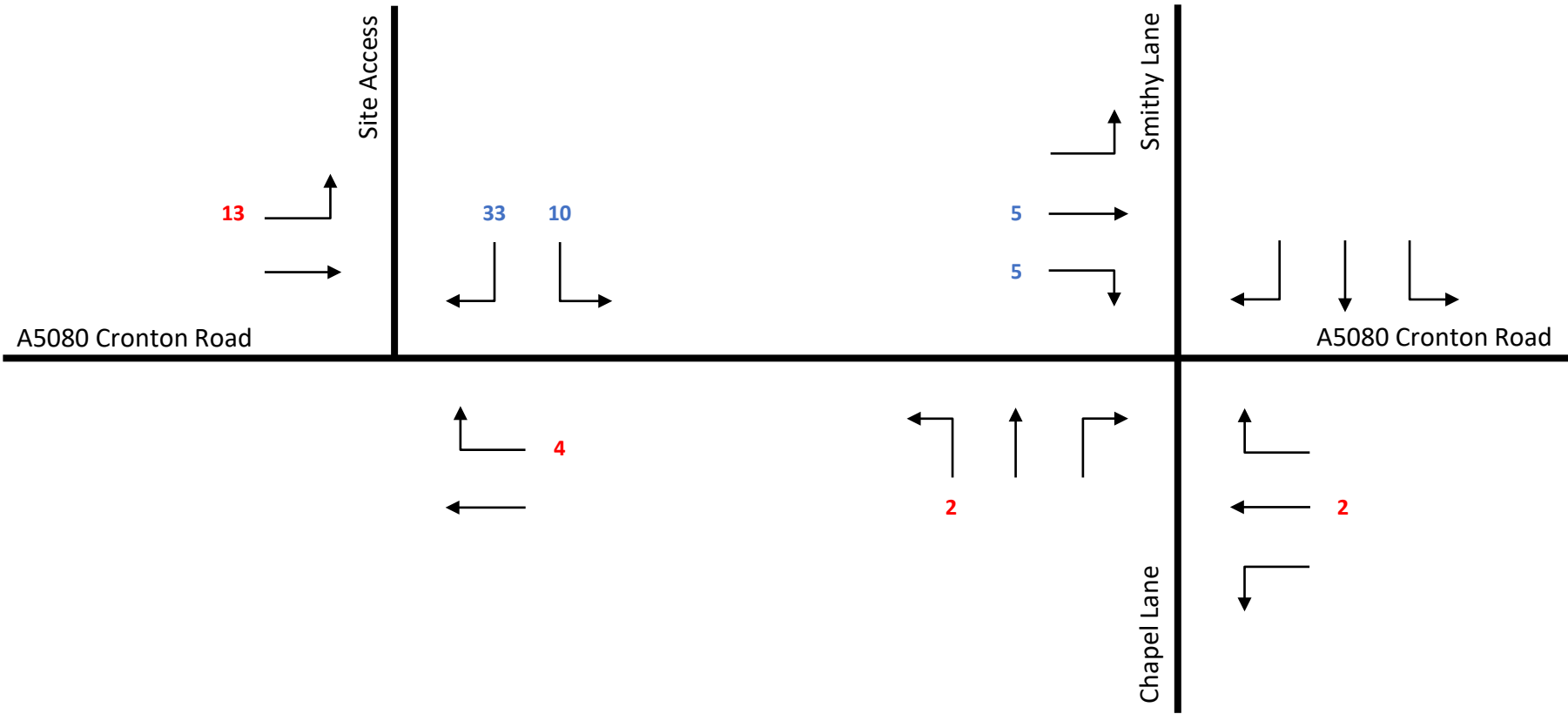
Arrivals in red

Departures in blue

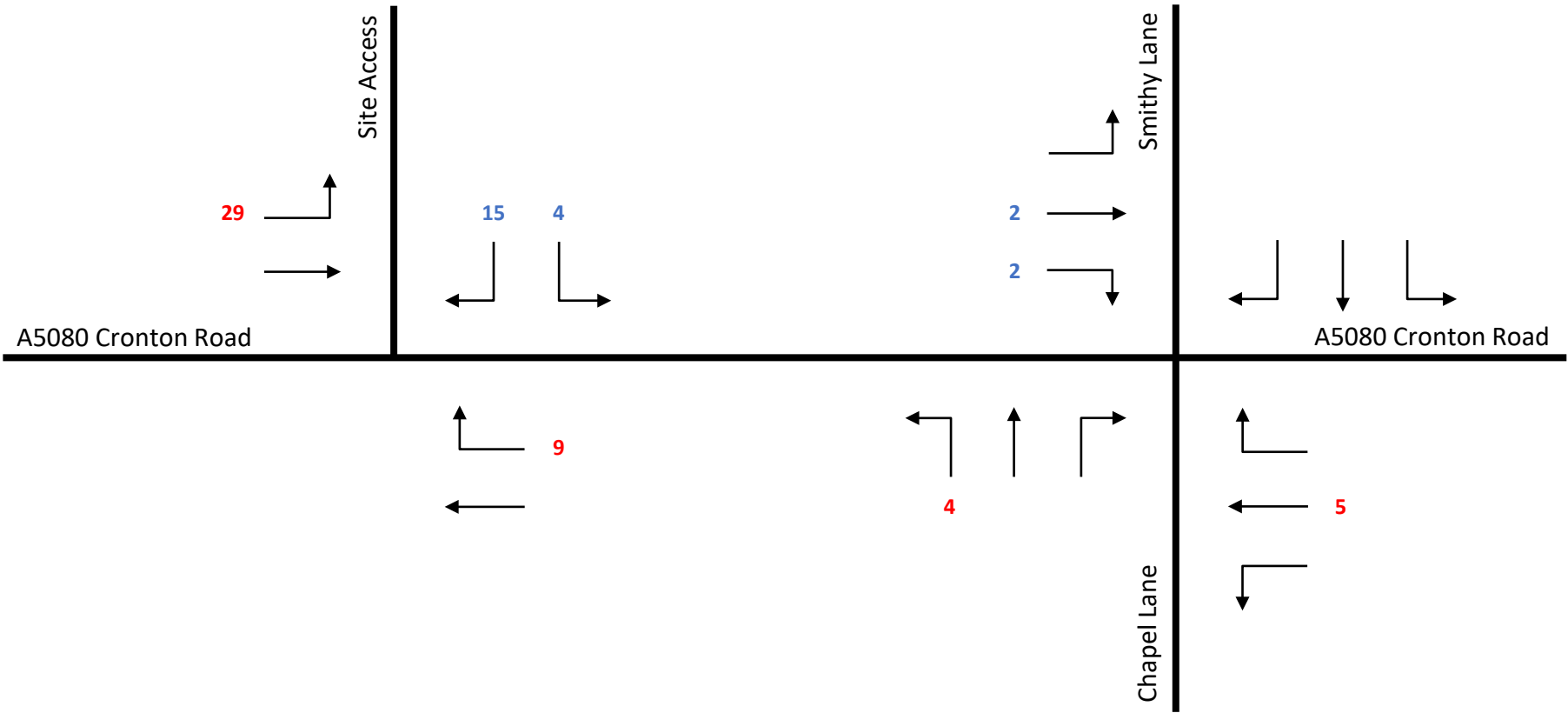
Any differences =1 due to rounding



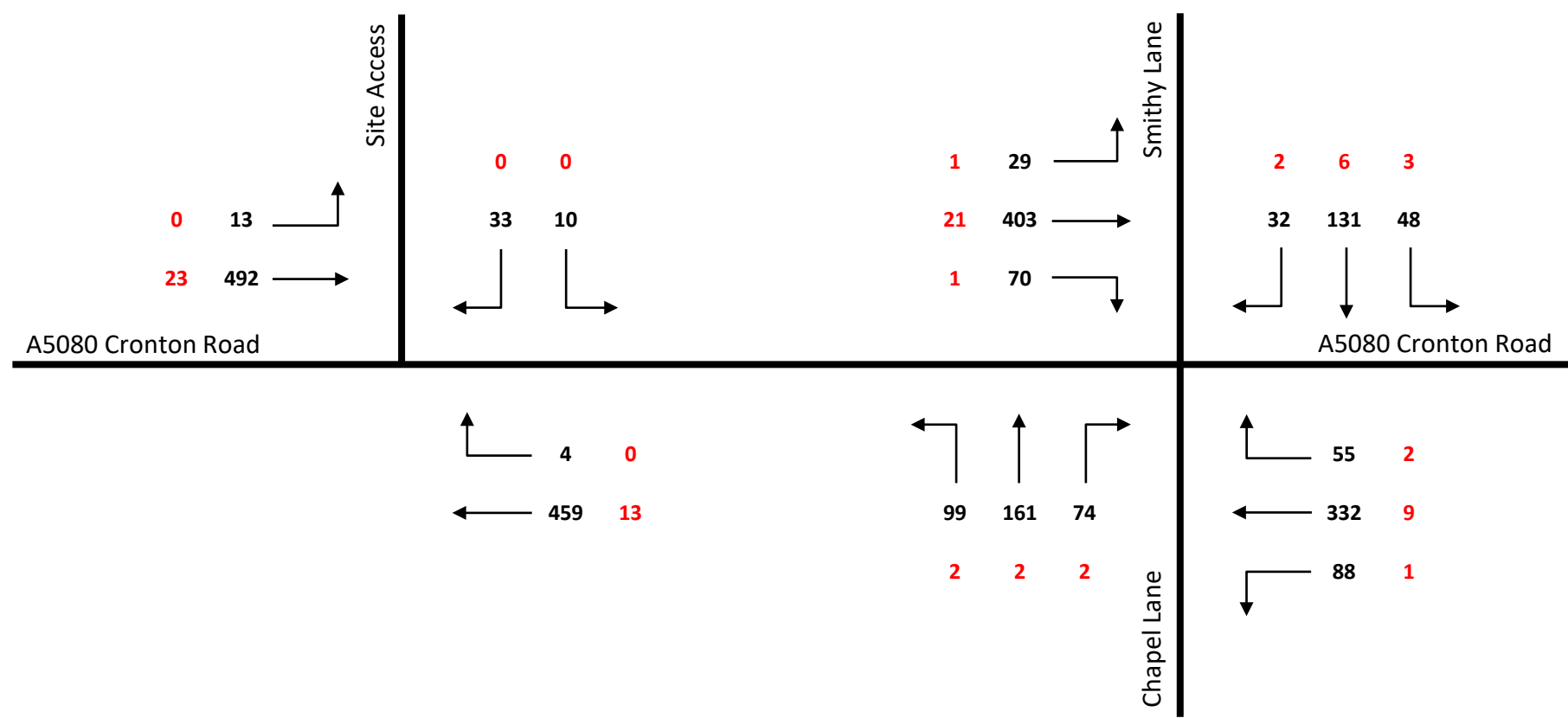
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 18 - Development Flows
Peak: AM (08:00 - 09:00)
Notes: Arrivals 17
Departures 43



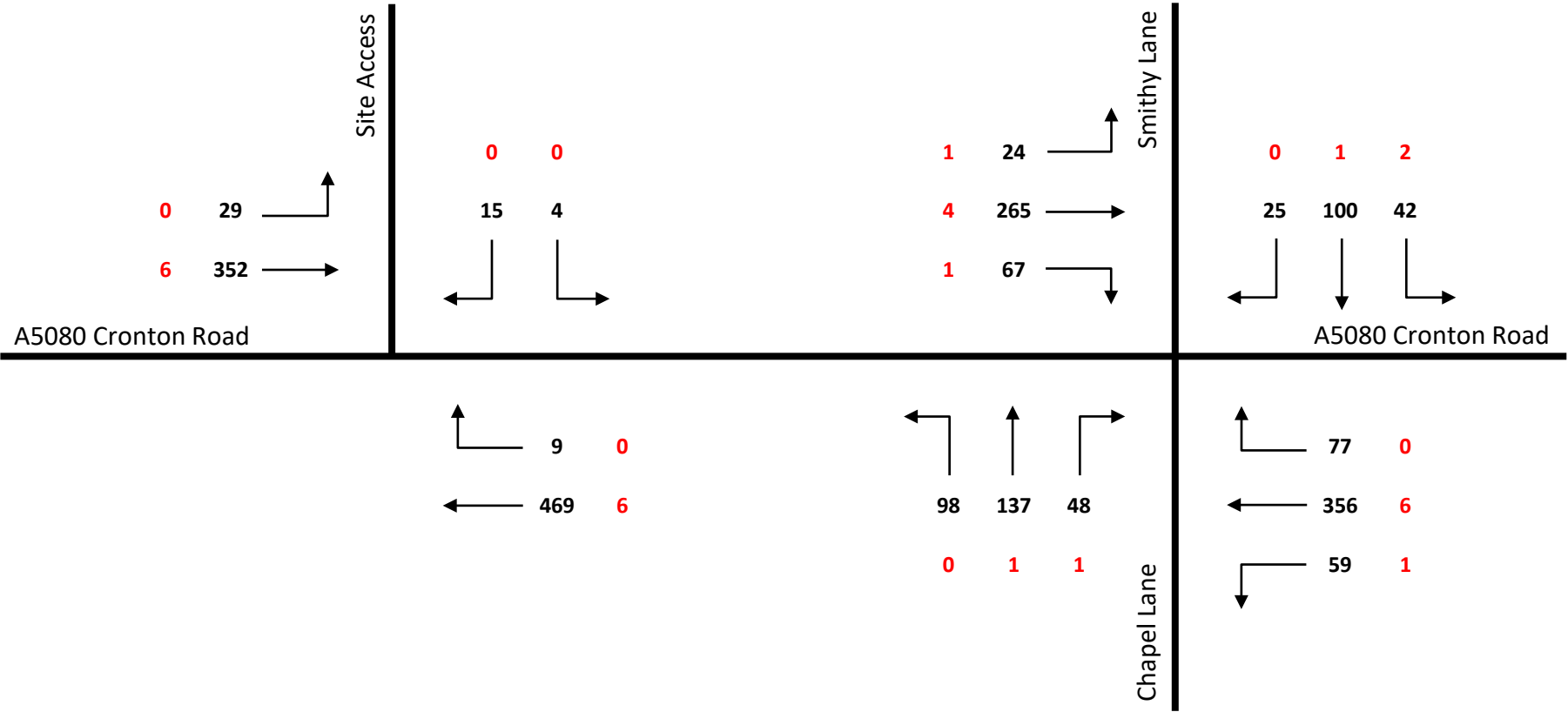
Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 19 - Development Flows
Peak: PM (16:45 - 17:45)
Notes: Arrivals 38
Departures 19



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 20 - 2032 With Development Flows
Peak: AM (08:00 - 09:00)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red



Project: Cronton Road, Town End, Widnes
Scenario: Flow Diagram 21 - 2032 With Development Flows
Peak: PM (16:45 - 17:45)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red



APPENDIX C

SURVEY DATA

Widnes ATC, Cronton Road

Direction: Westbound

Hour Beginning	Tue 14/01/2025	Wed 15/01/2025	Thu 16/01/2025	Fri 17/01/2025	Sat 18/01/2025	Sun 19/01/2025	Mon 20/01/2025	5-Day Ave.	7-Day Ave.
00:00	7	11	8	10	24	21	5	8	12
01:00	5	4	7	5	7	15	4	5	7
02:00	5	3	0	4	5	8	2	3	4
03:00	7	3	4	10	3	10	7	6	6
04:00	11	10	7	8	8	4	9	9	8
05:00	38	38	36	30	12	13	33	35	29
06:00	93	114	110	114	28	32	95	105	84
07:00	273	290	296	266	57	29	284	282	214
08:00	304	367	323	313	134	64	341	330	264
09:00	205	232	232	199	179	132	179	209	194
10:00	182	165	203	186	215	187	159	179	185
11:00	180	191	177	203	245	230	164	183	199
12:00	193	191	183	195	234	247	165	185	201
13:00	167	187	188	250	234	208	204	199	205
14:00	217	236	213	244	220	175	169	216	211
15:00	230	281	282	265	210	141	226	257	234
16:00	328	333	287	220	176	166	330	300	263
17:00	315	332	280	238	174	127	259	285	246
18:00	162	228	169	158	125	117	158	175	160
19:00	136	121	151	121	86	85	111	128	116
20:00	76	85	69	75	79	69	59	73	73
21:00	36	55	48	53	53	48	57	50	50
22:00	38	41	41	54	53	28	23	39	40
23:00	17	25	18	37	38	24	20	23	26
Total									
12H(7-19)	2756	3033	2833	2737	2203	1823	2638	2799	2575
16H(6-22)	3097	3408	3211	3100	2449	2057	2960	3155	2897
18H(6-24)	3152	3474	3270	3191	2540	2109	3003	3218	2963
24H(0-24)	3225	3543	3332	3258	2599	2180	3063	3284	3029
AM Peak	08:00 304	08:00 367	08:00 323	08:00 313	11:00 245	11:00 230	08:00 341	08:00 330	08:00 264
PM Peak	16:00 328	16:00 333	16:00 287	15:00 265	12:00 234	12:00 247	16:00 330	16:00 300	16:00 263

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Tue 14/01/2025	Wed 15/01/2025	Thu 16/01/2025	Fri 17/01/2025	Sat 18/01/2025	Sun 19/01/2025	Mon 20/01/2025	5-Day Ave.	7-Day Ave.
00:00	12	5	10	7	17	22	6	8	11
01:00	2	5	4	4	8	18	4	4	6
02:00	1	4	3	3	4	6	3	3	3
03:00	7	4	4	7	11	2	4	5	6
04:00	8	3	5	1	3	6	5	4	4
05:00	11	14	7	8	6	8	7	9	9
06:00	57	37	44	41	16	10	36	43	34
07:00	317	193	174	152	49	19	133	194	148
08:00	347	203	184	171	68	23	174	216	167
09:00	165	80	115	108	85	57	98	113	101
10:00	169	96	97	94	126	92	80	107	108
11:00	148	116	124	122	162	102	86	119	123
12:00	144	99	123	149	162	111	96	122	126
13:00	121	146	101	142	186	129	106	123	133
14:00	161	170	151	128	138	132	93	141	139
15:00	179	197	169	175	128	137	117	167	157
16:00	229	233	216	226	140	159	175	216	197
17:00	219	234	206	201	114	138	163	205	182
18:00	178	155	167	122	85	95	108	146	130
19:00	101	93	108	100	85	61	92	99	91
20:00	68	68	77	78	55	54	52	69	65
21:00	45	67	52	67	39	30	41	54	49
22:00	33	95	38	37	48	31	32	47	45
23:00	12	23	25	33	40	14	14	21	23
Total									
12H(7-19)	2377	1922	1827	1790	1443	1194	1429	1869	1712
16H(6-22)	2648	2187	2108	2076	1638	1349	1650	2134	1951
18H(6-24)	2693	2305	2171	2146	1726	1394	1696	2202	2019
24H(0-24)	2734	2340	2204	2176	1775	1456	1725	2236	2059
AM Peak	08:00 347	08:00 203	08:00 184	08:00 171	11:00 162	11:00 102	08:00 174	08:00 216	08:00 167
PM Peak	16:00 229	17:00 234	16:00 216	16:00 226	13:00 186	16:00 159	16:00 175	16:00 216	16:00 197

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Tue 14/01/2025	Wed 15/01/2025	Thu 16/01/2025	Fri 17/01/2025	Sat 18/01/2025	Sun 19/01/2025	Mon 20/01/2025	5-Day Ave.	7-Day Ave.
00:00	19	16	18	17	41	43	11	16	24
01:00	7	9	11	9	15	33	8	9	13
02:00	6	7	3	7	9	14	5	6	7
03:00	14	7	8	17	14	12	11	11	12
04:00	19	13	12	9	11	10	14	13	13
05:00	49	52	43	38	18	21	40	44	37
06:00	150	151	154	155	44	42	131	148	118
07:00	590	483	470	418	106	48	417	476	362
08:00	651	570	507	484	202	87	515	545	431
09:00	370	312	347	307	264	189	277	323	295
10:00	351	261	300	280	341	279	239	286	293
11:00	328	307	301	325	407	332	250	302	321
12:00	337	290	306	344	396	358	261	308	327
13:00	288	333	289	392	420	337	310	322	338
14:00	378	406	364	372	358	307	262	356	350
15:00	409	478	451	440	338	278	343	424	391
16:00	557	566	503	446	316	325	505	515	460
17:00	534	566	486	439	288	265	422	489	429
18:00	340	383	336	280	210	212	266	321	290
19:00	237	214	259	221	171	146	203	227	207
20:00	144	153	146	153	134	123	111	141	138
21:00	81	122	100	120	92	78	98	104	99
22:00	71	136	79	91	101	59	55	86	85
23:00	29	48	43	70	78	38	34	45	49
Total									
12H(7-19)	5133	4955	4660	4527	3646	3017	4067	4668	4286
16H(6-22)	5745	5595	5319	5176	4087	3406	4610	5289	4848
18H(6-24)	5845	5779	5441	5337	4266	3503	4699	5420	4981
24H(0-24)	5959	5883	5536	5434	4374	3636	4788	5520	5087
AM Peak	08:00 651	08:00 570	08:00 507	08:00 484	11:00 407	11:00 332	08:00 515	08:00 545	08:00 431
PM Peak	16:00 557	16:00 566	16:00 503	16:00 446	13:00 420	12:00 358	16:00 505	16:00 515	16:00 460

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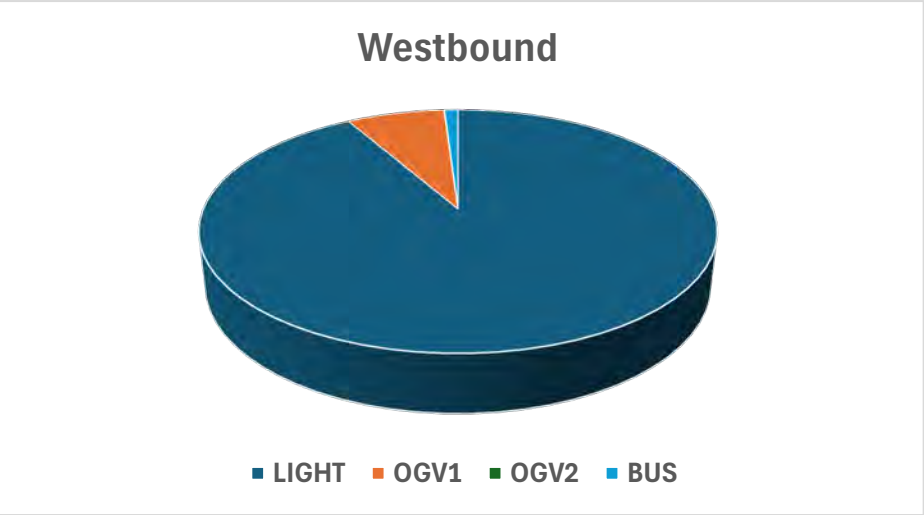


Widnes ATC, Cronton Road

Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Jan 2025	3225	2914	271	2	38
Wed 15 Jan 2025	3543	3237	270	2	34
Thu 16 Jan 2025	3332	3041	255	3	33
Fri 17 Jan 2025	3258	2941	285	3	29
Sat 18 Jan 2025	2599	2449	121	1	28
Sun 19 Jan 2025	2180	2062	97	0	21
Mon 20 Jan 2025	3063	2792	242	0	29
5 Day Ave.	3284	2985	265	2	33
7 Day Ave.	3029	2777	220	2	30

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Jan 2025	100.0%	90.4%	8.4%	0.1%	1.2%
Wed 15 Jan 2025	100.0%	91.4%	7.6%	0.1%	1.0%
Thu 16 Jan 2025	100.0%	91.3%	7.7%	0.1%	1.0%
Fri 17 Jan 2025	100.0%	90.3%	8.7%	0.1%	0.9%
Sat 18 Jan 2025	100.0%	94.2%	4.7%	0.0%	1.1%
Sun 19 Jan 2025	100.0%	94.6%	4.4%	0.0%	1.0%
Mon 20 Jan 2025	100.0%	91.2%	7.9%	0.0%	0.9%
5 Day Ave.	100.0%	90.9%	8.1%	0.1%	1.0%
7 Day Ave.	100.0%	91.7%	7.3%	0.1%	1.0%

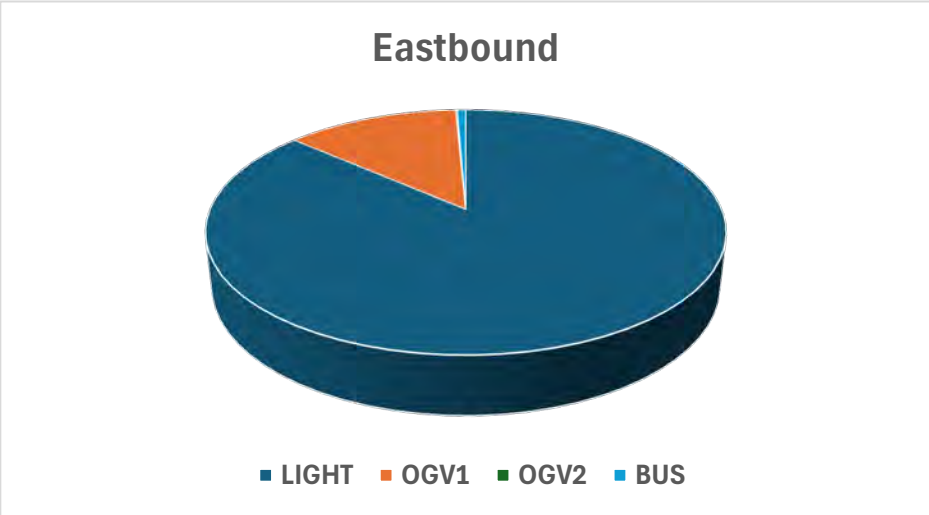
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Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Jan 2025	2734	2385	328	4	17
Wed 15 Jan 2025	2340	2017	307	1	15
Thu 16 Jan 2025	2204	1873	315	4	12
Fri 17 Jan 2025	2176	1832	316	3	25
Sat 18 Jan 2025	1775	1582	185	2	6
Sun 19 Jan 2025	1456	1302	147	1	6
Mon 20 Jan 2025	1725	1465	249	1	10
5 Day Ave.	2236	1914	303	3	16
7 Day Ave.	2059	1779	264	2	13

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Jan 2025	100.0%	87.2%	12.0%	0.1%	0.6%
Wed 15 Jan 2025	100.0%	86.2%	13.1%	0.0%	0.6%
Thu 16 Jan 2025	100.0%	85.0%	14.3%	0.2%	0.5%
Fri 17 Jan 2025	100.0%	84.2%	14.5%	0.1%	1.1%
Sat 18 Jan 2025	100.0%	89.1%	10.4%	0.1%	0.3%
Sun 19 Jan 2025	100.0%	89.4%	10.1%	0.1%	0.4%
Mon 20 Jan 2025	100.0%	84.9%	14.4%	0.1%	0.6%
5 Day Ave.	100.0%	85.6%	13.6%	0.1%	0.7%
7 Day Ave.	100.0%	86.4%	12.8%	0.1%	0.6%

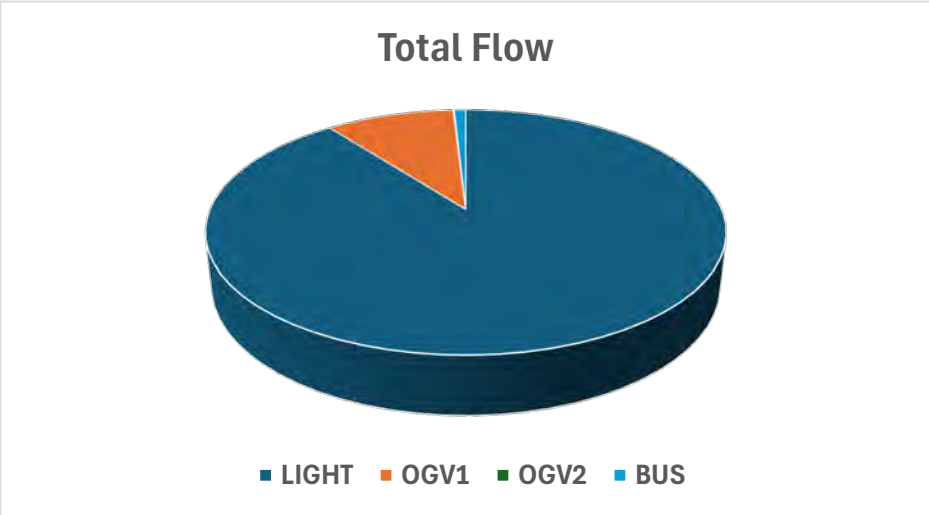
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Jan 2025	5959	5299	599	6	55
Wed 15 Jan 2025	5883	5254	577	3	49
Thu 16 Jan 2025	5536	4914	570	7	45
Fri 17 Jan 2025	5434	4773	601	6	54
Sat 18 Jan 2025	4374	4031	306	3	34
Sun 19 Jan 2025	3636	3364	244	1	27
Mon 20 Jan 2025	4788	4257	491	1	39
5 Day Ave.	5520	4899	568	5	48
7 Day Ave.	5087	4556	484	4	43

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 14 Jan 2025	100.0%	88.9%	10.1%	0.1%	0.9%
Wed 15 Jan 2025	100.0%	89.3%	9.8%	0.1%	0.8%
Thu 16 Jan 2025	100.0%	88.8%	10.3%	0.1%	0.8%
Fri 17 Jan 2025	100.0%	87.8%	11.1%	0.1%	1.0%
Sat 18 Jan 2025	100.0%	92.2%	7.0%	0.1%	0.8%
Sun 19 Jan 2025	100.0%	92.5%	6.7%	0.0%	0.7%
Mon 20 Jan 2025	100.0%	88.9%	10.3%	0.0%	0.8%
5 Day Ave.	100.0%	88.8%	10.3%	0.1%	0.9%
7 Day Ave.	100.0%	89.6%	9.5%	0.1%	0.9%

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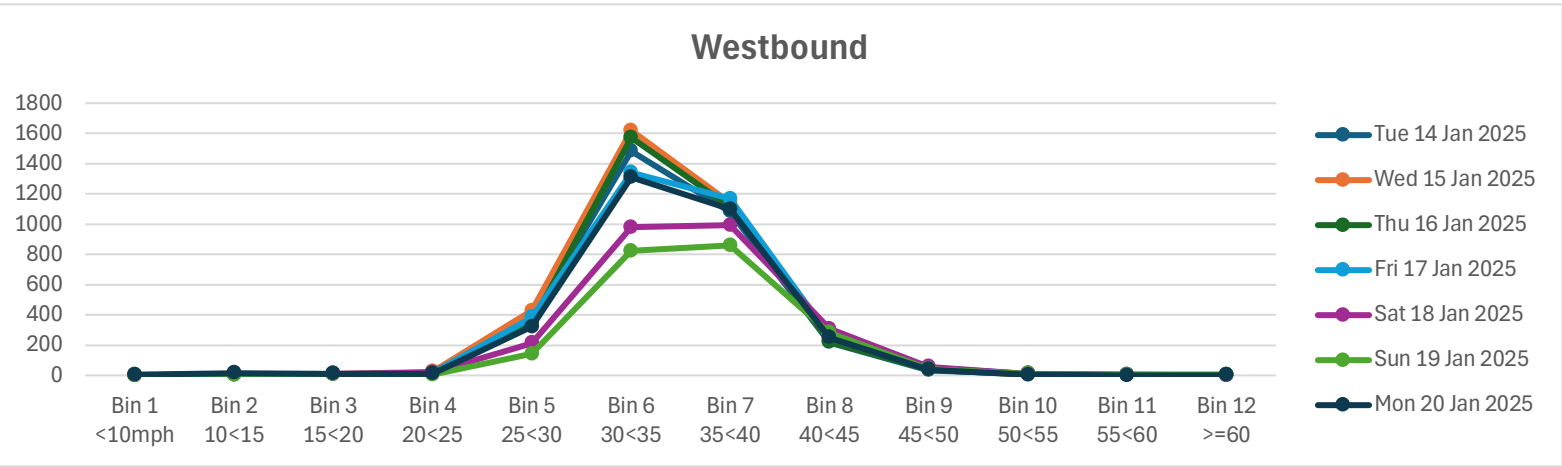


Widnes ATC, Cronton Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 14 Jan 2025	3225	39.1	34.4	4.5	0	4	8	15	370	1483	1082	217	35	8	1	2
Wed 15 Jan 2025	3543	39.3	34.3	4.8	1	10	10	24	428	1620	1140	246	46	12	3	3
Thu 16 Jan 2025	3332	39.0	34.4	4.4	1	2	7	18	347	1573	1116	223	37	5	2	1
Fri 17 Jan 2025	3258	39.7	34.7	4.8	2	9	12	16	383	1341	1168	264	49	12	2	0
Sat 18 Jan 2025	2599	40.6	35.4	5.0	0	9	9	17	213	979	994	308	56	11	3	0
Sun 19 Jan 2025	2180	40.8	35.8	4.8	0	2	7	5	142	824	860	282	42	10	3	3
Mon 20 Jan 2025	3063	39.6	34.6	4.8	4	15	10	10	322	1310	1098	250	39	4	0	1
5 Day Ave.	3284	39.3	34.5	4.7	2	8	9	17	370	1465	1121	240	41	8	2	1
7 Day Ave.	3029	39.7	34.8	4.7	1	7	9	15	315	1304	1065	256	43	9	2	1

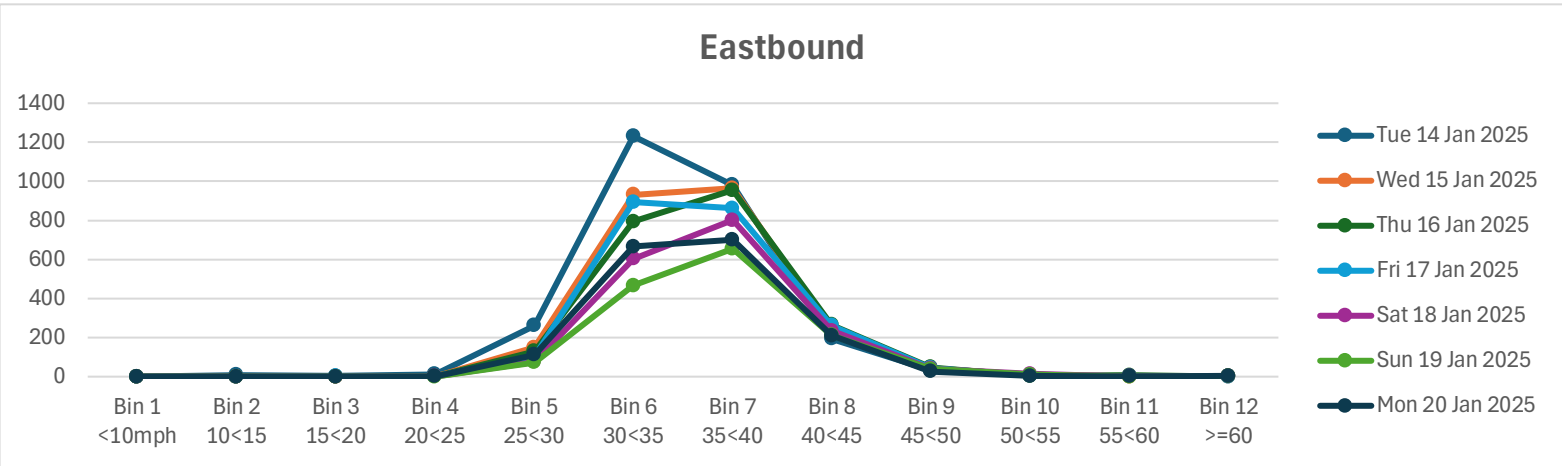
Paul Castle Associates



Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 14 Jan 2025	2734	39.3	34.7	4.5	0	9	3	12	262	1231	982	193	32	7	2	1
Wed 15 Jan 2025	2340	40.0	35.6	4.2	0	0	0	1	150	931	965	242	44	7	0	0
Thu 16 Jan 2025	2204	40.7	36.0	4.5	0	0	0	1	130	794	955	265	47	4	7	1
Fri 17 Jan 2025	2176	40.3	35.8	4.3	0	0	1	2	103	894	862	261	45	6	2	0
Sat 18 Jan 2025	1775	41.0	36.4	4.5	0	0	0	2	76	604	802	234	40	14	2	1
Sun 19 Jan 2025	1456	41.2	36.5	4.5	0	0	0	0	72	467	655	211	39	11	0	1
Mon 20 Jan 2025	1725	40.5	35.8	4.5	0	0	0	1	112	666	701	209	26	4	2	4
5 Day Ave.	2236	40.2	35.6	4.4	0	2	1	3	151	903	893	234	39	6	3	1
7 Day Ave.	2059	40.4	35.8	4.4	0	1	1	3	129	798	846	231	39	8	2	1

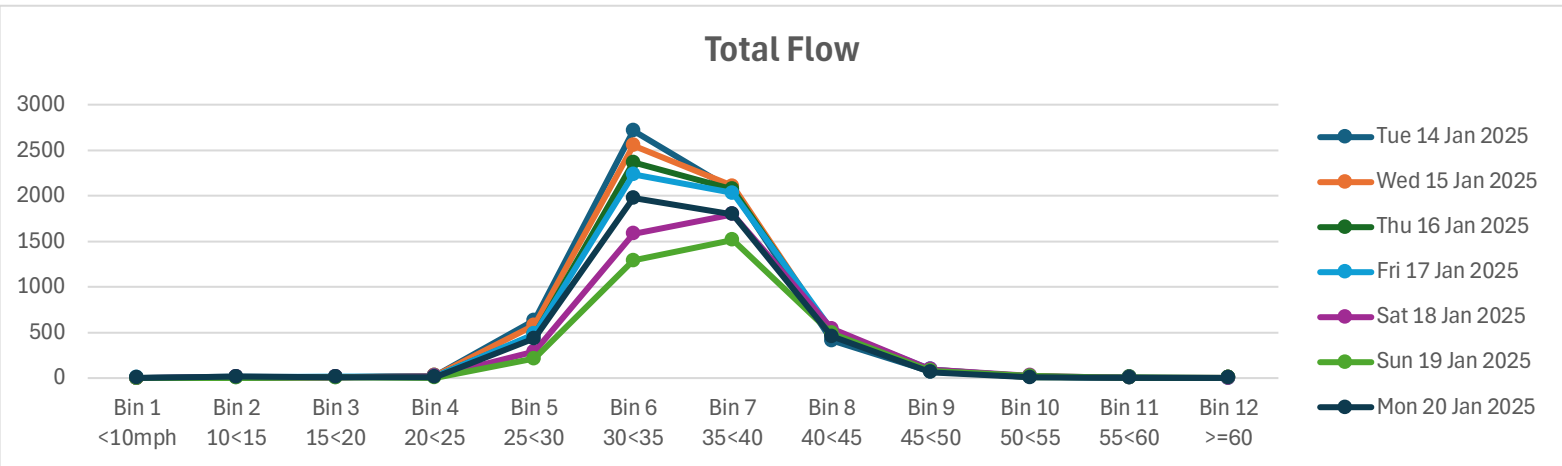
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 14 Jan 2025	5959	39.2	34.5	4.5	0	13	11	27	632	2714	2064	410	67	15	3	3
Wed 15 Jan 2025	5883	39.6	34.8	4.6	1	10	10	25	578	2551	2105	488	90	19	3	3
Thu 16 Jan 2025	5536	39.7	35.1	4.5	1	2	7	19	477	2367	2071	488	84	9	9	2
Fri 17 Jan 2025	5434	40.0	35.1	4.7	2	9	13	18	486	2235	2030	525	94	18	4	0
Sat 18 Jan 2025	4374	40.8	35.8	4.8	0	9	9	19	289	1583	1796	542	96	25	5	1
Sun 19 Jan 2025	3636	41.0	36.1	4.7	0	2	7	5	214	1291	1515	493	81	21	3	4
Mon 20 Jan 2025	4788	39.9	35.0	4.7	4	15	10	11	434	1976	1799	459	65	8	2	5
5 Day Ave.	5520	39.7	34.9	4.6	2	10	10	20	521	2369	2014	474	80	14	4	3
7 Day Ave.	5087	40.0	35.2	4.6	1	9	10	18	444	2102	1911	486	82	16	4	3

Paul Castle Associates



APPENDIX D

COLLISION DATA



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
1		E08000011	2200285	Slight	Tuesday	23/11/2021	13:37	347204 / 389003		

1st Rd: A5080 2nd Rd:

Location: CRANTON ROAD SEGMENT 5 TO 659 CRANTON ROAD

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH		Single c'way	Not JCT		Daylight		Fine	Wet	None	None	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Start	NE	NW On main	Not at	No	None	No	None	Female	26	-ve
2	Car		No	Going ahead	NW	SE On main	Not at	No	None	Nearside	Wall or fence	Female	21	-ve
Cas No	Veh ref	Cas Class		Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement		Ped location	School Pupil		
1	1	Drv/Rider		Female	26	Slight	No	Not ped	Not ped		Not ped	Other		

Description: V001 AND V002 WERE TRAVELLING EASTBOUND ON CRANTON ROAD WITH V002 ABOUT A HUNDRED YARDS BEHIND V001. V001 THEN PULLED INTO A BUSINESSES ENTRANCE ON THE NEAR SIDE TO TURN AROUND AND HEAD WESTBOUND ON THE SAME ROAD. V001 RE ENTERED THE ROAD IN THE PATH OF V002 CAUSING BOTH VEHICLES TO COLLIDE. THE DRIVER OF V001 SUFFERED SLIGHT INJURIES TO HER HAND AND HEAD.

User Information:

2		E08000011	2200672	Serious	Sunday	20/03/2022	12:38	347042 / 389054		
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1st Rd: A5080 2nd Rd: U

Location: CRANTON ROAD and DACRES BRIDGE LANE

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
50 MPH		Single c'way	T/Stag	Give	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Going ahead	W E	On main	Mid junction	No	None	No	None	Female	31	-ve
2	Car		No	Right turn	E S	On main	Junt cleared	No	None	No	None	Female	27	-ve
Cas No	Veh ref	Cas Class		Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement		Ped location	School Pupil		
1	1	Drv/Rider		Female	31	Serious	No	Not ped	Not ped		Not ped	Other		
2	2	Drv/Rider		Female	27	Slight	No	Not ped	Not ped		Not ped	Other		
3	1	Passenger		Male	26	Slight	Front	Not ped	Not ped		Not ped	Other		

Description: POLICE VEHICLE WAS ON A 999 RUN WITH EMERGENCY EQUIPMENT ACTIVATED (LIGHTS AND SIRENS), AHEAD WERE 2 VEHICLES IN THE SINGLE CARRIAGEWAY ROAD, THE FRONT VEHICLE WAS INDICATING TO THE OFFSIDE TO TURN INTO A ROAD. LEAD VEHICLE HAS STARTED TO TURN RIGHT WHILST THE POLICE VEHICLE HAS GONE TO OVERTAKE IT.

User Information:

3		E08000011	2203089	Slight	Friday	02/12/2022	22:30	348646 / 388255		
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1st Rd: U 2nd Rd:

Location: CRANTON ROAD SEGMENT 659 CRANTON ROAD

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40 MPH		Single c'way	Not JCT		Dark/no lights		Fine	Wet	None	None	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Right bend	E N	On main	Not at	Over	None	Offside	None	Male	21	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	1	Drv/Rider	Male	21	Slight	No	Not ped	Not ped	Not ped	Other				

Description: VEHICLE 1 HAS BEEN TRAVELLING ALONG A5080 CRANTON ROAD FROM EAST TO NORTH ATTEMPTING TO NAVIGATE A GRADUAL BEND IN THE ROAD. VEHICLE 1 HAS LOST CONTROL, HIT A KERB ON THE OPPOSITE SIDE OF THE CARRIAGEWAY CAUSING THE VEHICLE TO OVERTURN AND LAND IN A FIELD RUNNING PARALLEL TO THE CARRIAGEWAY.

User Information:



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street		
4		E08000011	2300130	Serious	Monday	16/01/2023	00:19	349526 / 387763				
1st Rd: 2nd Rd:												
Location: CHAPEL LANE												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	0.00	Not JCT		Dark/lights lit		Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Going ahead	N S	On main	Not at	Yes	None	Offside	Wall or fence	Male	35 N/P
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	35	Serious	No	Not ped	Not ped	Not ped	Other		
Description: NOT KNOWN AT THIS TIME												
User Information:												
5		E08000011	2300660	Slight	Saturday	18/03/2023	12:05	347689 / 388837				
1st Rd: U 2nd Rd: U												
Location: CRONTON ROAD and FOXS BANK LANE												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
20 MPH	Roundabout	R'dabt Give		Daylight		Rain	Wet	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Start	W E	On main	Ent r'about	No	None	No	None	Female	74 N/C
2	Pedal Cycle	No	Going ahead	S N	On main	Leave r'about	No	None	No	None	Male	65 N/A
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	65	Slight	No	Not ped	Not ped	Not ped	Other		
Description: RTC SLIGHT INJURY												
CAR VS CYCLIST												
V1 HAS PULLED INTO THE PATH OF V2, WHICH HAD RIGHT OF WAY, KNOCKING THE IP OFF THEIR PEDAL CYCLE. ALL PARTIES HAVE STOPPED												
AND EXCHANGED DETAILS. IP HAS SORENESS/ BRUISING TO THEIR ARM/ BACK AND LOWER LEG. INDEPENDENTLY WITNESSED ALSO.												
User Information:												
6		E08000011	2302085	Serious	Sunday	03/09/2023	23:15	348653 / 388247				
1st Rd: U 2nd Rd: U												
Location: ALDER LANE and WATER LANE												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
40 MPH	Single c'way	T/Stag Give		Daylight		Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Going ahead	E W	On main	Junt appr	No	None	Unknown	Wall or fence	Male	17 N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Passenger	Female	17	Slight	Rear	Not ped	Not ped	Not ped	Other		
2	1	Passenger	Female	16	Serious	Rear	Not ped	Not ped	Not ped	Other		
Description: RTC SERIOUS INJURY												
SINGLE VEHICLE												
V1 HAS LOST CONTROL, AND COLLIDED INTO A FENCE/ WALL CAUSING SIGNIFICANT DAMAGE TO V1 AND THE PROPERTY. V1 HAD 4												
OCCUPANTS ON BOARD WHO HAVE LEFT THE SCENE. THE COLLISION WAS REPORTED THE FOLLOWING DAY BY THE NOK OF IP'S FOLLOWED												
BY THE DRIVER. ONE OF THE IP'S HAS A SHATTERED L4 IN HER SPINE AND IS UNDER GOING SURGERY.												
User Information:												



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
7		E08000011	2302823	Serious	Friday	24/11/2023	17:24	349391 / 388262		

1st Rd: A5080 2nd Rd: U

Location: CRONTON ROAD and SMITHY LANE

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH		Single c'way	X-Rds	ATS	Dark/lights lit		Fine	Dry	None	Ped Phas	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Going ahead	W E	On main	Mid junction	No	None	No	None	Male	35	-ve
Cas No	Veh ref	Cas Class		Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement		Ped location	School Pupil		
1	1	Pedestrian		Male	82	Serious	No	East	Offside		<50m of ped x'ing	Other		

Description: CAS01 HAS LEFT CRONTON CHIP SHOP ATTEMPTING TO CROSS THE ROAD IN THE DIRECTION OF SMITHY ROAD. CAS01 FAILS TO USE THE PEDESTRIAN CROSSING WHICH IS APPROXIMATLEY 10 YARDS FROM WHERE HE CROSSES. CAS01 ENTERS ROAD AND WALKS TO MIDDLE OF THE ROAD, WHEREBY HE LOOKS IN THE DIRECTION OF VEH01 WHICH IS APPROACH HIM ON HIS NEARSIDE. CAS01 THEN ATTEMPTS TO RUN ACROSS THE REMAINING SECTION OF THE ROAD, DIRECTLY INFRONT OF VEH01. VEH01 COLLIDES WITH CAS01 ON ITS OFFISDE CAUSING SLIGHT DENT TO THE FRONT OFFSIDE WHEEL ARCH. CAS01 IS THROWN TO THE FLOOR RESULTING IN A FRACTURED HIP AND BLEED ON THE BRAIN.

User Information:

8		E08000011	2400338	Slight	Wednesday	07/02/2024	09:00	348660 / 388249		
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1st Rd: A5080 2nd Rd: U

Location: ALDER LANE and CRONTON ROAD

Speed		C'Way		Jct Det/Ctrl		Lighting		Weather		Rd Surf		PedX - Human		- Phy Fac		Special		Hazard		
40 MPH		Single c'way		T/Stag Give		Daylight		Fine		Dry		None		None		None		None		
Veh	Vehicle type			Towing	Manoeuvre	Dir	Veh loc		Junct. loc	Skidding		Hit obj in		Left cway		Hit obj off		Sex	Age	B/T
1	Goods > 7.5t			No	Going ahead	N S	On main		Junt appr	No		None		No		None		Female	33	-ve
2	Car			No	Right turn	N S	On main		Junt appr	No		None		No		None		Female	52	-ve
Cas No	Veh ref		Cas Class	Sex	Age	Severity		Car Pass	Ped Direction		Ped Movement		Ped location		School Pupil					
1	2		Drv/Rider	Female	52	Slight		No	Not ped		Not ped		Not ped		Other					

Description: V1 FAILS TO NOTICE V2 HAD STOPPED AHEAD AND COLLIDES INTO REAR.

User Information:

9		E08000011	2402849	Slight	Friday	20/12/2024	14:30	347677 / 388821		
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1st Rd: A5080 2nd Rd: U

Location: CRONTON ROAD and PRESCOT ROAD

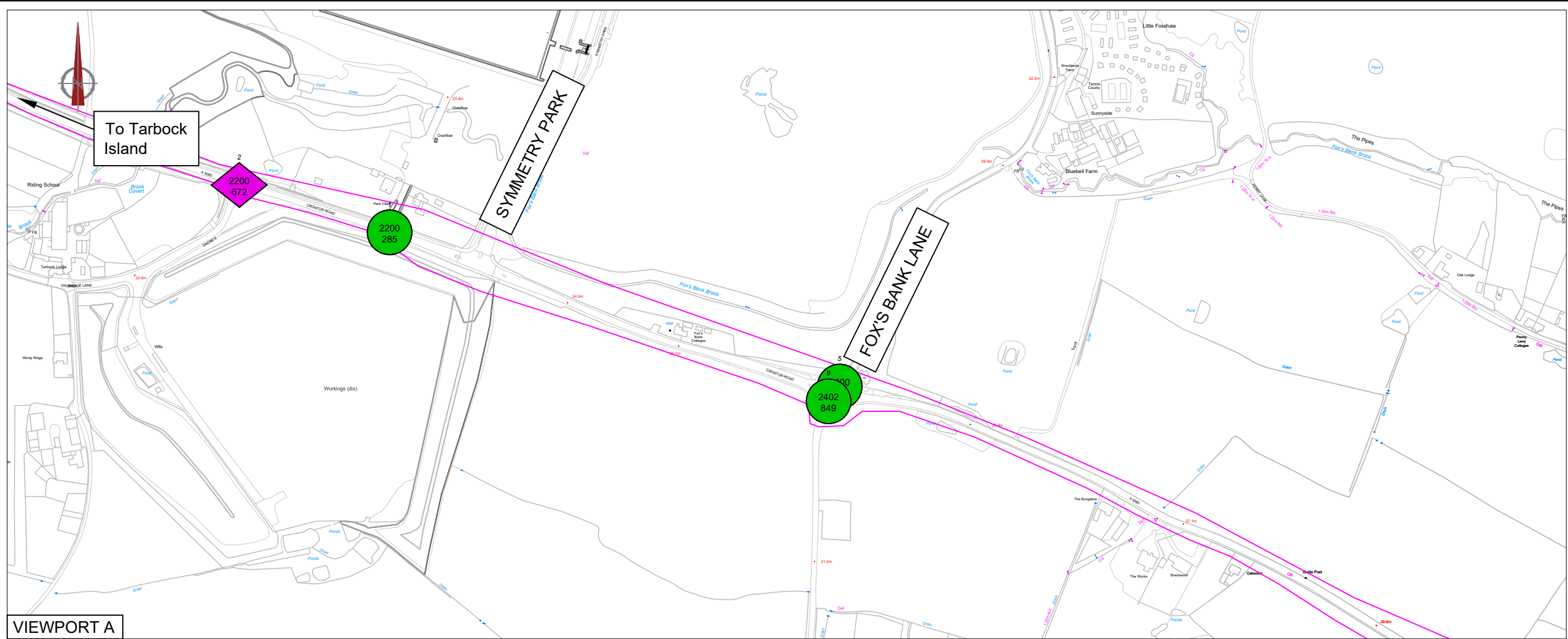
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather		Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	Single c'way	R'dabt	Give	Daylight		Fine		Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Van/Goods < 3.5t	No	Start	N S	On main	Ent r'about	No	None	No	None	Male	u/k	N/C
2	Car	No	Going ahead	W E	On main	Mid junction	No	None	No	None	Female	26	N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Passenger	Female	21	Slight	Front	Not ped	Not ped	Not ped	Other			

Description: SLIGHT INJURY
CAR VS VAN
V001 HAS PULLED OUT OF THE ROUNDABOUT INTO THE PATH OF V002, CAUSING A COLLISION. FSP WITHIN V002 HAS NECK/ BACK PAIN AND LUMP TO HEAD.

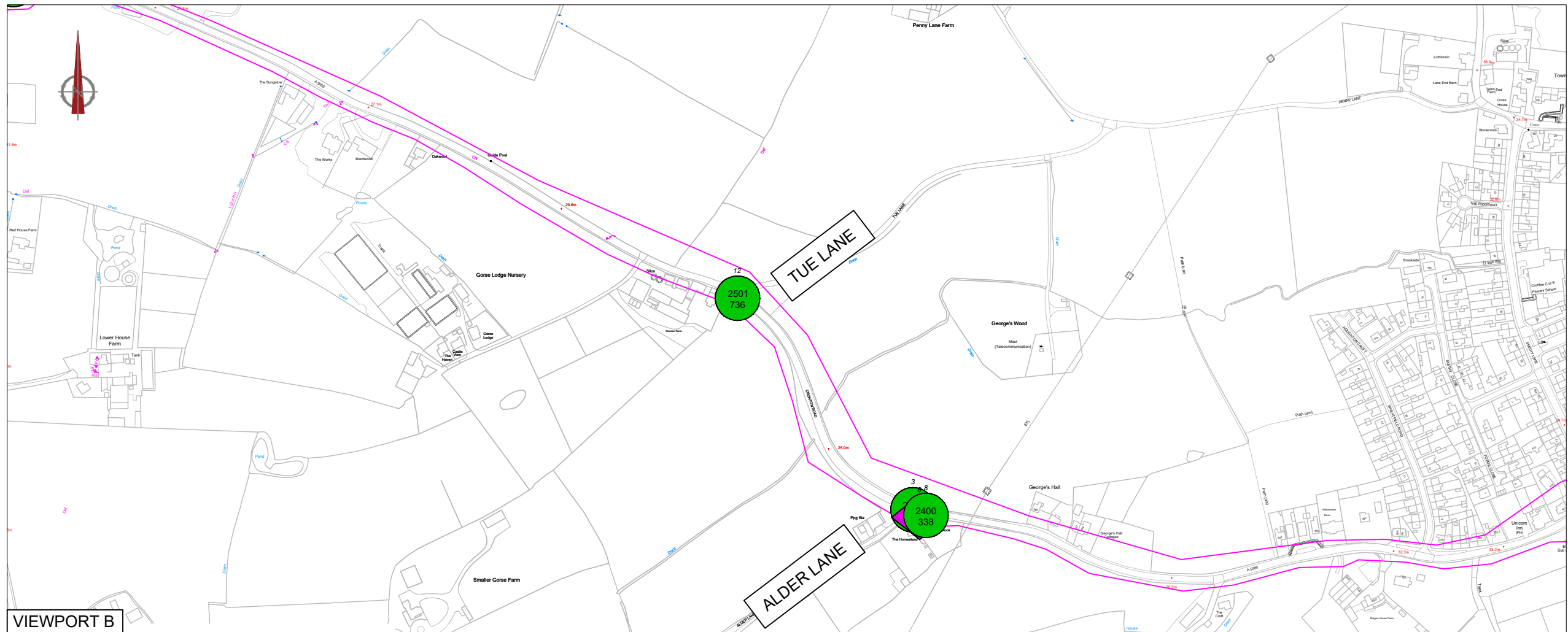
User Information:



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
10	E08000011		2500310	Slight	Thursday	13/02/2025	14:30	349821 / 388362						
1st Rd: A5080 2nd Rd: U														
Location: CRONTON ROAD and SANDY LANE														
Speed	C'Way		Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH	Single c'way		T/Stag	Give	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Going ahead	E W	On main	Junt appr	No	None	No	None	Female	72	-ve
2	Pedal Cycle		No	Right turn	E N	On main	Junt appr	No	None	No	None	Female	54	N/A
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	2	Drv/Rider	Female	54	Slight	No	Not ped	Not ped	Not ped	Other				
Description: V001 TRAVLLING IN THE SAME DIRECTION AS CYCLIST WHO RAISED ARM OUT SIGNALLING TO TURN RIGHT AT JUNCTION, MOVED AWAY FROM THE KERB TO A MORE CENTRAL POSTITION WHEN V001 CONTINUED AND KNOCKED CYCLIST TO THE FLOOR CASUING INJURY.														
User Information:														
11	E08000011		2501575	Serious	Saturday	22/03/2025	12:23	349600 / 388323						
1st Rd: A5080 2nd Rd:														
Location: CRONTON ROAD SEGMENT 5 TO 659 CRONTON ROAD														
Speed	C'Way		Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH	Single c'way		Not JCT		Daylight		Fine	Dry	None	Pelican	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Going ahead	E W	On main	Not at	No	None	No	None	Male	51	-ve
2	Pedal Cycle		No	Going ahead	S N	On main	Not at	No	None	No	None	Male	68	N/A
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	2	Drv/Rider	Male	68	Serious	No	Not ped	Not ped	Not ped	Other				
Description: V1 CONTRAVENED RED ATS AT PEDESTRIAN CROSSING AND COLLIDED WITH P1 AS P1 WAS RIDING ACROSS THE CROSSING														
User Information:														
12	E08000011		2501736	Slight	Wednesday	17/09/2025	08:20	348457 / 388483						
1st Rd: U 2nd Rd: U														
Location: CRONTON ROAD and TUE LANE														
Speed	C'Way		Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40 MPH	Single c'way		T/Stag	Give	Daylight		Rain	Wet	None	None	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Taxi		No	Right turn	E W	On main	Junt appr	No	None	No	None	Male	41	-ve
2	Car		No	Right bend	NW SE	On main	Junt appr	No	None	No	None	Male	27	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	1	Drv/Rider	Male	41	Slight	No	Not ped	Not ped	Not ped	Other				
2	1	Passenger	Female	24	Slight	Rear	Not ped	Not ped	Not ped	Other				
3	2	Drv/Rider	Male	27	Slight	No	Not ped	Not ped	Not ped	Other				
Description: V001 TURNING RIGHT FROM A GIVE WAY INTO V002 WHICH HAD THE RIGHT OF WAY.														
User Information:														



VIEWPORT A



VIEWPORT B

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REV	DESCRIPTION	BY	DATE
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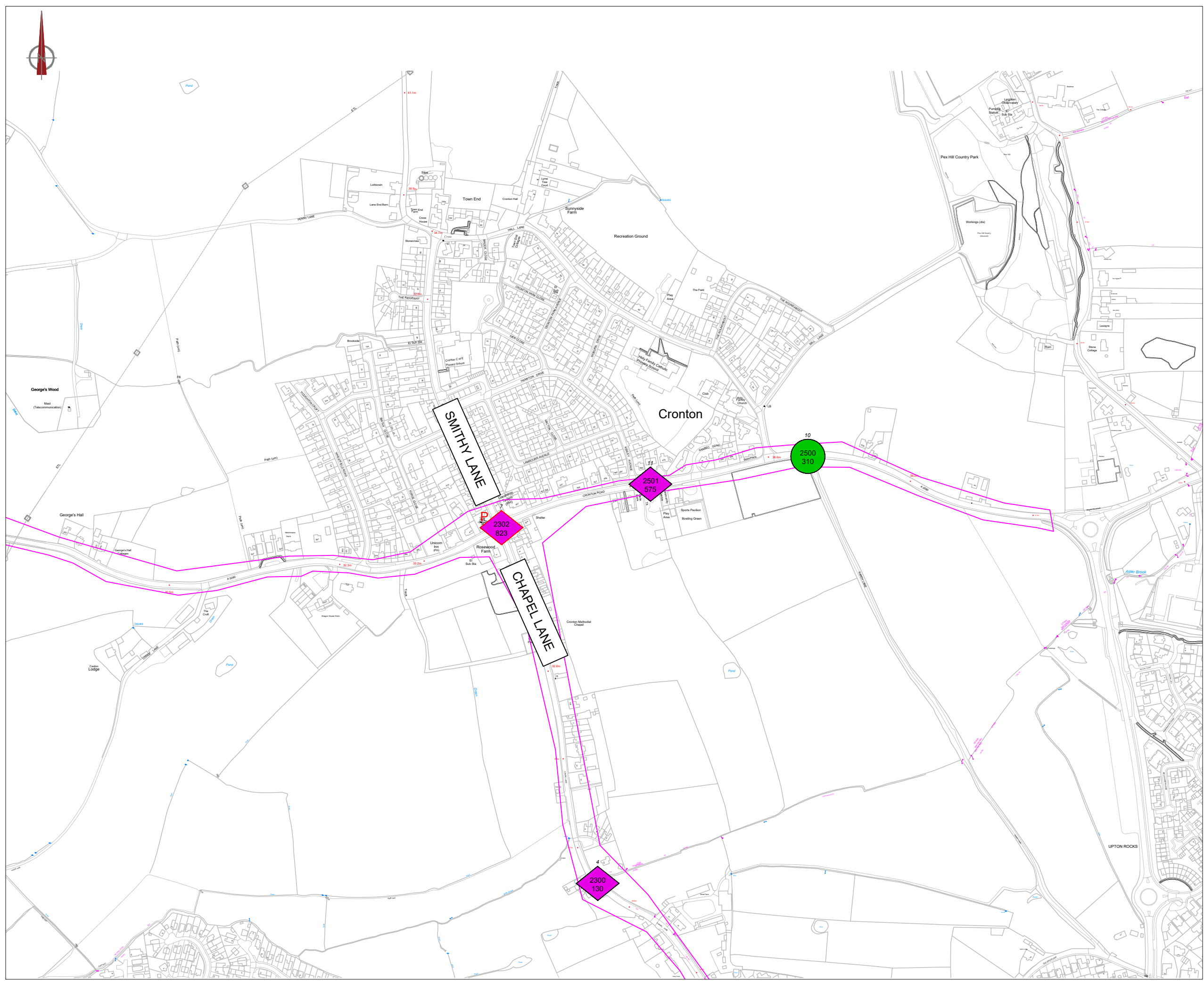
Knowsley Council

**HIGHWAYS & CAPITAL DELIVERY
MAJOR PROJECTS TEAM**

PO Box 21 | Archway Road | Huyton | L36 9YU
www.knowsley.gov.uk

CRONTON ROAD AND CHAPEL LANE			
PROJECT NAME:			
SHEET 1 of 2			
PROJECT NAME:			
PT/TM/8536/01			0
DRAWING NUMBER:			REV:

SMC			
DRAWN:	CHECKED:	APPROVED:	1:5000
DEC 25			
DATE:	DATE:	DATE:	SCALE @A3:



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REV	DESCRIPTION	BY	DATE
FOR INFORMATION			
STATUS:			



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CRONTON ROAD AND CHAPEL LANE

PROJECT NAME:

SHEET 1 of 2

PROJECT NAME:

PT/TM/8536/02

0

DRAWING NUMBER:

REV:

SMC			
DRAWN:	CHECKED:	APPROVED:	1:5000
DEC 25			
DATE:	DATE:	DATE:	SCALE @A3:

APPENDIX E

TECHNICAL DRAWINGS