



Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

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Basis of Report

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1.0 Introduction

- 1.1 In May 2023 Taylor Wimpey submitted planning applications to Halton Borough Council (HBC) [planning reference: 23/00244/OUT] and Knowsley Council (KC) [planning reference: 23/01037/OUT] for a proposed residential development at Chapel Lane, Widnes. The description of the development is set out below:

‘Outline planning application (with all matters other than access reserved) (to be determined by Halton Borough Council only) for the development of up to 350 dwellings, public open space, landscaping and associated infrastructure works. Full details for site access arrangements via a new junction and emergency access on Chapel Lane (to be determined by Knowsley Borough Council only) and a secondary emergency access via Sandy Lane (to be determined by Halton Borough Council).’

- 1.2 The application was supported by a Transport Assessment (TA) and a Travel Plan (TP) dated 22nd May 2023.
- 1.3 Following submission of the planning application, consultation responses were received from Active Travel England (ATE), National Highways (NH), HBC and KC, and there have been subsequent discussions/meetings with each of the consultees and response notes submitted. These are summarised in **Chapter 2** of this report.
- 1.4 Following collaborative discussions with both the local highway authority’s and ATE, the access proposals have undergone revisions to address concerns and comments received. This Transport Assessment Addendum (TAA) will form part of the revised submission, which incorporates the updates made to the original application and confirms the agreed position with National Highways (NH).

Report Structure

- 1.5 The structure of the TAA is as follows:
- **Section 2** details and summarises the highway engagement post submission with Halton BC, Knowsley C, National Highways and Active Travel England.
 - **Section 3** outlines the key updates to policy and guidance.
 - **Section 4** describes the updated development proposals including the access arrangements.
 - **Section 5** summarises the proposed offsite active travel improvements.
 - **Section 6** provides a summary and conclusion.



2.0 Post Submission Engagement

- 2.1 The following section summarises the consultation undertake with various statutory consultees and will set out what has been agreed regarding transport and highways related matters.

National Highways (NH)

- 2.2 Holding Objections from NH were received in July and September 2023 requesting further information regarding the Developments' potential impact on Junction 6 and 7 of the M62, as well as request for collision analysis of the two junctions that form part of the strategic highway network to the north of the Chapel Lane site.
- 2.3 SLR produced two Technical Notes (TN) addressing Holding Objections from July and September 2023, in turn. These are included in **Appendix A** (Response Note to WSP TA Review – August 2023) and **Appendix B** (Transport Response to National Highways - March 2024), respectively. The TN dated March 2024 was sent to NH as a draft document following complications with SLR trying to obtain collision data, however NH later agreed that this version was satisfactory following a review of the collision data from neighbouring applications.
- 2.4 It was also agreed that the development will have minimal impact on the M62 junctions and therefore a further operational assessment was not required.
- 2.5 The Holding Objection was lifted in June 2024 and is included in **Appendix C**.

Highways Consultation

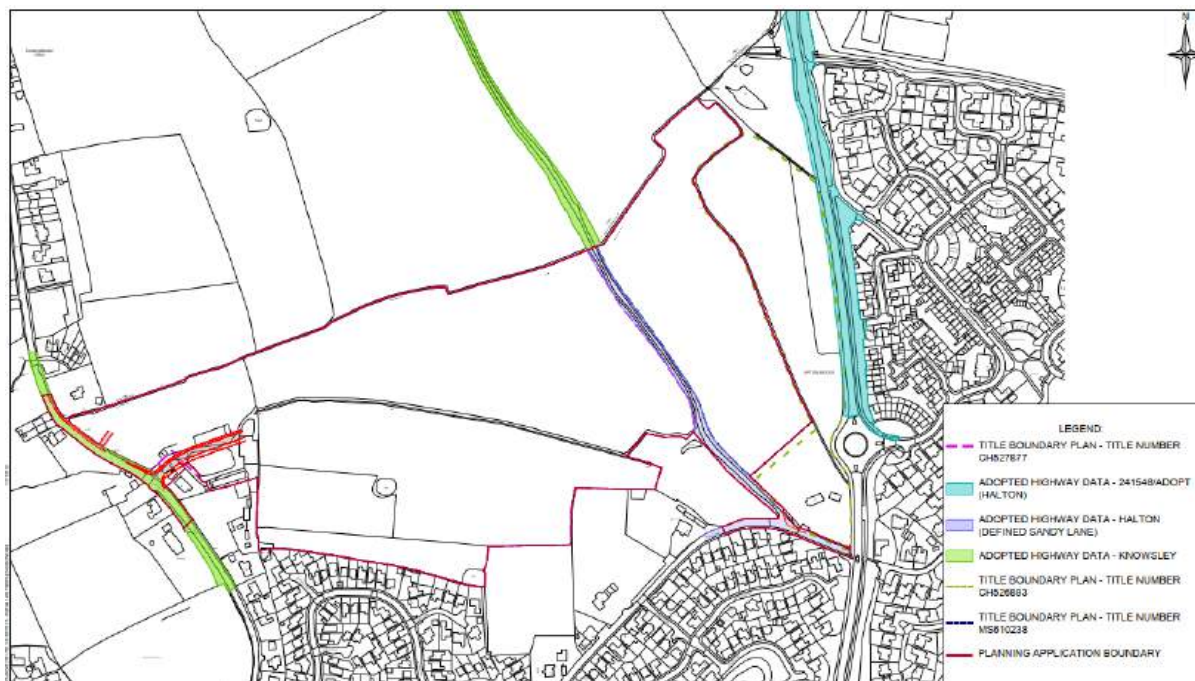
- 2.6 A virtual Transport and Highways Post-submission meeting was held with officers at HBC, KC and ATE on 25th September 2023 to consider the matters raised within their respective responses and discuss suitable mitigation measures, including the appropriateness of the Chapel Lane and the wider Chapel Lane environment, Sandy Lane as an active travel corridor and access routes into site and offsite active travel connections to improve connectivity to the surrounding area and local community facilities.
- 2.7 During this meeting, it was also discussed that the Section 106 contribution from the sites within the SRL7 allocation will be appropriate to use for active travel improvements along the Lunts Heath corridor, including changing the Black Horse double mini-roundabout into a priority junction, as those sites will have an impact at this location. During this meeting, and subsequent meetings, it was agreed that the level of contribution provided per dwelling at the Chapel Lane development should be proportionate to that of the level of contribution per dwelling at the SRL7 sites.



- 2.8 An in-person meeting between the design team and highway and planning officers from HBC and KC was held on 29th September 2023. A note of the meeting is contained at **Appendix D**. Key points discussed included:
- the form of the access junction onto Chapel Lane;
 - the opportunity for traffic calming to create a more conducive environment for pedestrians and cyclists;
 - the treatment of Sandy Lane (the section that sits within the boundary of the development and the sections to the north and south);
 - offsite highway improvements;
 - SRL7 contributions;
 - bus improvements; and
 - an update on the Halton Saturn model / the requirement for cumulative assessment was provided.
- 2.9 A further meeting with officers at HBC on 21st November to specifically discuss the borough wide Saturn model and that no further assessment using the model was required, a note of this meeting is included at **Appendix E**. This was also confirmed in an email from HBC which is included at **Appendix F**. Again, the level of S106 contribution for offsite highway works was also discussed and that it should be reasonable and proportionate to the impact of the site and in line with that of the SRL7 development sites.
- 2.10 An onsite meeting was held in December 2023 between HBC (Rick Wakefield), KC (Anthony Morley and Mark McCartney) SLR (Matt Rusell) and i-Transport (Vanessa Eggleston) to agree the adopted highway boundary on Sandy Lane and to discuss the site access proposals via Chapel Lane.
- 2.11 The site visit comprised of a detailed review of the current adopted highway boundary along Sandy Lane from its junction with Old Upton Road heading north to its junction with Cronton Road. Open dialogue was held between SLR, i-Transport and highway officers from both HBC and KC regarding the proposed pedestrian link arrangements on to Old Upton Lane to Queensbury Way, gated access/modal filters at the southern end of Sandy Lane, emergency access arrangements into the site from Sandy Lane as well as the vehicular cross-over, and offsite highway works providing a link to Hall Lane via Cronton Road. The group then walked along Cronton Road towards the Cronton cross-roads signalised junction. From there the group walked south to the proposed access on Chapel Lane where character, layout and traffic calming options were discussed.
- 2.12 The extent of the adopted highway, which were unclear from digital plans, were clarified onsite by HBC officers. Following the site visit, updated highway boundary plans were supplied by HBC and these boundaries have been accurately represented on **Figure 2.1** and **Appendix G (drawing 216175_SK100-B)**. The updated drawing confirms the proposed connections to the site and the vehicular designated crossing point over Sandy Lane do not encroach on any third-party land.



Figure 2.1: Land ownership and Adopted Highway Boundaries (Extract)



- 2.13 Furthermore, the development of the site access design including traffic calming measures on Chapel Lane and the production of an appropriate and reasonable suite of off-site highway interventions, were discussed onsite and have been presented in **Section 5** of this report.
- 2.14 A further Virtual meeting was held on 26th June 2024 between the design team (Brian O'Connor – Lichfields, Matt Russell – SLR, Sasha Respini – SLR and Vanessa Eggleston i-Transport) and highway officers Andrew Blackburn and Jonathan Farmer at HBC to provide a brief update on the application, discuss alternative access arrangements to what had been submitted as part of the planning applications' [23/00244/OUT / 23/01037/OUT] removal of the ghost island, proposed offsite active travel improvements, and the treatment of both Chapel Lane and Sandy Lane. A note of this meeting is included at **Appendix H**.
- 2.15 A joint Virtual highways meeting between HBC (Andrew Blackburn and Jonathan Farmer - Highways and Melissa Webster – Planning), KC (Jo Sheridan – Planning, Jon Parry – Highways and Louise Jones – Development Control) and the Client/design team (Ellie Gale – Taylor Wimpey, Brian O'Connor and Abigail Knowles – Lichfields, Matt Russell and Sasha Respini – SLR and Vanessa Eggleston i-Transport) was held on 8th October 2024. This meeting was to discuss the updated access arrangements, proposed offsite active travel improvements, including financial contributions, and the treatment of both Chapel Lane and Sandy Lane.



3.0 Policy and Guidance

- 3.1 The following section set out the proposed development in the in the context of national, regional and local policies.
- 3.2 As the previously submitted TA provides a review of policy, this section of the report will review instances of new or updated policies.

National Policy

National Planning Policy Framework (December 2024)

- 3.3 As the previously submitted TA provides a review of policy, this section of the report will review instances of new or updated policies.
- 3.4 The National Planning Policy Framework (NPPF), updated in 2024, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.
- 3.5 The NPPF defines a sustainable transport mode as follows: "Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 79)

- 3.6 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs".

- 3.7 Regarding transport assessments/statements and travel plans, it states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored" (para 118).

- 3.8 According to the NPPF, 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.

3.9 Considering development proposals:

“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”.

Local Policy

The (emerging) Fourth Local Transport Plan (LTP) for Merseyside (March 2022)

3.10 The LTP for Merseyside sets out a series of goals and should be treated as a statutory framework for all transport considerations in the Merseyside area and sets out a vision alongside a series of goals.

3.11 The vision states the LTP aims:

“To plan for, and deliver a clean, safe, resilient, accessible and inclusive London-standard transport system for the movement of people, goods and freight in a way that delivers our economic, social and environmental ambitions, and in particular, a net zero carbon emitting city region by 2040 or sooner”

- **“Goal 1** – Ensure that transport supports recovery, sustainable growth and development, and that our transport plan, Plan for Prosperity, Climate Action Plan and Spatial Development Strategy are fully aligned;
- **Goal 2** – Ensure that transport supports recovery, sustainable growth and development, and that our transport plan, Plan for Prosperity, Climate Action Plan and Spatial Development Strategy are fully aligned;
- **Goal 3** – Improving the health and quality of life of our people and communities through the right transport solutions, including safer, more attractive streets and places used by zero emission transport;
- **Goal 4** – Ensuring that our transport network and assets are resilient, responsive to the effects of climate change, and are well maintained; and
- **Goal 5** – Ensuring that we respond to uncertainty and change but also innovation and new technologies.”



3.12 The LTP places importance of focusing on active travel, the aims of their spatial policy indicate areas of importance such as:

- *The importance of a well-functioning, well maintained transport network that responds to new technologies, new ways of operation and new demands, but also responds to uncertainty, especially post-COVID;*
- *The need for transport to change, and be used in a radically different way to support decarbonisation and to reduce harmful pollutions;*
- *The very clear policy focus nationally and locally on shifting from a car-based transport network to bus and active travel, and to rail for medium and longer distance trips and freight particularly; and*
- *The importance of creating streets and spaces that support the safe movement of people rather the vehicles and that supports healthier forms of travel."*

Summary

3.13 This section of the report demonstrates that the site is shown to understand comply with the latest national and local policies including aiding in reducing carbon emissions whilst delivering much needed growth in order to meet the UK's climate aspirations. It is a well-located site with a variety of opportunities to integrate itself with the existing surrounding residential areas in terms of active travel and sustainable transport.



4.0 Development Proposals

- 4.1 The following section summarises the proposed development regarding access and internal layout.
- 4.2 Discussions with officers at HBC and ATE raised concerns regarding providing multiple cul-de-sacs within the design of the internal layout, causing pedestrian and cycle routes to be indirect and therefore discourage the use of active travel.

Masterplan

- 4.3 The proposed development comprises 350 residential dwellings accessed via Chapel Lane for all modes and in a variety of locations for active travel. The planning application is outline with all matter reserved except access. The Illustrative Masterplan is shown in **Figure 4.1** and included at **Appendix I**.

Figure 4.1: Illustrative Masterplan



Internal Layout and Design

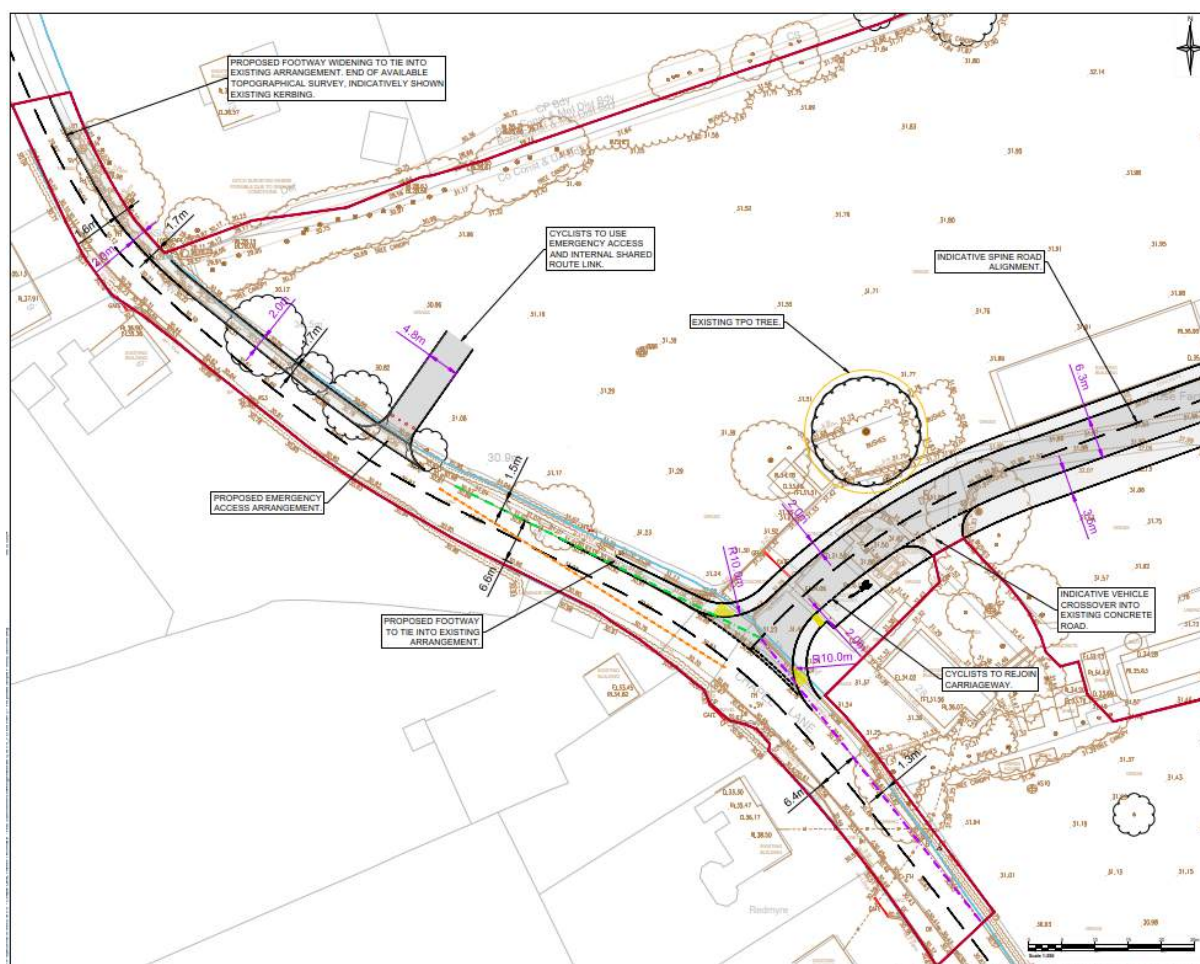
- 4.4 The internal layout of the site will be designed to prioritise active travel users ahead of the private car and therefore will be designed so as to be consistent with Manual for Streets (MfS) and MfS2. Footways will be provided throughout the site, including along the spine road, with crossings provided on key desire lines. Away from the central spine road, the secondary and tertiary streets will be designed in accordance with the sense of 'Place' that is outlined in MfS based on the concept of 'Living Streets'.
- 4.5 Discussions with HBC regarding the internal layout revealed the opportunity to incorporate multiple loops into the site layout, instead of the cul-de-sacs to provide more permeability for pedestrians and cyclists and allowing their journeys to be a more direct route. Introducing loops into the site layout also alleviates some concerns related to a single access as residents would have alternative route options in the event of an emergency.
- 4.6 The site is shown to comply with the relevant national and local policies. It is a well-located site with a variety of opportunities to integrate itself with the existing surrounding residential areas in terms of active and sustainable transport.

Vehicular Access Arrangements

- 4.7 Vehicular access to the site has been considered and discussed with officers at HBC, KC and ATE.
- 4.8 Bungalow Number 30 and the adjacent land have been acquired by the Client, facilitating the relocation of the access point further south along Chapel Lane. This relocation addresses the access concerns previously raised by officers, particularly regarding visibility.
- 4.9 The most appropriate and suitable access onto Chapel Lane is shown in **Figure 4.2** (drawing **216175_PD100-C**) and contained at **Appendix J**.



Figure 4.2: Site Access Arrangements – Chapel Lane



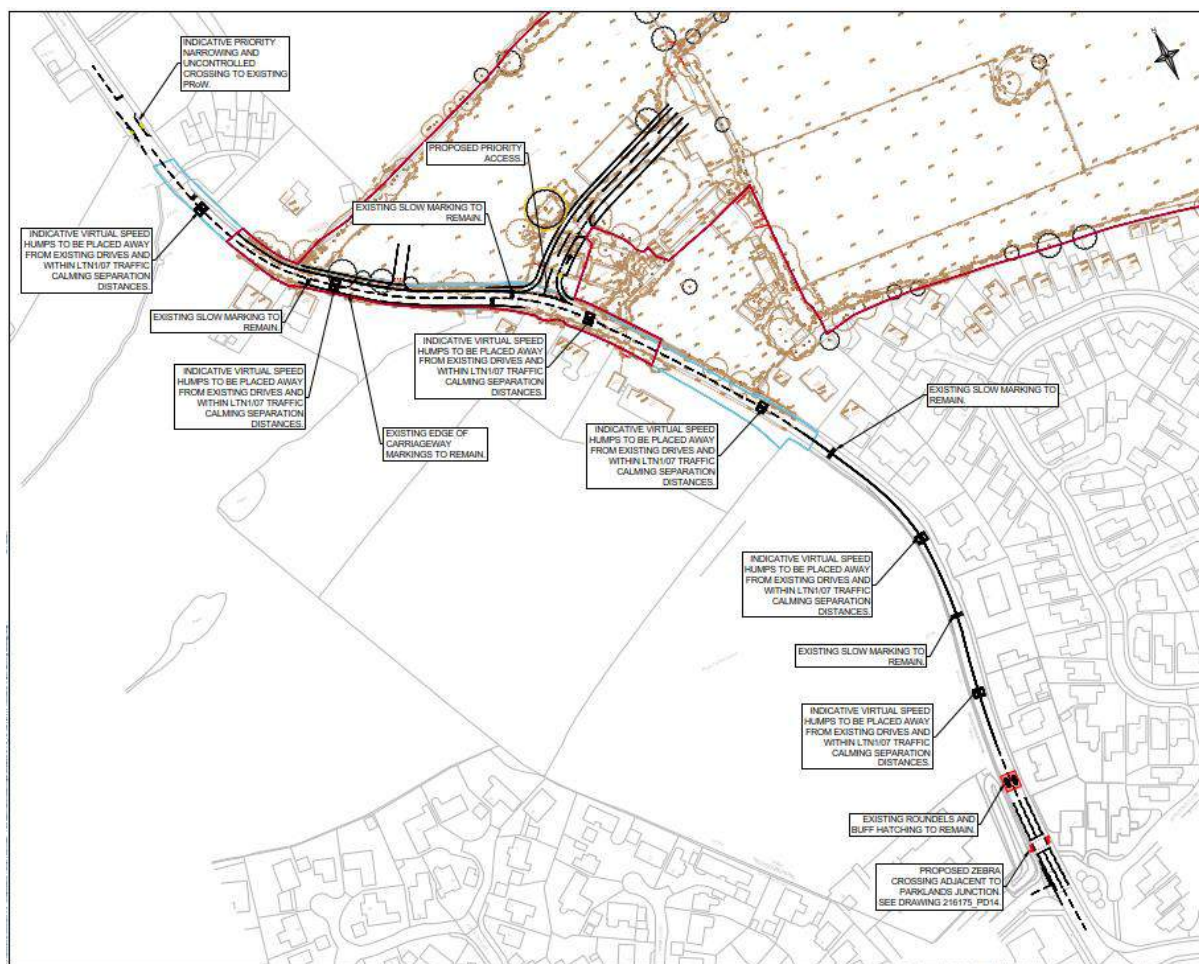
- 4.10 A priority junction has been designed to serve the development with the appropriate visibility splays in line with the recorded 85th percentile speeds. This arrangement was developed further to discussions with ATE, the onsite meeting with both HBC and KC officers in December 2023 and subsequent ongoing discussions in 2024.
- 4.11 The achievable visibility to the left (looking south) is 2.4 metres x 53.3 metres in accordance with recorded northbound speeds of 35.2mph. Looking right out of the access (to the north), visibility splays of 2.4 metres x 50.8 metres can be achieved, in line with recorded southbound 85th percentile speeds of 34mph.
- 4.12 An emergency access will also be provided to the north of the main site access. Use of this route by vehicular traffic would be restricted using bollards (or similar) but would be used as a shared route and allow pedestrians and cyclists to access the site away from the vehicular traffic at the main site access. It would internally link to the 3m shared use route within the site.



- 4.13 The junction arrangement shown in **Figure 4.2** is different to that submitted in the TA. Further to discussions with ATE, HBC and KC the access design has been amended to remove the ghost island right-turn lane as it is unnecessary for capacity purposes, this will also slow vehicle speeds as vehicles will be waiting in the centre of the carriageway to turn into the site. This reduction in the overall scale of the junction enhances the environment for pedestrians and cyclists, while allowing the incorporation of traffic calming measures. These access arrangements were shown to officers at both HBC and KC and there was no suggestion that it would not be supported.
- 4.14 Notwithstanding, further discussions with the Client and the landowner has also resulted in relocating the junction further south on Chapel Lane and utilises the existing bungalow land, and whilst this design supersedes that previously submitted and agreed with HBC and KC, the same comments and discussions relate to both designs. The design of the junction has addressed all of the comments raised by officers; is better for active mode provision; meets design standards and has sufficient capacity.
- 4.15 The comments received from ATE indicate that the walking environment along Chapel Lane is perceived as hostile due to the narrow footways present in some areas, as well as, recorded speeds exceed the posted limit of 30mph. It is anticipated that the proposed junction will enhance the character and configuration of this part of Chapel Lane, thus altering the rural nature at this location. In addition to the proposed access, an enhanced pedestrian environment will be achieved through the implementation of traffic calming features aimed at reducing vehicular speeds and will include footway widening. The indicative traffic calming scheme in relation to the site access arrangements are shown in **Figure 4.3** (drawing **216175_PD102-B**) and at **Appendix K**.



Figure 4.3: Indicative Traffic Calming Strategy on Chapel Lane



- 4.16** It should be noted that the traffic calming features as shown in **Figure 4.3** is an indication of what could be achieved and would not be submitted as part of this application. This was agreed with officers at the meeting held on 29th September 2023 (Appendix D – 23/09 Council Meeting Notes). Notwithstanding, it is considered that the measures to reduce speeds could include (but not limited to) footway widening, carriageway narrowing, priority narrowing and virtual seed humps.

Active Travel England – Route Check (February 2024)

- 4.17** Officers at HBC requested an audit of the proposed access arrangements utilising the ATE Route Checker Tool. The audit presented below examines the proposed access and the sections of Chapel Lane to the north and south, to include the traffic calmed sections.
- 4.18** The Policy Check section of the 'Route Check' manual evaluates schemes against the following six key principles of active travel policy, as outlined in Inclusive Mobility, LTN 1/20 and Gear Change. The principles aim to ensure that the routes are inclusive for all users, including those with disabilities, by providing a safe and convenient environment for walking, wheeling and cycling. The six key principles are presented a set of questions to assess whether the scheme meets the necessary requirement for inclusivity and accessibility. The six key principles are:



PO01 - Are cyclists separated from pedestrians?

- 4.19 At the junction with Chapel Lane, cyclists are separated from pedestrians. Pedestrians are provided with 2-metre-wide dedicated footways travelling to the north and south and cyclists use the carriageway to travel on Chapel Lane. Within the site, a 3.5 metre-wide shared use path is provided, this is considered appropriate as the cyclist flows will be less than 300 cyclists per hour, as set out in LTN 1/20.

PO02 - Is the route free from barriers, such as chicane barriers, steps or dismount signs?

- 4.20 The route is free from any physical barriers on Chapel Lane, as the traffic calming measures shown in **Figure 4.3** to be 'virtual' and would not impede cyclists, with the exception of a priority narrowing to the north of the site access, providing an enhanced pedestrian crossing point from the Public Right of Way (PRoW) reference: CR/11/1 to the footway on the eastern side of Chapel Lane, thus improving the overall pedestrian environment. There is no proposed street furniture on the junction.

PO03 - Does the route feel direct, logical and intuitive to understand for all road users?

- 4.21 The route is direct and logical for all users as it follows a continuous path with minimal turns and detours. However, a clear signage strategy should be outlined at the Detailed Design stage in order to allow users to properly navigate the new junction arrangement.

PO04 - Are surfaces suitable for all users?

- 4.22 All infrastructure at the junction is new so it is assumed that it will be designed and constructed to the latest standards, with a sealed surface.

PO05 - Is appropriate lighting provided?

- 4.23 A detailed lighting strategy will be defined at the Detailed Design stage, however, all infrastructure at the junction is new so it is assumed that it will be designed and constructed to the latest standards.

PO06 - Does the route join together or join other facilities together, as part of a holistic, connected network?

- 4.24 The cycle route into the site will connect Chapel Lane with Sandy Lane, a traffic free path and Queensbury Way, to the east, where there are dedicated walking and cycle facilities. Travelling on Chapel Lane, there are continuous footways and dedicated cycle facilities to the south.

Cycling Level of Service (CLoS)

- 4.25 The Cycling Level of Service (CLoS) Tool is set out in Appendix A of LTN 1/20 and provides a framework and scoring system to assess the proposed, revised site access arrangements and the immediate area of Chapel Lane, not further afield. **Figure 4.3** shows the scheme drawing **216175_PD102**.



- 4.26 A review of each section (cohesion, directness, safety, comfort and attractiveness) of the CLoS Audit is discussed further within this section.

Cohesion

- 4.27 It is clearly important that the route from the site to the main highway network links into the existing cycle network and forms part of the wider network, allowing good connectivity from the site to the surrounding area. This is discussed further in **Section 5**.

Factor	Design Principle	Indicators	Site Score and Colour	Comments
Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns	1	There is a dedicated shared cycleway at the junction.
Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route	1	There is not a dedicated route on Chapel Lane, however, into the development access it joins a dedicated route.
Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width i.e. distances between primary and secondary routes within the network	1	A good network of dedicated cycle routes can be accessed via Sandy Lane, to the east, providing access to Queensbury Way, and via Prescott Road, to the south, under 1,000m.



Directness

- 4.28 In order for cycle routes to be attractive, they should be direct from origin to destination, otherwise they are unlikely to be used and the cyclist could potentially use facilities that are less suitable.

Factor	Design Principle	Indicators	Site Score and Colour	Comments
Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative	2	The route for cyclist takes the most direct route with minimal deviation.
Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc	5. Stopping and give way frequency	2	The cyclist would only need to cross the junction on one arm.
Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions	1	The junction has been designed to operate within capacity and therefore delays for cyclists would be minimal and consistent with those for motor vehicles.
Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links	1	Width of carriageway does not account for cyclists overtaking, however, there is a dedicated facility on the eastern side.
Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient	2	There are no sections of the route which is steeper than 2%.



Safety

- 4.29 In is important that cycle routes allow the user to feel safe and incorporates features that shield users and lowers vehicle speeds.

Factor	Design Principle	Indicators	Site Score and Colour	Comments
Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	1	N-bound on Chapel Lane 24 hour 85th percentile = 35.2mph / S-bound on Chapel Lane 24 hour 85th percentile = 34.0mph. However, it is envisaged that the new junction and traffic calming will reduce the vehicular speeds and therefore considered that this score would be higher with the scheme in place.
Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	10. Motor traffic speed on sections of shared carriageway	1	N-bound on Chapel Lane 24 hour 85th percentile = 35.2mph / S-bound on Chapel Lane 24 hour 85th percentile = 34.0mph. However, it is envisaged that the new junction and traffic calming will reduce the vehicular speeds and therefore considered that this score would be higher with the scheme in place.
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	1	4,878 AADT on Chapel Lane.
Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of	12. Segregation to reduce risk of collision alongside or from behind	2	No segregated lanes on Chapel Lane but off-road route provided on minor access arm within the development. Cyclists are also able to utilise the emergency / active travel access to the north of the site access. This route will be traffic free.



Factor	Design Principle	Indicators	Site Score and Colour	Comments
	collision from beside or behind the cyclist.			
Risk of collision	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions	0	Side road untreated.
Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout	2	Clear road markings and signage will be provided.
Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	2	There is little to no kerbside activity or likelihood of conflict.
Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards	2	No unnecessary physical hazards.

Comfort

- 4.30 In order for the route to be attractive to cyclists, the ride should be comfortable and attractive to use. If this is not the case then it is unlikely that the cyclist will choose to use this route again and may use a less suitable route.



Factor	Design Principle	Indicators	Site Score and Colour	Comments
Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17. Major and minor defects	2	All infrastructure at the junction is new so it is assumed that it will be designed and constructed to the latest standards.
Surface quality	Pavement or carriageway construction providing smooth and level surface	18. Surface type	2	All infrastructure at the junction is new so it is assumed that it will be designed and constructed to the latest standards.
Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	2	Recommended widths will be maintained on the shared facility.
Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing	1	The signage will be considered at the Detailed Design stage; however, it is envisaged appropriate signage will be located at the junction.

Attractiveness

- 4.31 Any cycle route should be attractive to users so that it is used rather than alternative, less suitable routes or facilities. This includes the feelings and perceptions that the user will have whilst travelling on the route.

Factor	Design Principle	Indicators	Site Score and Colour	Comments
Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting	1	The lighting strategy will be considered at the Detailed Design stage; however, it is envisaged appropriate lighting will be located at the junction and the score would subsequently improve.
Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	22. Isolation	2	The junction will form the main access into the development and will be well maintained, lit and overlooked by other road users.



Factor	Design Principle	Indicators	Site Score and Colour	Comments
Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)	2	There is a dedicated footway on the northern side of the carriageway and a shared use facility on the southern side of the carriageway. It is considered that the pedestrian comfort level is enhanced.
Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size	1	No signing information has been provided; however, it is envisaged appropriate signing will be located at the junction and the score would subsequently improve.
Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands	2	No cycle parking is required at the junction, but secure cycle parking will be provided for all dwellings.

CLOS Total Score

- 4.32 The proposed junction has an overall score of 37/50 (74%), which is a high score, and 4% above the desired score and would therefore be considered acceptable by the DfT. Furthermore, it is envisaged that this score could be improved to 80%, if further DD information such as lighting and signage strategies were provided.

Junction Assessment Tool (JAT)

- 4.33 The Junction Assessment Tool (JAT) is contained at Appendix B of LTN 1/20 and provides a scoring framework to evaluate junctions at the design stage and for existing junctions. It is based on the same principles in the critical junction assessment in the Route selection Tool but focusses specifically on how cyclists navigate through junctions.
- 4.34 Assessing the site access priority junction (**216175_PD100 REV C**) within the 'Simple Priority T-junction' category, it is considered that the score for the access would be 1 (Amber – Likely to be more acceptable to most cyclists but may still pose problems for less confident or new cyclists).
- 4.35 This score considers the existing situation on Chapel Lane in terms of recorded 85th percentile speeds and does not account for the fact that introducing the new junction and traffic calming



features within the vicinity of the junction will lower the speeds of vehicular traffic and as a result, the environment will be more appealing to cyclists. Traffic calming features also introduce the widening of footways, which again, will improve the environment for pedestrians.

- 4.36 Notwithstanding, it is considered that residents can also utilise the traffic free route along Sandy Lane as an attractive environment for pedestrians and cyclists.

Capacity Testing – Site Access junction

- 4.37 The Transport Assessment (TA) included detailed junction modelling for several junctions, including the site access junction, which was initially designed as a ghost island priority junction. Following a revision of the site access junction to omit the ghost island and relocate further south on Chapel Lane, the capacity modelling has been updated to accurately reflect this change, no other junctions require an update.
- 4.38 The results of the site access priority junction are presented in **Table 4.1**, and the full PICADY output is contained in **Appendix L**. The site access is a proposed new junction and has therefore only been assessed during development scenarios.



Table 4.1: Proposed Site Access / Chapel Lane Junction Modelling Results

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2033 + Com + Dev					
Stream B-AC	0.5	10.94	0.35	0.2	8.49	0.15
Stream C-AB	0.0	5.19	0.03	0.3	6.26	0.16

- 4.39 The access has been tested using industry standard junction modelling software which indicates that the access junction onto Chapel Lane operates well within its theoretical capacity during both the morning and evening peak periods. A maximum RFC (ratio of flow to capacity) of 0.35 is forecast on any arm in the most intensive test scenario. This means that there is ample capacity remaining at the junction with a maximum forecasted queue of 1 vehicle on any arm, and a delay of 11 seconds.

Road Safety Audit

- 4.40 An independent Stage 1 Road Safety Audit (RSA) has been undertaken on the updated proposed site access arrangement and concludes that the access is safe and fit for purpose to serve the development. This and the Designers Response is contained at **Appendix M**.

Treatment of Sandy Lane

- 4.41 Sandy Lane is well used by existing local residents and is signed as part of 'Cranton Pathways', designated and promoted as a traffic-free active travel link that forms part of the wider network between Cranton and Widnes, it is subject to a Prohibition of Driving Order (except for emergency vehicles). It is surfaced and wide enough to allow pedestrians and cyclists to use the route with little, if any conflict. A scheme has been prepared showing the extent of widening required to 3 metres to make it LTN 1/20 compliant for its length. This is shown in **Figure 4.4** (drawing **216175_PD20-C**) and included at **Appendix N**.



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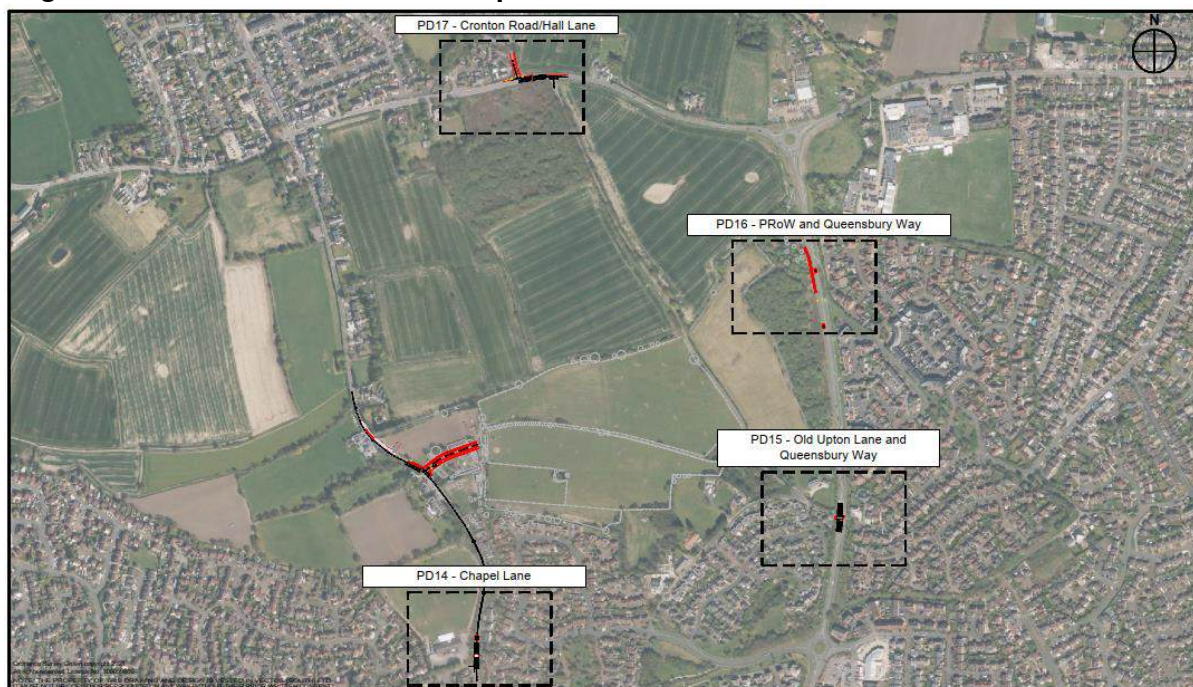
- 4.42 The onsite meeting with HBC and KC and following discussions confirmed that officers want to improve the route whilst retaining its rural character.
- 4.43 The lane would generally remain rural in nature but there will be more activity within the section of red line within Halton, as this will allow connectivity for pedestrians and cyclists. The Illustrative Masterplan shows active frontages/shared driveways onto Sandy Lane, allowing for natural surveillance along this section and reducing the need for providing additional lighting on Sandy Lane itself. It also demonstrates that there are multiple opportunities for pedestrians and cyclists to cross Sandy Lane.
- 4.44 The existing barriers at the northern and southern ends of Sandy Lane will be replaced, in agreement with HBC and KC to ensure that they are LTN 1/20 compliant and allow that the route is inclusive and accessible to all, including non-standard cycles and mobility scooters whilst retaining their suitability for horse riders and deterring motorbikes/scooters. The barrier would also need to allow emergency vehicles to gain access to the emergency access on Sandy Lane.
- 4.45 The works on Sandy Lane is likely to be secured via a Section 278 Agreement and this can be considered in detail at the Reserved Matters stage.



5.0 Offsite Active Travel Improvements

- 5.1 The following section summarises the offsite active travel improvements that are being proposed. These have been discussed with officers at both HBC and KC and are considered to be proportionate and reasonable in accordance with the forecast impact from the development. These improvements could be delivered by the Applicant or via a S106 contribution.
- 5.2 A package of measures to bolster the active travel connections from the site to key destinations and locations in the area has been developed. These measures are comprehensive and are in addition to the enhancements proposed on Sandy Lane. Cyclists will have access to largely traffic-free routes, including Sandy Lane towards Queensbury Way, allowing convenient travel to the town centre within approximately 11 minutes. **Figure 5.6** details existing and proposed walking and cycling facilities demonstrates connectivity to essential services in nearby areas like Cronton, Hough Green, and Upton Rocks. Overall, these local improvements are regarded as reasonable and proportionate contributions toward fostering sustainable transport modes in Widnes.
- 5.3 An overview of the offsite improvements is provided in **Figure 5.1** (drawing 216175_SK101-D) and included at **Appendix O**.

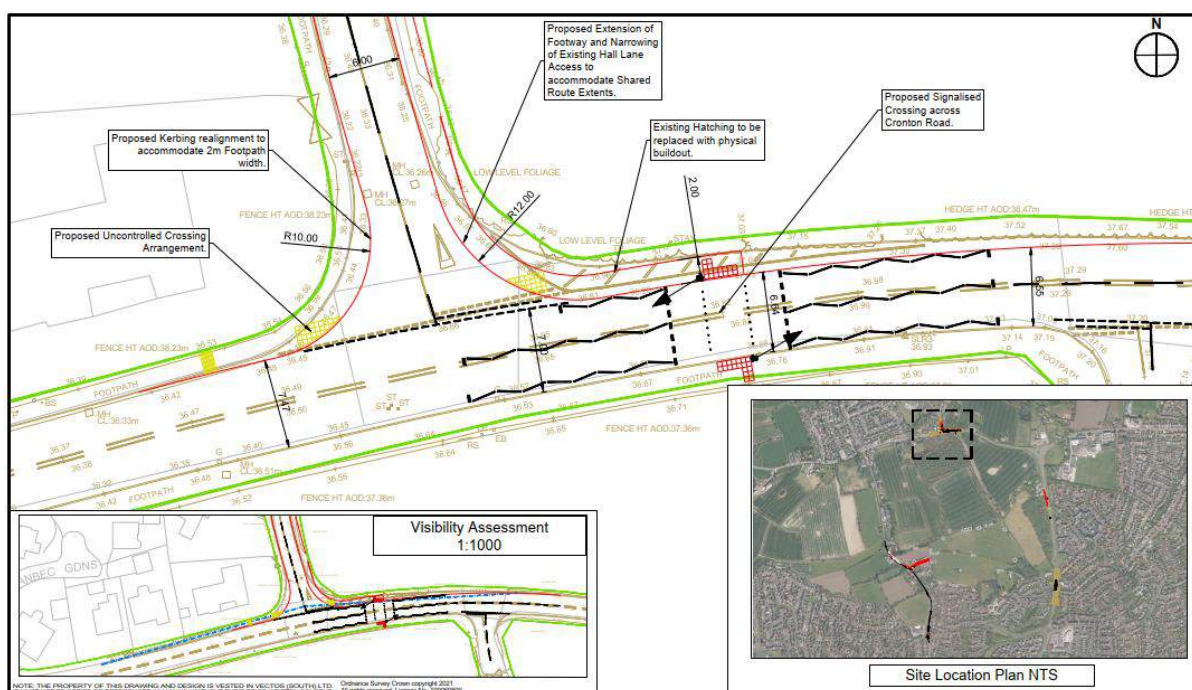
Figure 5.1: Offsite Active Travel Improvements



Cronton Road / Hall Lane Junction

- 5.4 The crossing at the Cronton Road / Hall Lane Junction has been designed further to extensive discussions with officers at KC, and a signalised crossing was requested, as this is a key route to the primary school. As part of the design, the existing hatching has been removed, to be replaced with a physical built-out and the radii on both corners of the Hall Lane junction have been reduced to enable an appropriately widened footway to be provided, as well as tactile paving on Hall Lane. This is shown in **Figure 5.2 (drawing 216175_PD17-G)** and shown at **Appendix P**.

Figure 5.2: Cronton Road – Proposed Crossing



Queensbury Way (adjacent to PRow)

- 5.5 **Figure 5.3 (drawing 216175_PD16-F)** shows the proposed uncontrolled crossing adjacent to the PRow reference: W/12, upgrading the existing dropped kerb / tactile paving arrangement and providing a connection to the shared use path on the eastern side of the carriageway, as well as the pedestrian and cycle network within the Upton Rocks development. The proposals also include a two-metre footway on the western side of the carriageway, which connects to the existing bus stop location. The proposed crossing is also shown at **Appendix Q**.



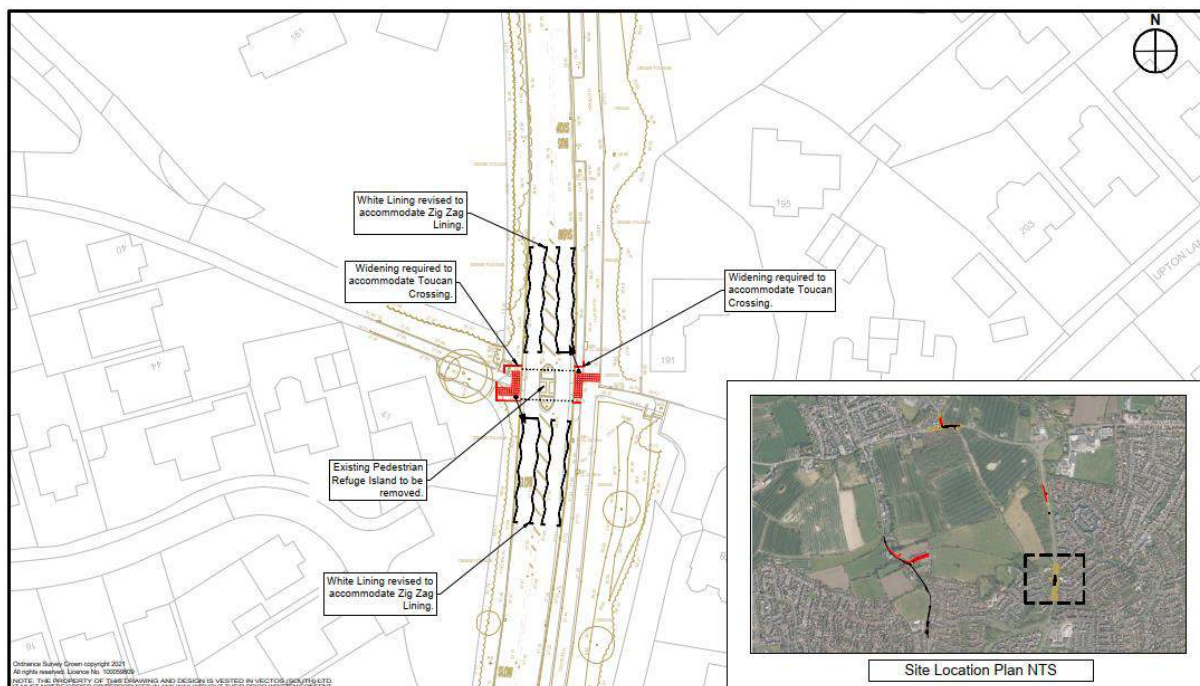
Figure 5.3: Queensbury Way – PRow Proposed Pelican Crossing



Queensbury Way / Old Upton Lane

- 5.6 The proposed Toucan crossing is illustrated on **Figure 5.4 (drawing 216175_PD15-F)**. This arrangement replaces and upgrades the pedestrian refuge island which is existing. This route provides a seamless connection from the site, via Sandy Lane, Old Upton Lane and to Upton Rocks. This arrangement is contained at **Appendix R**.

Figure 5.4: Old Upton Road – Queensbury Way Toucan Crossing

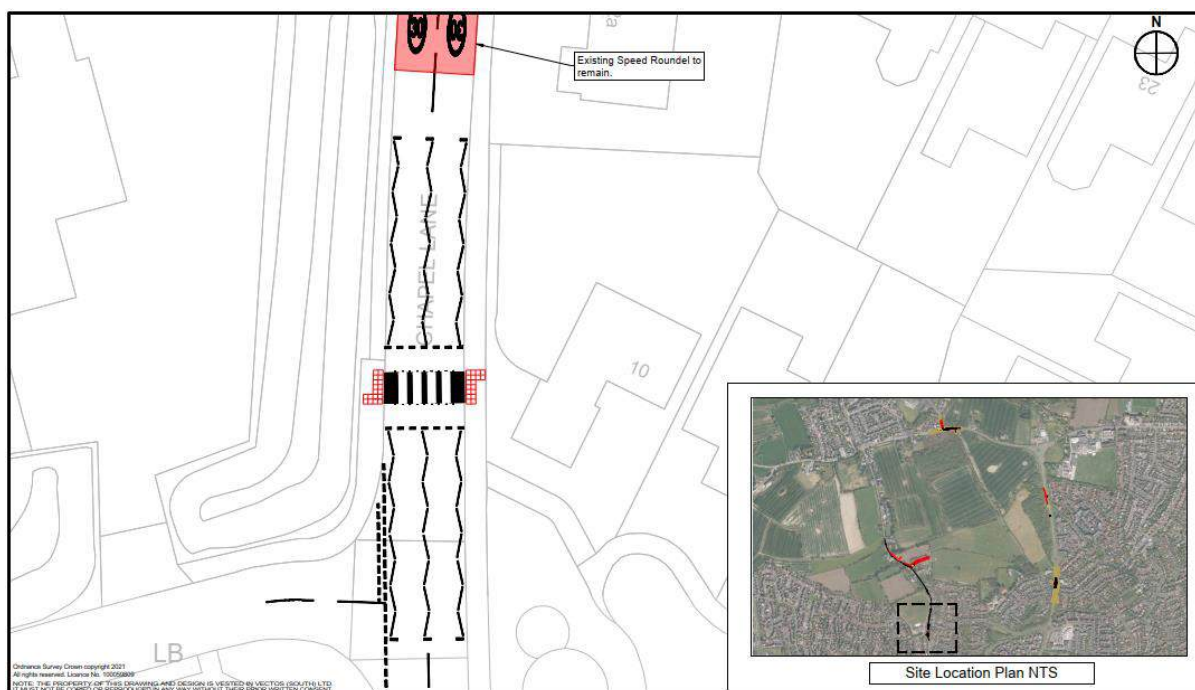


- 5.7 The form of both the crossings on Queensbury Way were discussed with Officers at HBC during the design process and it was agreed that both designs would be informed by the traffic thresholds as set out in the Local Transport Note (LTN) 1/20 cycle Infrastructure Design. The thresholds set out within the ATE Crossing Selector Tool were also referred too. The threshold for requiring a signal controlled is 8,000 average annual daily traffic (AADT). The existing AADT flows on Queensbury Way were recorded at 8,734 vehicles, so it is considered that signal-controlled crossings are warranted at these locations to allow vulnerable road users to cross the carriageway, as well as act as traffic calming.

Parklands

- 5.8 **Figure 5.5 (drawing 216175_PD14-F) and Appendix S** illustrates a proposed Zebra crossing to the north of the Parklands junction, connecting the existing eastern carriageway to the western side, and allowing access to the spots club and field. This could also form part of the Chapel Lane traffic calming scheme which is discussed in the next section.

Figure 5.5: Chapel Lane / Parklands - Proposed Zebra Crossing



Traffic Calming on Chapel Lane

- 5.9 Discussions with ATE, HBC and KC have highlighted the need for traffic calming proposals on Chapel Lane as it is currently considered a fairly hostile environment for pedestrians and cyclists in some locations. The 85th percentile recorded speeds are higher than the posted 30mph and there are instances where there are pinch points on the footway. Investigation into a traffic calming scheme on Chapel Lane would help to address comments from ATE and to improve the area, whilst proving greater connectivity to Chapel Lane.



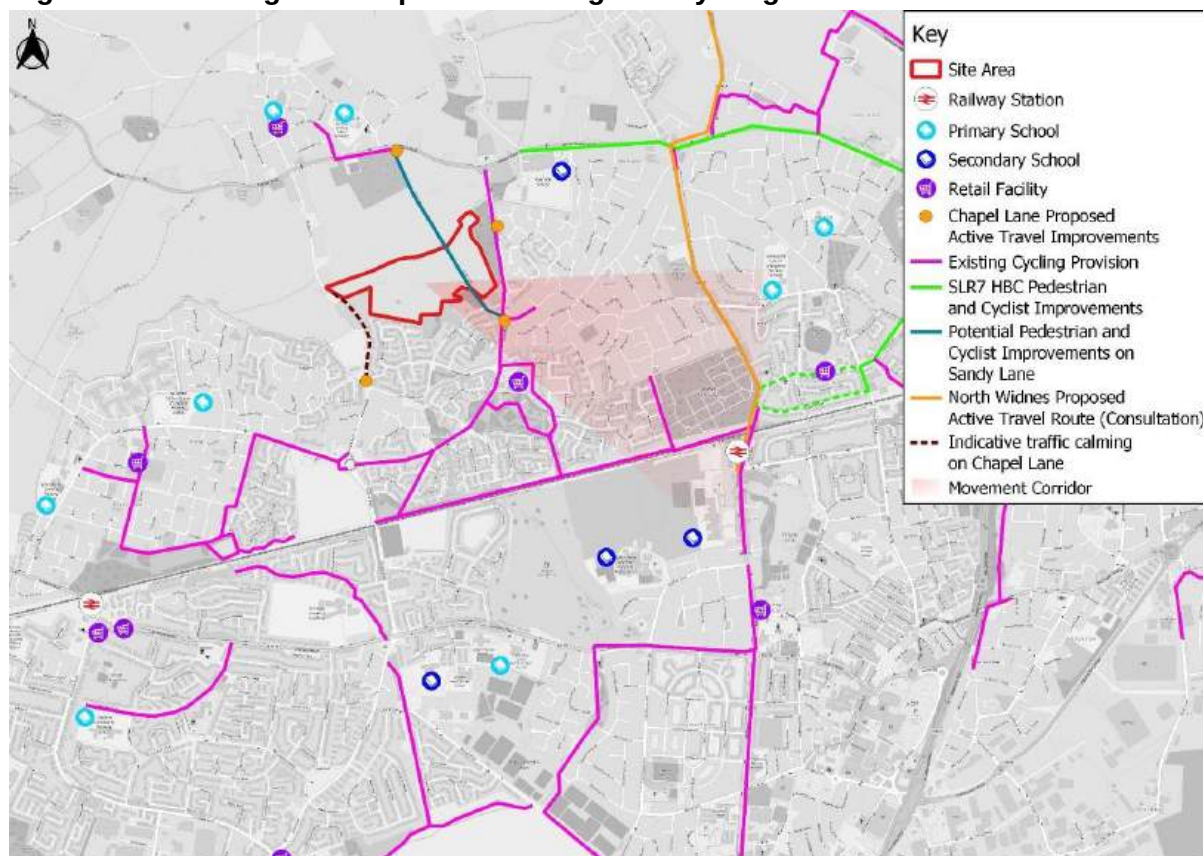
- 5.10 The traffic calming measures shown on **Figure 4.3** is currently an indicative design and is an indication of what could be achieved, rather than the final proposal, as it is not a requirement to formally submit the traffic calming scheme as part of this application and it is likely that a contribution would be sought from HBC and KC.

Other Offsite

- 5.11 Further discussions with officers at HBC at the most recent meeting of 8th October 2024 considered the potential to improve the active travel route to the south of the site which connects to the Ormiston Chadwick Academy and the Prescott Road / Hale Road / Liverpool Road junction. It was suggested that minor changes such as signage and widening of footways could be provided along this route, however, at the meeting, HBC confirmed that a scheme has already been developed to improve the pedestrian environment along Prescott Road, and particularly the width of the footway on the bridge over the railway line which will enhance the route to the Ormiston Chadwick Academy.
- 5.12 Furthermore, there are also plans for a strategic Active Travel Route being proposed by HBC, that are currently being consulted on. The route is proposed to use Wilmere Lane, Lunts Heath Road and Birchfield Road, from Warrington Road to Widnes Railway Station. This route will provide safe and convenient connections to the railway station, Cronton College, Wade Deacon High School and the Wilmere Lane Playing Fields. In addition, there are future east-west improvements planned on Cronton Lane and Lunts Heath Road.
- 5.13 Cyclists will be directed to use Sandy Lane and onwards towards Queensbury Way, through Upton Rocks Park and along the railway, all largely traffic free routes, providing access to the Widnes Station, Wade Deacon High School / St. Peter & Paul Catholic high School; the town centre can be accessed using the Kingsway. On average, it could take 11 minutes to reach the town centre using this route.
- 5.14 A plan illustrating the existing and proposed walking and cycling provision in the local areas is shown at **Figure 5.6**, this shows how the site links with the wider area and can be used to access facilities that could be required by residents on a regular basis.



Figure 5.6: Existing and Proposed Walking and Cycling Provision



- 5.15 There are various facilities that could be used by frequently by residents located in Cronton (schools and eateries), Hough Green (schools, nurseries, community centre, bank, health centre) and Upton Rocks (convenience shops, GP surgery, pharmacy, eateries), which can be accessed via alternative walking and cycling routes within Upton Rocks / Hough Green and to the north of railway line. Therefore, it is considered the level of impact at this junction from the development would be minimal and it would therefore be reasonable to prioritise the local offsite works proposed in **Figure's 5.1-5.5**. It is also true that the proposed offsite works would encourage modal shift at the site by providing attractive and continuous active travel routes, taking pressure away from the Liverpool Road junction.
- 5.16 It is considered that the local offsite active travel improvements would bolster the site's active travel offering and encourage modal shift to more sustainable modes of transport. The measures/contributions set out above are reasonable and proportionate in line with other sites contributions in Widnes.



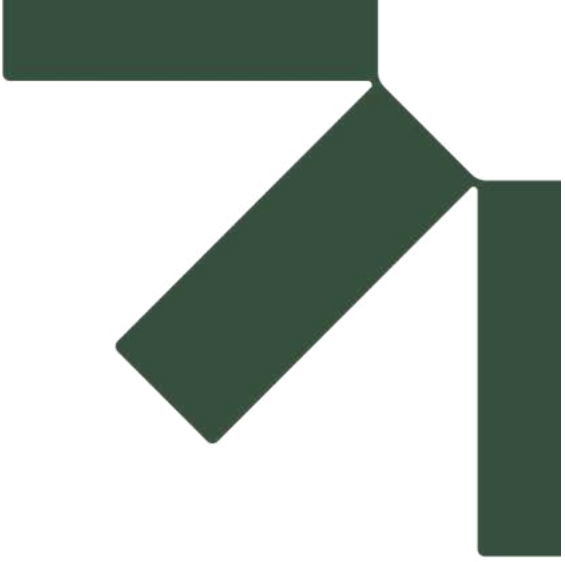
6.0 Summary and Conclusions

- 6.1 SLR has been appointed by Taylor Wimpey to provide highways and transportation advice in relation to a residential development on land at Chapel Lane, Widnes.
- 6.2 This Transport Assessment Addendum (TAA) has been prepared by SLR to address comments and concerns raised by officers at Halton Borough Council, Knowsley Council and Active Travel England as consultees. This TAA covers various discussions, meetings and on-site visits that have taken place as part of the post submission negotiation and specifically considers:
- The key points raised by the statutory consultees on transport and highway matters;
 - Updates to policy and guidance since the planning application was submitted in May 2023;
 - Updates to the development proposals, including the access arrangements and updates to the masterplan; and
 - The proposed offsite highway improvements that support active travel and enable convenient and comfortable access to a number of local facilities including schools on foot or bicycle.
- 6.3 The proposed junction arrangement with Chapel Lane is expected to improve the environment for walking and cycling with traffic calming measures proposed to reduce vehicular speeds and enhance pedestrian and cyclist connectivity. The design meets the ATE Route Check Criteria, with good scores in cohesion, directness, safety, comfort and attractiveness, which could be improved with further information at the Detailed Design stage.
- 6.4 The proposed site access junction will not result in any perceptible queuing as a result of the proposed development and will therefore have a minimal impact on the existing operation of Chapel Lane. Furthermore, the proposed junction has been through an independent Road Safety Audit, and this has not raised any insurmountable matters that would compromise highway safety for all road users. It is therefore considered that the proposed access arrangements are suitable in highway safety and operational terms to serve the proposed development.
- 6.5 It was agreed and concluded that the modelling contained within the TA was robust and no wider area modelling using the Halton Saturn model was required.
- 6.6 Indicative traffic calming measures have been demonstrated on Chapel Lane. Traffic calming will help improve the current hostile environment, by reducing vehicular speeds and promoting more physical activity and reducing reliance on private vehicles.



- 6.7 Offsite active travel improvements have been proposed at several locations surrounding the site, further to discussions with officers at HBC, KC and ATE, to provide improved connectivity for existing and future residents. Moreover, it is considered that the level of offsite works is proportionate and reasonable in relation to the level of impact that the site would potentially generate. It is likely that the offsite works would be secured via a Section 106 Agreement. It was also agreed that the level of S106 contribution should be commensurate with that of the SRL7 sites within Widnes.





Appendix A Response Note to WSP

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Chapel Lane, Halton

Response Note to WSP TA Review

216175

August 2023

Introduction

1. This Note has been prepared by Vectos, part of SLR, on behalf of Taylor Wimpey to provide a response to the WSP Transport Assessment (TA) Review (dated June 2023) who were commissioned by National Highways (NH) to undertake this review. This is in relation to the Chapel Lane planning application (ref: 23/00244/OUT) located in Halton Borough Council (HBC). Simultaneously, the application has also been submitted to Knowsley Borough Council (KBC) (ref: 23/01037/OUT) as the site access of the development is located within Knowsley.
2. A summary of the remaining issues within the WSP TA Review are as follows:
 - It is noted that the site allocation is for 432 dwellings, 82 more than the proposed development;
 - The TA has not referenced to the DfT Circular 01/2022 or National Highways (2015) Planning for the Future – Strategic Road Network guidance documents;
 - Measures to reduce car dependency should be embedded into the development;
 - NH / WSP have not seen the Travel Plan;
 - The TA does not include a review of the PIC data at M62 J6 and J7;
 - There is no detail on the development phasing;
 - WSP request the Vectos/SLR working from home tool used in the trip generation;
 - Routing split toward M62 (E) between Hall Lane and B5419;
 - WSP request confirmation that the Local Highway Authorities (HBC, KBC and St Helens Borough Council (SHBC)) agree with committed development approach; and
 - The TA does not include the traffic impacts or appropriate TEMPro growth at M62 J6 and J7.
3. In addition to the above, Vectos have been provided an updated from HBC with regards to the Halton Saturn Model.

Site Allocation

4. Due to the application red line boundary not extending to the full extent of the allocation, the proposed development is for 350 units and is explained further in the TA at paragraphs 1.2-1.3.

Strategic Road Network Policy

DfT Circular 01/2022

Introduction

5. National Highways (NH) is responsible for the Strategic Road Network (SRN) in England, which comprises the motorways and all-purpose trunk roads, but excludes the Major Road Network except in relation to its junctions with the SRN.
6. Policy relating to the SRN is contained within the Department for Transport's (DfT) Circular 01/2022 which replaces the policies in DfT circular 02/2013 of the same title and is applicable to the whole of the SRN. The document sets out the way in which National Highways will engage with public bodies, communities and the development industry to deliver sustainable development.
7. The policies should be read by development promoters and their consultants, strategic policy-making authorities, local highway authorities, sub-national transport bodies, local enterprise partnerships, community groups and others involved in development proposals which may result in any traffic or other impact on the SRN.

General Principles

8. Circular 01/2022 notes that local planning authorities and development promoters are encouraged to identify any potential impacts on the SRN that may result from development proposals and discuss them with National Highways at the earliest opportunity. Vectos/SLR have followed this guidance and have engaged in scoping discussions with National Highways.
9. The Circular states that in the first instance, new developments should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible.
10. National Highways expects development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements and new connections on the SRN. The document notes that travel plans are an effective means of incentivising the use of sustainable modes of transport.
11. This development has been demonstrated that its focus is on sustainable travel and to reduce car dependency which has shown this in the Travel Plan and Section 5 and 6 of the TA where there is information provided on the proposed pedestrian crossing on Queensbury Way and the Mobility Strategy.

12. When consulted on an application for planning permission, National Highways will issue a formal response to the relevant local planning authority within statutory timeframes. Where appropriate, planning conditions will be recommended to mitigate any unacceptable impacts on the SRN that are identified through the assessment process.

Principles of Sustainable Development

13. Circular 01/2022 states that all new developments should be facilitating a reduction in the need to travel by private car and be focused on locations that are or can be made sustainable. The document states that, from research, car dependency is reinforced when walking journeys exceed 30 minutes from home to amenity. As a result of this, it is important that development is placed in a suitable location and served with the right sustainable infrastructure ahead of occupancy. This includes the integration of public transport services and finding opportunities to maximise walking, wheeling, and cycling modes.
14. Circular 01/2022 discusses the need to move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including 'vision and validate,' 'decide and provide' or 'monitor and manage'). It notes that National Highways will support local authorities in achieving this aim through its engagement with their plan-making and decision-taking stages, while recognising the varying challenges that will be presented by certain sites based on their land use, scale and/or location.
15. Ultimately, plan-making and decision-taking should ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks.
16. In addition to promoting sustainable travel habits, Chapter 3 of the TA has demonstrated that this site is located in a sustainable location with access to regular bus services and existing active travel links.

Travel Plans

17. Where Travel Plans are required, the Circular notes that development must have clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel.
18. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed Travel Plan Coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.

Capacity Enhancements

19. In relation to network capacity and new access points onto the SRN, the Circular states that the preference with all new developments is that they should make use of existing junctions, in line with the standards contained within the Design Manual for Roads and Bridges (DMRB) and that capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis.

20. Any new connections made to the existing road network can only be considered if all other options have been exhausted to deliver towards modal shift. These being in promoting walking, wheeling and cycling, public transport, shared car travel and the location of development in highly accessible areas with plenty of sustainable transport mode choices.
21. The impacts of the development at the M62 J6 and J7 is discussed later on at paragraphs 64 and onwards.

Assessment of Development Proposals

22. The Circular notes that where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.
23. In terms of capacity assessments, the document notes that an opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase.
24. It goes on to note that assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic. The scenario(s) to be assessed, which depending on the development and local circumstances may include sensitivity testing, should be agreed with National Highways.
25. The traffic impacts of this development have been considered against assessment already undertaken by other applications and therefore has been agreed with NH. This is demonstrated at paragraphs 64 and onwards.

National Highways (2015) Planning for the Future – Strategic Road Network guidance documents

Introduction

26. This guidance describes the approach taken by NH when engaging in the planning system and the issue when considering planning documents and applications.

Site Allocations

27. The guidance suggests that all relevant transport impacts and requirements are taken into account, which includes:
 - Identify the impact that the proposed allocations are likely to have on the SRN on an individual and, insofar as is necessary, a cumulative basis, factoring in the demands arising from development planned in adjacent authorities where appropriate;
 - assess the impact of the SRN on the development potential of sites that are proposed to be allocated;

- consider travel plan, travel demand and off-network improvements; and,
- as necessary, identify the infrastructure requirements of the proposed allocations, or specific parts (phases) of proposed allocations.

Planning Applications and Development Management

28. The assessment of the development impact should be undertaken for the following scenarios:
 - the development and construction phase; and
 - the opening year, assuming full build out and occupation, and
 - either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater).
29. The guidance then goes on to say that ‘the assessment at opening will be used for the determination of impact mitigation needs whilst the latter is necessary to determine the risk which will transfer to us’.
30. At present, NH have suggested that a review of the available data within other planning applications are undertaken to determine the impacts of the Chapel Lane development. This has been provided at paragraph 64 and onwards within this Note.

Travel Plans and Demand Management

31. The guidance also puts a strong emphasis on ‘the development promoters to put forward initiatives that reduce the traffic impact of proposals by supporting the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the SRN that could experience capacity problems in the foreseeable future’.
32. The document continues between para 104-106 to place sustainable transport modes via travel planning as a priority and further suggests it is possible to free-up additional capacity within the road network.
33. Whilst forecast flows have been provided at the M62 J6 and J7, these have no consideration for impacts of travel planning.

Capacity Enhancements (Planning Applications)

34. At para 108, the guidance says, ‘where the overall forecast demand in the opening year of the development can be safely accommodated by the existing infrastructure, capacity enhancement will not be sought’.
35. And continues at para 109 with ‘Capacity enhancement measures on the SRN will only be considered after the travel plan has been incorporated in the development proposal’.

Measures to Reduce Car Dependency / Travel Plan

36. The TA has demonstrated that the highest priority users at the proposed development are pedestrians and cyclists.
37. The proposals aim to create direct, convenient, and attractive active travel links from the site to the existing network and will seek to maximise and enhance the permeability of the site to pedestrians and cyclists to encourage these modes for shorter trips. This is considered highly achievable due to the sustainable location of the site which will provide residents with a number of active travel links, such as Sandy Lane and Queensbury Way, towards existing local facilities and bus services.
38. Designing the site to a pedestrian scale allows for the maximum opportunity to provide social inclusion. Pedestrian and cycle routes are designed to ensure full permeability through the site.
39. The road network within the site will be designed to encourage low speeds and prioritise active travel. The intention will be to create a natural 10-15mph environment within the site to encourage pedestrian and cycle activity and to prioritise social inclusion before the private car / motorist.
40. An upgraded uncontrolled pedestrian / cyclist crossing with dropped kerbs, tactile paving and a refuge island will be provided across Queensbury Way connecting PRow W/12 to the existing shared use foot/cycleway and 'Upton Rocks' residential development.
41. The pedestrian / cyclist refuge will also act as traffic calming along this section of Queensbury Way, will improve accessibility and allow pedestrians and cyclists to cross the carriageway more comfortably.
42. In addition to this, a Travel Plan (included in **Appendix A**) has been submitted as part of the planning application and sets out the measures and initiatives in detail but include:
 - Travel information pack;
 - Walking and cycling facilities;
 - Public transport / Travel Vouchers;
 - Cycle to Work Schemes;
 - Car Sharing and Car Pooling;
 - Walking Buses;
 - Scoot to School; and
 - Home Deliveries.

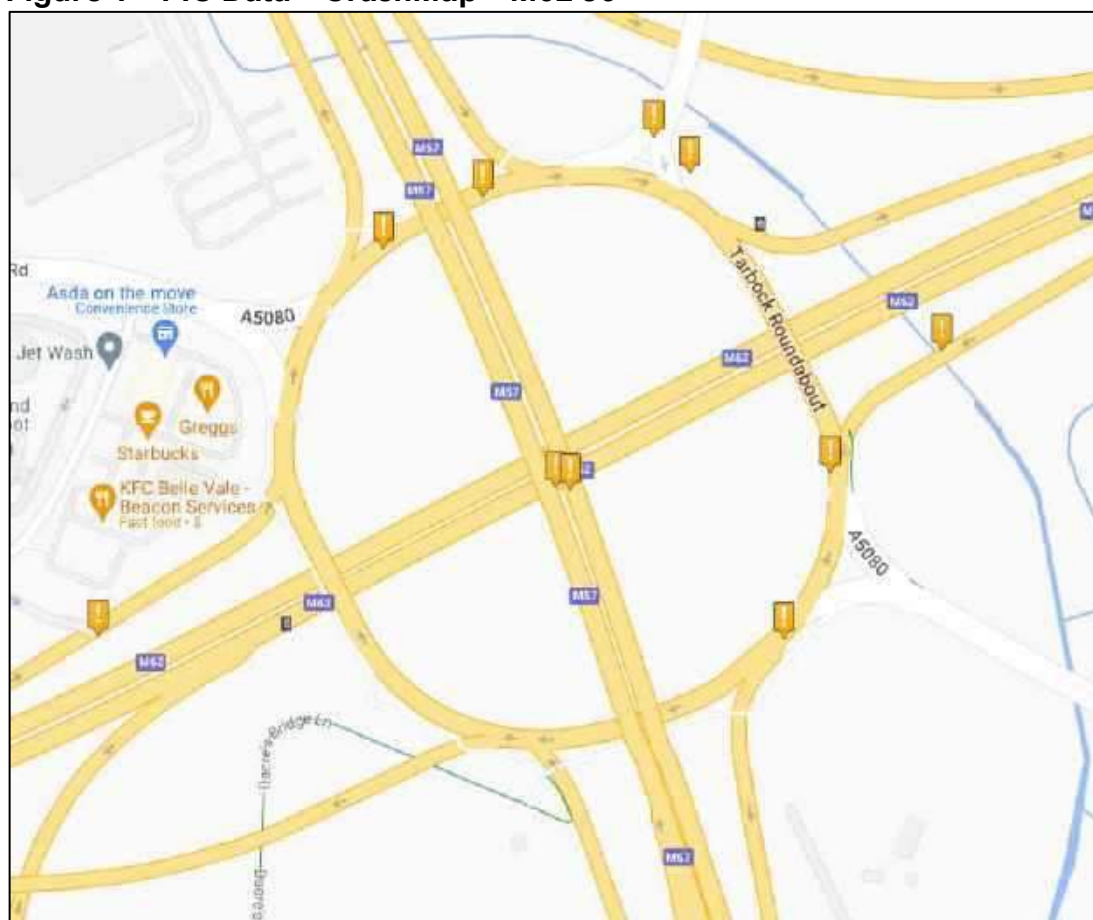
PIC Data on M62 J6 and J7

43. Collision data has been obtained from CrashMap for the most recent 5-year period (2017-2021) at M62 J6 and J7.

M62 J6

44. **Figure 1** shows the location of the collisions on the M62 J6.

Figure 1 – PIC Data – CrashMap – M62 J6



45. A summary of the collision data is shown in **Table 1**. Note that the two PICs on the mainline have been excluded from the summary below, as this is a review of the junction.

Table 1 - PIC Data – CrashMap – M62 J6

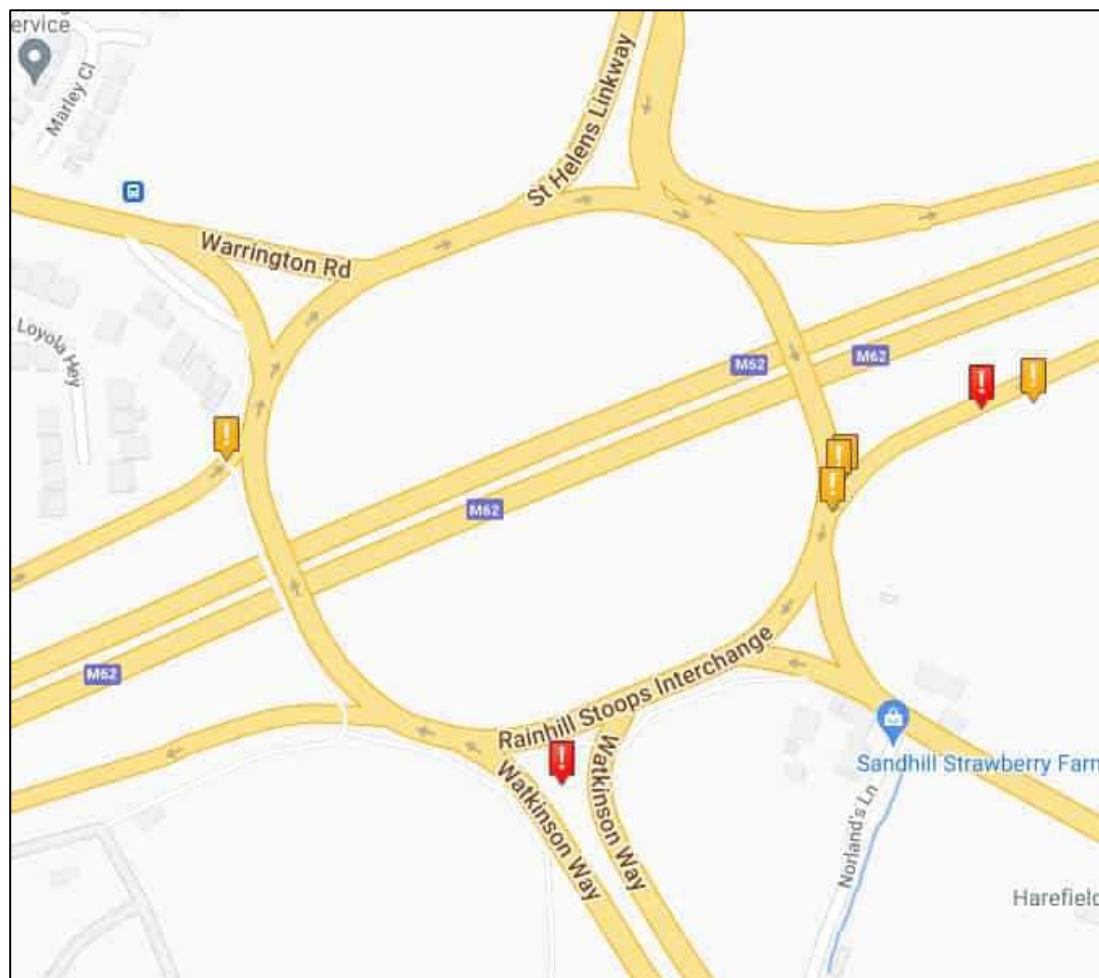
Year	Slight	Serious	Fatal	Total
2017	0	0	0	0
2018	4	0	0	4
2019	1	0	0	1
2020	2	0	0	2
2021	1	0	0	1
Total	8	0	0	8

46. The number of collisions and severity do not suggest that there are any immediate highway safety concerns at the M62 J6.

M62 J7

47. **Figure 2** shows the location of the collisions on the M62 J7.

Figure 2 – PIC Data – CrashMap – M62 J7



48. A summary of the collision data is shown in **Table 2**.

Table 2 - PIC Data – CrashMap – M62 J7

Year	Slight	Serious	Fatal	Total
2017	1	0	0	1
2018	2	0	0	2
2019	2	0	0	2
2020	0	1	0	1
2021	0	1	0	1
Total	5	2	0	7

49. The number of collisions and severity do not suggest that there are any immediate highway safety concerns at the M62 J7.

Development Phasing

50. This application is in outline form and as such, there is limited details at this stage on the phasing of the development. However, it is likely to be developed in a west to east form and will have one developer delivering c.50 dwellings per annum dependent on market conditions at the time. Depending on the planning process, commencement date on site should be 2025.
51. Therefore, the forecast opening year of 2025 has been used and is included in the TA for the local junctions' assessments where it is assumed it will have a full build out within those scenarios.
52. The assessments of the M62 J6 and J7 are subject to the analysis already undertaken by other application and is discussed further at paragraphs 64 and onwards.

Vectos/SLR Working From Home Tool

53. Vectos/SLR have developed a tool to collate data on pre-Covid (2019) levels of working from home at the Local Authority District level and estimates both variation in working from home according to area classification within districts, as well as to estimate future (2022 and beyond) working from home rates by district and area classification.
54. The purpose of the working from home tool is to calculate a realistic post-COVID-19 trip generation for the development and also align with the Mobility Strategy (Section 6 of the TA) and the Royal Town and Planning Institute (RTPI) report on Net Zero Transport which aims to reduce trips in the first instance.
55. Based on the working from home rates, combined with data on proportion of car commuters who drive to work and average distance of car commutes in each area, the tool then generates estimates of the number of car trips that are essentially 'avoided' due to working from home, the car vehicle-km saved, and the associated CO₂ reductions this results in.
56. The full methodology is included in **Appendix B** and the spreadsheet tool has been provided separately.
57. Applying this tool internalises an additional 8 and 12 people during the AM and PM peaks respectively, and once the census mode split of 84% is applied, this equates a total of 7 and 10 car trips avoided.

Distribution – Routing to M62 (E)

58. It is acknowledged that Hall Lane is a route in which cars from our development will take. However, the original basis of the 70/30 split going via B5419 and Hall Lane respectively was predicated on the agreed scope of the traffic assessments along the A5080 which links to the B5419. Therefore, most of the development trips will route along the junctions which have required individual junction modelling whilst recognising that some will route through Hall Lane.

59. In addition to this, the total traffic routing to the M62 (E) equates to a total of 17 and 31 two-way vehicular trips in the AM and PM peaks respectively. Based on the current 70/30 split, this means 12 and 22 trips will be via the B5419 in the AM and PM peak hours and 5 and 9 trips via Hall Lane. Any change in this assumption will not have any material change to the conclusions within the TA nor those at the M62 J7 demonstrated later on in this response.
60. Therefore the distribution from the TA has continued to be used.

Committed Developments

61. The committed development list has been discussed with HBC and no further development have been considered.
62. Similarly, Knowsley Council have been consulted and no further developments have been considered.
63. With regards to St Helens Borough Council, it is not anticipated that any development from this authority will have a greater impact than the use of TEMPro growth would have on the local highway network within Halton and Knowsley, as per the TA's Highways Network Assessment. However, it is recognised that at the M62 J6 and J7, there will be an impact from this local authority, and this has therefore been considered in the M62 J6 and J7 traffic impacts section below.

M62 Junction 6 and 7 Traffic Impacts

64. This section reviews the impacts of other planning applications and identifies how the Chapel Lane development traffic can be accommodated within the capacity assessments at the M62 J6 and J7.
65. Flow diagrams of the forecast vehicular trips at the two junctions are provided in **Appendix C**. The forecast flows show that the Chapel Lane development will add 24 and 41 vehicular trips to Junction 6 in the AM (08:00-09:00) and PM (17:00-18:00) peak, respectively and 17 and 31 trips to Junction 7 in the AM and PM peaks, respectively.

M62 Junction 6 Traffic Impacts

66. This section provides a summary of M62 J6 impacts of Mercury 62 development in Knowsley [ref. 22/00587/FUL].
67. The Mercury 62 development is located south of the M62 in Knowsley on Cronton Road, and forms part of the overall Halsnead Garden Village development. The proposal is for a warehouse distribution building of 29,081m² [B8 warehouse].
68. The Transport Assessment Addendum (TAA) had been prepared to provide details on the parameters used for the traffic modelling and the results of the traffic modelling for the M62 J6. The scope of the modelling and parameters have been agreed with Knowsley Council (KC) and National Highways (NH). It was agreed that the use of KC's VISSIM model of Tarbock Island (developed by WSP) would be the most appropriate.

69. The model was originally developed to test the impact of the Halsnead Garden Village Local Plan allocation and to develop mitigation measures. Following this, the model was used to test the impact of the nearby committed development Symmetry Park [ref. 20/00494/HYB] as part of the Transport Assessment work which accompanied the planning application.

Scenarios

70. **Table 3** shows the scenarios which were tested within the Mercury 62 TAA.

Table 3 – Mercury 62 TAA – Modelling Scenarios

Scenario	Description	Existing Junction Layout	Full Tarbock Improvements (Scheme 4)
2018 Base	Validated 2018 Mode	Yes	No
2024 Do Nothing	Baseline: 2024 background traffic + committed Developments plus Phase 1 Symmetry Park	Yes	No
2024 Do Something	2024 background traffic + committed developments + Phase 1 Symmetry Park + Cronton Mercury	Yes	No
2032 Do Nothing	2032 background traffic + committed developments + Full Symmetry Park.	No	Yes
2032 Do Something	2032 background traffic + committed developments + Full Symmetry Park + Cronton Mercury	No	Yes
2032 Do Something Sensitivity Test	2032 background traffic + committed developments + Full Symmetry Park + Cronton Mercury (Adjustment made to symmetry park traffic so that 50% of traffic uses the Eastern Cronton access junction)	No	Yes

71. KC confirmed that the Tarbock Island improvement scheme included in the model is 'DS4_T2'. This scheme has been reflected within the model and agreed with KC and NH but only in the 2032 future year scenarios.
72. In addition to this, the modelled time periods are:
- Morning period 07:00 – 10:00
 - Evening period 16:00 – 19:00

Growth / Committed Development

73. The list of committed developments was agreed with KC and included the remainder of the Halsnead Garden Village development plus some additional developments around Knowsley.
74. In addition to this, TEMPro growth factors have been applied and the TAA acknowledged that:

"It should be noted that the factors have not been adjusted to take into account of any of the committed developments which will be included in the assessments. Accordingly, all modelled

scenarios will include an element of ‘double counting’ of traffic. We consider this contributes to a robust assessment.”

75. These growth factors have been agreed with KC and NH.
76. There is also 2018 baseline which is considered robust due to the model not reflecting the increase in working from home and flexible working. Long distance trips are typically avoided where possible and hence the traffic flows are expected to be lower now than before COVID.
77. Therefore, it is considered that the small impact of 24 and 41 vehicles from the Chapel Lane development at the Tarbock Island junction is included within the robust nature of the forecast traffic flows which includes pre-COVID flows and TEMPro growth.

Trip Generation

78. The trip generation for the Mercury 62 development and its respective impacts at Tarbock Island is summarised in **Table 4** which was agreed with KC and NH.

Table 4 – Mercury 62 Trip Generation and Tarbock Island Impacts

Time Period	Total Trip Gen			Tarbock Island Impact		
	Arr	Dep	Total	Arr	Dep	Total
0700-0800	40	35	75	34	30	64
0800-0900	39	20	59	35	20	55
0900-1000	43	25	68	39	24	63
1600-1700	18	36	54	18	32	50
1700-1800	11	28	39	11	25	36
1800-1900	25	20	45	21	18	39

79. In comparison, the Chapel Lane development is forecast to add 24 and 41 trips in the AM (08:00-09:00) and PM (17:00-18:00) peak hours, respectively. Therefore, in relative terms, the impacts of the Mercury 62 development will be greater than the Chapel Lane impacts in the AM peak hour and similar in the PM peak hour compared to the Chapel Lane development.

Modelling Results – Journey Times

80. The modelling results of the average journey times for Mercury 62 development is summarised in **Table 5**.

Table 5 – Average journey time on approach (seconds)

Arms	AM Peak					PM Peak				
	2024 DN AM	2024 DS AM	2032 DN AM	2032 DS AM	2032 DS ST AM	2024 DN PM	2024 DS PM	2032 DN PM	2032 DS PM	2032 DSST PM
M57	337	344	333	334	331	254	256	243	245	245
Windy Arbor	553	578	305	317	307	703	720	336	335	337
M62 WB	272	274	285	285	283	256	257	266	264	264
Cronton Rd (S)	325	410	965	1138	1147	268	291	350	502	484
M62 EB	252	255	258	258	256	309	317	242	243	243
Cronton Rd (N)	496	497	353	352	354	483	557	391	393	392
Wilson Rd	560	578	314	316	315	645	601	254	254	255
A5300 (A562)	197	198	205	209	207	365	404	252	252	250
A55300 Newsstead Rd	258	370	396	540	414	262	284	222	219	223
A5300 (A561)	224	232	245	248	247	457	513	260	262	260
All vehicles on all approaches	288	294	290	293	291	330	346	261	264	263

81. The results demonstrate that overall, there is a negligible increase in journey times across all arms and scenarios, except for Cronton Road (S). This is because of the new signalled access junction associated with the Mercury 62 development which will result in a natural increase in journey time and is to be expected.
82. Similarly, the impacts of the Chapel Lane development are not expected to have a significant impact either. However, also considering the robust nature of the forecast flows and that the Chapel Lane development is part of the applied TEMPro growth within the Mercury 62 TAA.

Modelling Results – Mean Max Queue

83. The modelling results of the Mean Max Queue for the Mercury 62 development is summarised in **Table 6** and those highlighted exceed the stacking capacity of that link.

Table 6 – Mean Max Queue (m)

Location	AM Peak					PM Peak					Ramp length (m)
	2024 DN AM	2024 DS AM	2032 DN AM	2032 DS AM	2032 DS ST AM	2024 DN PM	2024 DS PM	2032 DN PM	2032 DS PM	2032 DS ST PM	
Cronton Road	850	848	74	75	76	867	774	63	62	63	
M57N Slip Road	264	315	79	81	80	186	184	97	105	100	400
Windy Arbor Road	503	520	122	149	131	519	531	138	135	139	
M62 E Slip Road	100	105	97	98	100	73	72	96	100	103	360 + 380
A5080 (S) Cronton Rd	140	273	907	1033	1008	38	99	139	340	324	
A5300 Slip Road	170	220	222	245	227	2402	3036	136	140	142	530
M62 W Slip Road	103	106	90	95	83	778	858	69	71	69	350
Circulatory at Cronton	83	88	56	57	59	94	95	66	69	69	
Circulatory at M57 N Slip	117	134	116	116	118	126	128	86	92	89	
Circulatory at M62 E Slip	359	298	118	121	119	181	290	77	77	77	
Circulatory at A5300	87	97	148	148	147	108	110	120	124	126	
Circulatory at M62 West	132	162	153	158	160	215	221	132	129	129	
Site Access 1 - EB		23		34	65		41		47	47	160
Site Access 2 - EB		18		26	34		32		37	43	250

84. The results in **Table 6** demonstrate that the queues are with the available stacking capacity on all of the mainline routes except for:
- A5300 slip road – 2024 PM peak – DN (2,402m) and DS (3,036m).
 - M62 (W) slip road – 2024 PM peak – DN (778m) and DS (858m).
85. This level of queueing could cause an issue for the SRN and is observed in the DN scenario in which the Chapel Lane development will be included. In addition to this, the queues are shown to have exceed capacity by 1,872m on A5300 slip road and 428m in the M62 W slip road.

Modelling Results – Maximum Queue

86. The modelling results of the maximum queue for the Mercury 62 development is summarised in **Table 7**, where those highlighted yellow exceed the stacking capacity of that link.

Table 7 –Maximum Queue (m)

Location	AM Peak					PM Peak					Ramp length (m)
	2024 DN AM	2024 DS AM	2032 DN AM	2032 DS AM	2032 DS ST AM	2024 DN PM	2024 DS PM	2032 DN PM	2032 DS PM	2032 DS ST PM	
Cronton Road	872	871	91	97	99	871	843	92	82	86	
M57/N Slip	1503	1481	347	290	284	566	506	242	265	242	400
Windy Arbor Road	686	684	360	455	358	685	685	245	242	261	
M62 E Slip Road	155	179	148	174	175	96	99	216	255	248	360 + 380
A5080 (S) Cronton Rd	482	705	1300	1270	1270	72	210	329	539	508	
A5300 Slip Road	301	407	910	919	894	5265	5268	288	297	337	530
M62 W Slip Road	257	288	265	442	272	1703	1927	119	115	107	350
Circulatory at Cronton	100	101	94	96	100	100	100	97	97	96	
Circulatory at M57 N Slip	145	146	140	144	146	139	141	135	142	130	
Circulatory at M62 E Slip	803	528	221	250	225	232	531	134	115	128	
Circulatory at A5300	124	196	252	257	257	137	149	186	199	213	
Circulatory at M62 West	198	219	206	224	224	224	225	178	183	190	
Site Access 1 - EB		39		59	65		60		81	72	160
Site Access 2 - EB		37		56	55		48		61	68	

87. The results provide a similar narrative to the Mean Max Queue results and demonstrate that the stacking capacity on a few more arms are exceeded in 2024.

M62 Junction 6 Summary and Conclusion

88. The Mercury 62 planning application reviewed the M62 J6 using the WSP VISSIM model which was originally built to determine the impact of the Halsnead Garden Village scheme.
89. The results of this modelling indicate that in 2024 the junction will have considerably long queues and will block back to mainline flows on the M57, M62 and A5300.
90. It is therefore proposed that further discussions shall be made with NH to determine how to manage the Chapel Lane development to reduce the impacts at M62 J6 before the improvement scheme is in place.

M62 Junction 7 Traffic Impacts

91. This section provides a summary of M62 J7 impacts of the i-Transport's TA associated with Redrow's Land at Mill Green Farm and Oak Villa, Widnes developments.
92. The proposals for the site are to provide 441 residential dwellings with access to be provided off Derby Road and Mill Lane (ref: 22/00178/FUL).

93. A further residential application for a smaller site to the southeast of Mill Green Farm, for a development of 52 dwellings referred to as Oak Villa (ref: 22/00179/FUL).
94. The impacts of the smaller Oak Villa site have been considered as part of a cumulative assessment.
95. A TA dated 11 March 2022 was submitted as part of the application 22/00178/FUL. Several technical notes were also subsequently submitted in December 2022, providing additional information further to consultation responses being received.
96. This section provides an overview of what was agreed and tested within the TA and the subsequent notes.

Baseline Traffic Flows

97. Baseline traffic flows were obtained in 2021, at the following junctions, with agreement from Halton Borough Council and National Highways.
 - I. Derby Road / Mill Green Lane / Barrow's Green Lane.
 - II. Derby Road roundabout.
 - III. Mill Lane roundabout.
 - IV. Derby Road / Lunt's Heath Lane / A557 Northbound slips.
 - V. Derby Road / Peel House Lane / Farnworth Street.
 - VI. M62 J7.

Trip Rates

98. The agreed trip rates and subsequent number of trips are shown in **Table 8**.

Table 8 – Agreed Trip Rates

	AM Peak			PM peak		
	Arrivals	Deps	Two-way	Arrivals	Deps	Two-way
Trip Rate per Dwellings	0.127	0.378	0.505	0.344	0.153	0.497
Number of Trips – Mill Green Farm (441 dwellings)	56	167	233	152	67	219
Number of Trips – Oak Villa (52 dwellings)	7	20	26	18	8	26

Strategic Road Network

99. The baseline LinSig modelling using the 2021 recorded flows set out within the TA demonstrated that J7 of the M62 is nearing its theoretical capacity on a number of approaches in the both the AM and PM peaks, with the M62 westbound off-slip arm operating slightly over capacity in the PM peak.

TEMPro Growth Factors

100. Growth factors have been derived from the Halton 001, St Helen 022 and St Helens 023 MSOAs within which the junction and its approaches sit. The growth factors, as agreed with National Highways as part of the TA work, are shown in **Table 9**.

Table 9 – TEMPro Growth

	AM Peak	PM Peak
2021 > 2025	1.030	1.028
2021 > 2037 (end of LP period)	1.122	1.116

101. These TEMPro factors will account for any vehicular trips from the Chapel Lane development.

Committed Developments

102. No committed developments within Halton or Warrington needed to be considered at the M62 J7, however a review of the St Helens boundary was undertaken and four committed development sites of a significant size and located within close proximity of the junction were identified. These are as follows:
- P/2015/0309 Lea Green Farm, Elton Head Road – 200 dwellings
 - P/2015/0599 Former Ibstock Brickworks, Chester Lane – 243 dwellings
 - P/2018/0060 Sutton Heath, Sherdley Road – 360 dwellings
 - P/2018/0849 Mere Grange, Lowfield Lane – 82 dwellings
103. None of the above applications considered the M62 J7 in their assessments and so the development generated traffic was not identified in their applications. Consequently, trip generation was based on the information provided within each TA and Census journey to work data has been derived for the appropriate MOSAs within St Helens.
104. The forecast trip generation associated with the Mill Green Farm development was agreed with National Highways as part of the pre-app scoping discussions. This equated to 86 and 79 two-way vehicular trips in the AM and PM peaks, respectively, and in comparison, the Chapel Lane development is forecast to add 17 and 31 two-way vehicular trips in the AM and PM peaks, respectively.

105. In its consultation response to the application, National Highways requested consultation between the Applicant St Helens Borough Council and Halton Borough Council to agree their approach to committed and allocated development.
106. St Helens Council and Warrington Borough Council were consulted on the application and provided consultation responses dated September 2022. Neither council raised any highway objections nor identified any further sites for inclusion with the junction capacity assessment.

Junction Capacity Assessment

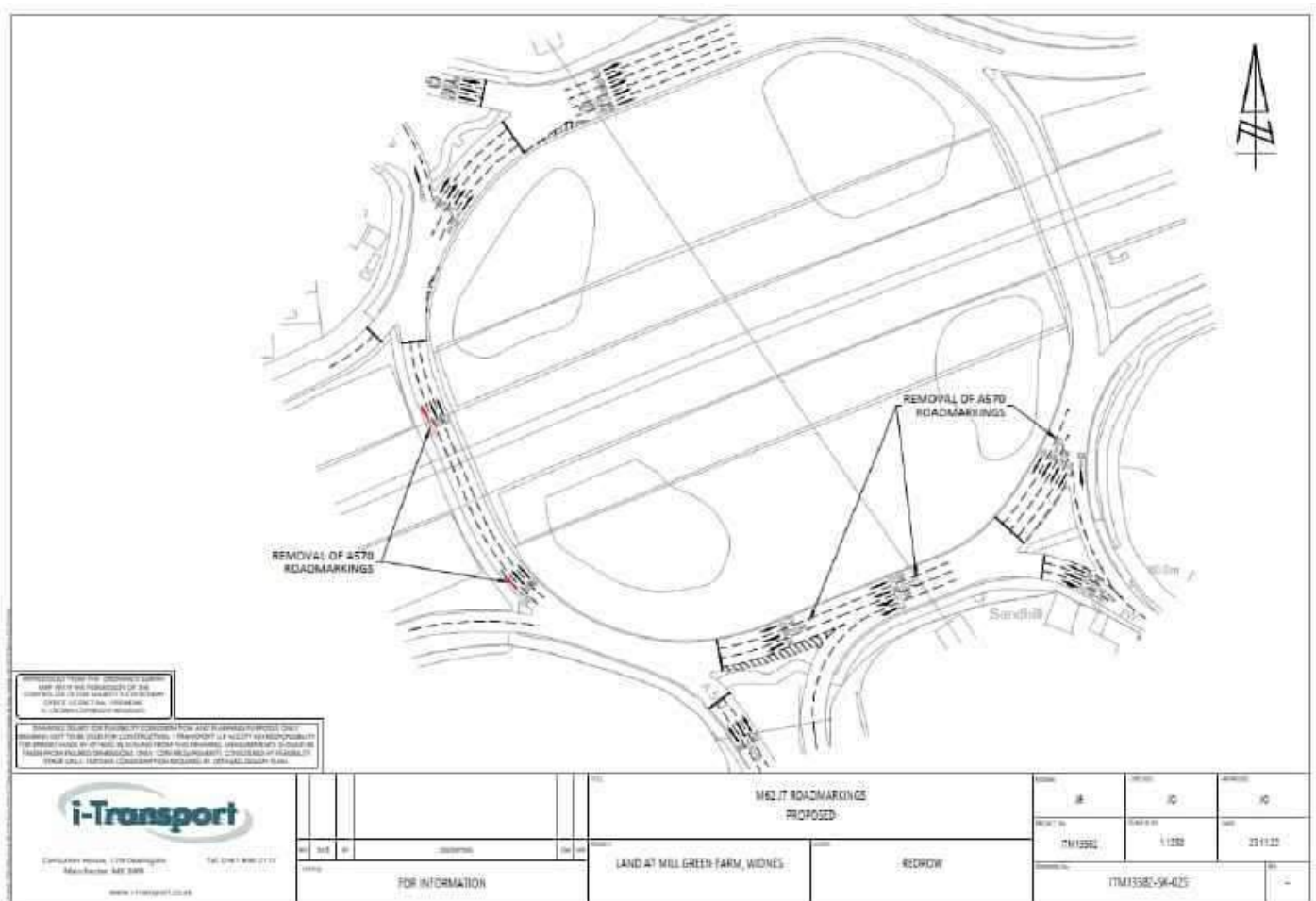
107. The following scenarios were tested:
 - 2037 Base + Committed Development; and
 - 2037 Base + Committed Development + Development.
108. The results of the assessment show that with the development in place the PRC of the junction hardly changes, and the impacts of individual links are negligible in terms of DoS and queuing, therefore the impact at the junction was considered acceptable and no mitigation was proposed.

Sites included within SRN Cumulative Assessment

109. National Highways requested a cumulative assessment to include the impact of other proposed land allocations set out within the Halton Local Plan and identified the 'Liverpool City Region Transport Model – Halton Local Plan Network Impacts' report prepared by Mott Macdonald in May 2020, on behalf of the Council, which was based on the assessing the impacts of the proposed Local Plan allocations using the LCRTM. It was agreed with officers that the further assessment of the cumulative impacts of the development would not revisit the modelling work undertaken for the Local Plan but provide a 'target updated' to the work.
110. The traffic associated with the remaining sites within the SRL 7 allocation included are as follows:
 - W2 – Former Eternit Site, Derby Road [1500430/FUL] 116 dwellings – consented and built out.
 - W9 – Land at Mill Green Farm [22/00178/FUL] 441 dwellings – current.
 - W10 South Lane – 39 dwellings – Allocation, no application.
 - W11 – Boundary Farm and Abbey Farm, South Lane [22/00179/FUL (Oak Villa) 22/00377/FUL] 278 dwellings – 2 x current applications.
 - W40 – Watkinson Way [20/0002/OUT] 42 dwellings – current application.
 - W49 – Lunt's Heath Road (east) [22/00318/FUL] 317 dwellings – current application.
111. The assessment considers the impacts of an additional 623 dwellings.

112. For submitted applications (part of W11, W40 & W49), the trip rates and distribution were used from the respective TA's and the sites yet to be submitted (part of W11 & W10) adopt the approach set out within the Mill Green Farm TA.
113. A detailed capacity assessment was undertaken at the M62 Junction 7 with the additional cumulative traffic which demonstrated an increase in queuing and DoS at the A557 Wilkinson Way and M62 westbound off slip arms.
114. Consequently, a scheme was designed to mitigate the impacts of the cumulative traffic at the junction. This is shown in **Figure 3**.

Figure 3 – M62 J7 Proposed Mitigation



Total Junction Comparison

115. In addition to the M62 Junction 7 impacts, the i-Transport application has also undertaken a review of the local network using the LCRTM flow and the various committed developments in the Technical Note – Sensitivity Test Assessments (ITM13582-014 TN).
116. A simple comparison exercise, comparing the '2033 + Com' scenario in the Vectos Chapel Lane TA and the '2037 Cumulative' scenario has been undertaken to determine if the flows used in the Chapel

Lane TA are aligned with this assessment which utilised the strategic modelling. This is shown in **Table 10**.

Table 10 – Junction Total Comparison

Junction (Total Flows)	AM Peak		PM peak	
	Vectos (2033 + Com)	i-Transport (2037 cumulative)	Vectos (2033 + Com)	i-Transport (2037 cumulative)
Norlands Lane / Cronton Lane	1,793	1,940	1,935	1,857
Lunts Heath Road / Birchfield Road	2,419	2,581	2,605	2,547
B5419 Wilmere Lane / Lunts Heath Road	2,026	2,037	2,205	2,306

117. It is clear that the Vectos flows are typically lower than the 2037 cumulative scenario in the AM peak. However in the PM peak, the Vectos flows are higher in two out of the three junctions.
118. This is despite the i-Transport assessment forecasting to a future year of 2037 and typically it would be expected that the 2033 scenario would have less traffic.
119. Therefore the forecast flows used in the Chapel Lane TA are considered representative.

M62 Junction 7 – Summary and Conclusion

120. The M62 J7 has been reviewed by the two developments from Redrow; Land at Mill Green Farm and Oak Villa, Widnes developments.
121. Robust assessments were undertaken in LinSig and included that considered TEMPro growth and committed developments.
122. The impacts of the Land at Mill Green Farm and Oak Villa development at the M62 J7 were considered negligible with a total of 86 and 79 two-way vehicular trips in the AM and PM peaks respectively. In comparison, the Chapel Lane development is forecast to add 17 and 31 trips in the AM and PM peaks respectively.
123. However, a scheme has been designed to accommodate the cumulative impacts of the number of developments within the SRL 7 allocation.

Halton Saturn Model Update

124. HBC have provided an update via email on 26th July 2023 in relation to the Halton Saturn Model. HBC have confirmed that the model validation report has been issued internally and the future scenario report will also be submitted shortly. HBC are awaiting confirmation to share this externally.
125. HBC also highlighted in the same email correspondence that a meeting as part of the planning application process is due where this can be discussed further.

Appendix A

Travel Plan

TRAVEL PLAN

Taylor Wimpey

Land at Chapel Lane, Halton

May 2023

Travel Plan

Report control

Document: Travel Plan

Project: Land at Chapel Lane

Client: Taylor Wimpey

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3	22/05/2023	Final	MR

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1 Introduction

- 1.1 This Travel Plan (TP) has been prepared by Vectos, Part of SLR on behalf of Taylor Wimpey UK Ltd to assist the local planning authority's consideration of an outline planning application on land to the east of Chapel Lane, Widnes for:

Outline planning application (with all matters other than access reserved) for the development of up to 350 dwellings, public open space, landscaping and associated infrastructure works. Site-access proposals are situated within Knowsley Borough Council authority area (emergency access in Halton Borough Council authority area via Sandy Lane). Full planning permission for the access arrangements only, via a new junction on Chapel Lane (to be determined by Knowsley Borough Council only) and emergency access via Sandy Lane (to be determined by Halton Borough Council). All of the outline proposals are situated within Halton Borough Council authority area and are to be determined by Halton Borough Council only.

- 1.2 The proposed development site is located to the north-west of the Widnes urban area. The site is situated within the boundary of two separate allocations for residential development within the adopted Halton Delivery and Allocations Local Plan [DALP] (March 2022) under Policy RD1 (Residential Development Allocations). The allocations comprise two separate land parcels separated by Sandy Lane, (Site Ref. W4 to the west of Sandy Lane and Site Ref. W5 to the east). The application red line boundary does not extend to the full extent of the allocation.
- 1.3 The proposed application site is bounded to the:
1. north by Alder Brook which is marked by mature trees and a hedgerow. There is open countryside beyond the brook;
 2. to the east by an area of young woodland situated adjacent to Queensbury Way;
 3. to the south by the curtilage of residential properties along Old Upton Lane; and
 4. to the west by Chapel Lane and a group of modern and traditional farm buildings fronting onto Chapel Lane (Rose Farm).

Travel Plan Scope

- 1.4 This TP is a strategy setting out the sustainable travel options and measures for the development at the site.
- 1.5 This TP is a live document and will be further updated once baseline travel surveys have been completed.

Aim of the Travel Plan

- 1.6 The main aim of this TP is to put in place the management tools deemed necessary to enable people to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the

barriers which prevent people from using sustainable modes which in effect can self-manage single-occupancy vehicle use.

- 1.7 The strategy needs to be long term as changing travel habits takes time and will only occur through a combination of incentives, improved facilities, government initiatives and changes in individual attitude.

This Document

- 1.8 The remainder of the document is as follows:
- **Section 2** – Provides an overview of the existing accessibility;
 - **Section 3** – Covers relevant policy and best practice;
 - **Section 4** – summarises the Development Proposals;
 - **Section 5** – Sets out the objectives and targets of the TP;
 - **Section 6** – Outlines the Travel Plan strategy, in terms of the Travel Plan Co-ordinator and how the Travel Plan will be managed;
 - **Section 7** - Describes the measures that could be implemented to help achieve the objectives and targets of the full Travel Plan;
 - **Section 8** – Summarises how the monitoring and review programme will ensure the Travel Plan continues and progresses; and
 - **Section 9** – Defines the Action Plan for the Travel Plan.

2 Existing Situation

- 2.1 This section of the report will consider the existing accessibility of the site having regard to a range of transport opportunities, including active travel, public transport, and the local highway network in the surrounding area.

Site Location

- 2.2 The site is located approximately 3 km northwest of Widnes town centre and 11 km west of Warrington town centre.
- 2.3 The site is located within an area of open agricultural land, which lies adjacent to the built area of Widnes. The site is bound to the north by open land, by woodland to the east, existing residential development to the south, and Chapel Lane to the west. Sandy Lane bisects the site in the east providing a traffic-free active travel link directly through the site.
- 2.4 Chapel Lane and Sandy Lane connect the site to the nearby villages and communities of Parklands and Cronton. The M62 connects the site to wider destinations such as Liverpool and Warrington.
- 2.5 The location of the site in its local context is illustrated in in **Figure 2.1**.



Figure 2.1 - Site Location – Local Context

2.6 The location of the site in its wider context is illustrated in in **Figure 2.2**.



Figure 2.2 - Site Location – Strategic

Historic Travel Behaviour

- 2.7 Travel trends are changing rapidly, with these changes being accelerated by the Covid-19 pandemic. Attitudinal flexibility to movement is increasing and there is a renewed emphasis on the desire for local living and healthy lifestyles.
- 2.8 To gain an understanding of historic travel behaviour in the local area the travel patterns for journeys to work have been investigated for the Halton 002 Middle Layer Super Output Area (MSOA) obtained from the 2011 Census. This data is now some 11 years old and is only representative of journeys to work at that time.
- 2.9 With the recent release of the 2021 Census data, this most recent set of data has been appraised by the office for national statistics (ONS). The ONS have examined the results of the 2021 census and concluded:

- The Office for National Statistics (ONS) collected Census 2021 responses during the coronavirus (COVID-19) pandemic, a period of unparalleled and rapid change; the national lockdown, associated guidance and furlough measures will have affected the travel to work topic;
- ONS provided extra guidance to respondents affected by the pandemic on how to respond to travel to work questions, but it is not clear how this guidance was followed;
- Large numbers of people were still being supported by government furlough schemes, and it is not clear how the questions' guidance provided was followed by respondents;
- some people may have provided travel information for the last time they worked, or they may have answered based on their behaviours on Census Day;
- Restrictions on travel ended later in 2021, and while there will have been a shift back towards some behaviours from before COVID-19, hybrid and home working remain commonplace;
- At the moment, ONS advise users to continue to make use of the 2011 Travel to Work Areas for analytical and statistical work, and they will continue to update users on future developments.

2.10 With this conclusion from the ONS the assessment to understand existing mode share was undertaken using 2011 census data which represents a worst-case scenario in travel assumptions and mode splits given the recent changes in travel behaviour relating to working from home and commuter trips. As such, the use of the 2011 Census is considered to be robust.

2.11 **Table 3.1** shows the mode splits for the journey to work from this MSOA, taken from the 2011 Census data.

Table 3.1 – Method of Travel to Work – Halton 002 MSOA

Travel Mode	% Mode Split
Work mainly at or from home	4%
Underground, metro, light rail, tram	0%
Train	3%
Bus, Minibus or Coach	3%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	80%
Passenger in a Car or Van	5%
Bicycle	1%
On Foot	2%
Other Method of Travel to Work	0%
Total	100%

- 2.12 As shown in **Table 3.1**, in 2011 there was a relatively high mode share driving to their workplace (80%) with 5% travelling to work as a passenger of a private vehicle. A smaller proportion (6%) travelled to work by public transport with 3% travelling to work on foot or by bicycle.
- 2.13 It should be emphasised that the data in **Table 2.1** relates only to journeys to work and does not include journeys for the purpose of education, shopping, or leisure.
- 2.14 Furthermore, the data does not take into account multi-modal trips to work (the census asks for method of travel to work for the longest part of the journey) i.e., park and ride or cycle and ride. However, it does provide an indication of existing travel patterns in the area.

Accessibility by Sustainable Travel Modes

- 2.15 Contemporary local and national transport policy states that new developments should be designed to minimise travel through providing for virtual mobility, and where travel does occur encourage more

trips to be made by sustainable modes including walking, cycling or on shared/public transport. This approach maximises social inclusion and helps to minimise the number of single occupancy private car trips. Providing travel choice is policy compliant and essential in terms of today's modern and dynamic society, particularly where policy seeks to achieve the Net Zero Carbon target for the UK by 2050.

Local Facilities

- 2.16 One of the primary factors to be considered when considering the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local facilities by non-car modes. The development site is already established as suitably located for residential development through its allocation in the adopted Halton Borough Council Local Plan (2022).
- 2.17 The site is demonstrated to be well located to access the nearby local facilities and services within and around Widnes. A summary of the local facilities is provided in **Table 2.2** and the location of these facilities relative to the site are shown in **Figure 2.3**, with approximate walking and cycling journey times provided. Additional further local facilities are also shown. It should be noted that the distances and walking/cycling times shown in **Table 2.2** are based on the existing highway/pedestrian/cycle networks but utilising the proposed access points to the site.

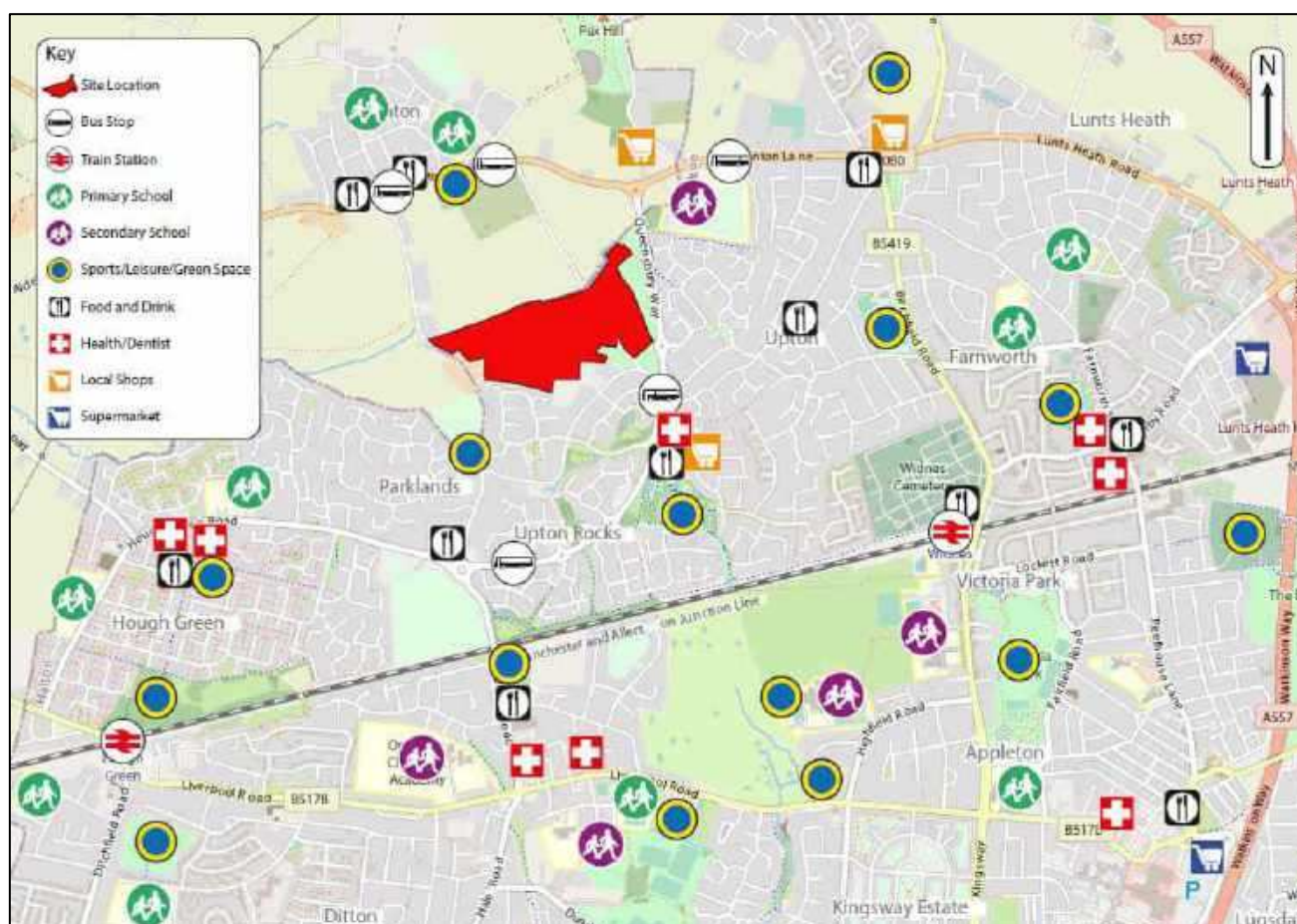


Figure 2.3 – Local Facilities Plan

- 2.18 **Figure 2.3** demonstrates that the nearest bus stop to the site is located within a seven-minute walk and 2-minute cycle from the centre of the site, located along Queensbury Way. Widnes Railway Station

is located within a 29-minute walk or 10-minute cycle, and several local primary and secondary schools, as well as Cronton Sixth Form College, can all be accessed on foot in under 30 minutes.

- 2.19 The walking and cycling distances and journey times to each local facility from the centre of the site are indicated in **Table 2.2**. Walking and cycling journey times are based on an average speed of 5km/hour for walking, and 15 km/hour for cycling.

Table 2.2 – Local Facilities

Local Facility	Distance from Centre of Site (metres)	Walking Time (mins)	Cycling Time (mins)
Public Transport			
Upton Rocks Bus Stop	550	7	2
Cronton Chapel Lane Bus Stop	1,050	13	4
Widnes Railway Station	2,300	29	10
Hough Green Railway Station	2,800	35	15
Education			
Cronton Sixth Form College	1,300	16	5
Farnworth C of E Primary School	1,800	23	8
Lunt's Heath Primary School	2,200	28	9
Cronton C of E Primary School	1,300	16	5
Wade Deacon High School	2,400	30	10
Ormiston Chadwick Academy	2,450	31	10
Restaurants			
The Observatory Public House	500	6	2
The Tavern	600	7	2
The Dandelion	540	7	2
Cronton Fish Bar	510	7	2
The Unicorn Inn	560	7	2
Pesto Widnes	1,500	19	6
Lifestyle/Healthcare Facilities			
Parkland Sports Club	900	11	4
Widnes Cricket Club	1,900	24	8

Upton Rocks Surgery	1,950	24	8
Hough Green Health Park	2,050	26	9
Farnworth Village Pharmacy	2,200	28	9
Highfield Hospital	3,300	36	13
Retail			
Co-op Food - Widnes	800	10	3
Cronton Garden Centre	1,200	15	5
Spar Halton	1,500	19	6
Aldi	2,600	33	11

- 2.20 **Table 2.2** demonstrates that the site is well connected and accessible by foot (15-30 minutes) or by bicycle (under 15 minutes) to a wide range of local amenities in the local area including bus stops, local primary and secondary schools, local food shops and Highfield Hospital.
- 2.21 As highlighted above, the site is well located with regard to local facilities within a convenient walk and cycle time based on existing infrastructure, such that future residents will have the opportunity to access key services via active travel modes.
- 2.22 Development of this site would be designed to encourage trips to be made by sustainable modes, including active travel (walking and cycling), by public transport and car sharing in an effort to maximise social inclusion and minimise the number of single occupancy private car trips. A Travel Plan will be introduced at the site which will encourage sustainable travel to residents from the outset by introducing short and long term measures. In addition, connections to the wider area can be made via Sandy Lane to the north and south and the existing PRow to the east. Improvements will be made to the Sandy Lane / Old Upton Lane junction to allow for a pedestrian crossing to be introduced, as well as an uncontrolled pedestrian crossing proposed on Queensbury Way. Furthermore, the location of the site is well suited to the promotion of sustainable travel and forms a natural extension of Widnes.

Active Travel

- 2.23 Active travel encompasses walking and cycling journeys. Whilst these are innately healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits for the health and well-being of residents; increasing active travel contributes to the UK's carbon neutral and health-oriented goals.
- 2.24 The health benefits are seen as a key part of the reasoning behind encouraging active travel, with Sustrans describing walking and cycling as the “most effective ways to promote routine physical activity” amongst people.

- 2.25 Future residents at the proposed development will be encouraged to undertake shorter journeys on foot or by bicycle where appropriate. The location of the site is suited for the promotion of active travel journeys to the local convenience store, primary and secondary school.
- 2.26 Furthermore, the Covid-19 pandemic has seen a substantial rise in the desire to live locally, thus many people are now travelling shorter distances for essential journeys, often within their local communities rather than further afield. There has also been an exponential take-up of active modes of travel for both short purpose driven trips, as well as leisure trips.
- 2.27 The following section provides an overview of the existing sustainable active travel infrastructure in the proximity to the site.

Walking

- 2.28 The area is served by good quality pedestrian and cycle routes, through attractive and active environments. Existing pedestrian facilities in the vicinity of the site include formal footways, shared footway/cycleways, and Public Rights of Way (PRoW).
- 2.29 Good quality footways measuring between 1.5 and 2.5 metres in width are provided on the eastern side of Chapel Lane, providing access to the north and south, as well as continuing into the surrounding residential streets. The area is fully illuminated and subject to a 30mph speed limit.
- 2.30 Sandy Lane bisects the site and is promoted as a high-quality active travel link (designated as an 'off-road walking/cycling route' PRoW W.16 within HBC's Definitive Map) and is subject to a Prohibition of Driving Order. Sandy Lane forms part of the adopted highway network (HMPE) connects Cronton to existing residential development and the built-up area of Widnes at Old Upton Lane, where it is restricted for vehicular traffic except for emergency vehicles.
- 2.31 From the roundabout to the north with the A5080 Cronton Road, Queensbury Way is a marked shared walking and cycle route on the definitive map and has a continuous, segregated shared route running north to south on the eastern edge of the carriageway. This route can be used to access Widnes Railway Station and various other local facilities in the local area. Walking and cycling connections will be made to Queensbury Way via Sandy Lane and via an existing PRoW to the northeast of the site, as well as introducing an uncontrolled crossing on Queensbury Way, acting as a traffic calming feature to make the route more attractive to active travel users.
- 2.32 PRoW [W/16] crosses the site in an east to west direction, connecting Chapel Lane with Sandy Lane. There are further PRoWs within the vicinity of the site which will be retained to provide high quality links to local facilities / amenities and safe routes to schools.
- 2.33 A summary of existing PRoWs in the area are illustrated in **Figure 2.4**.

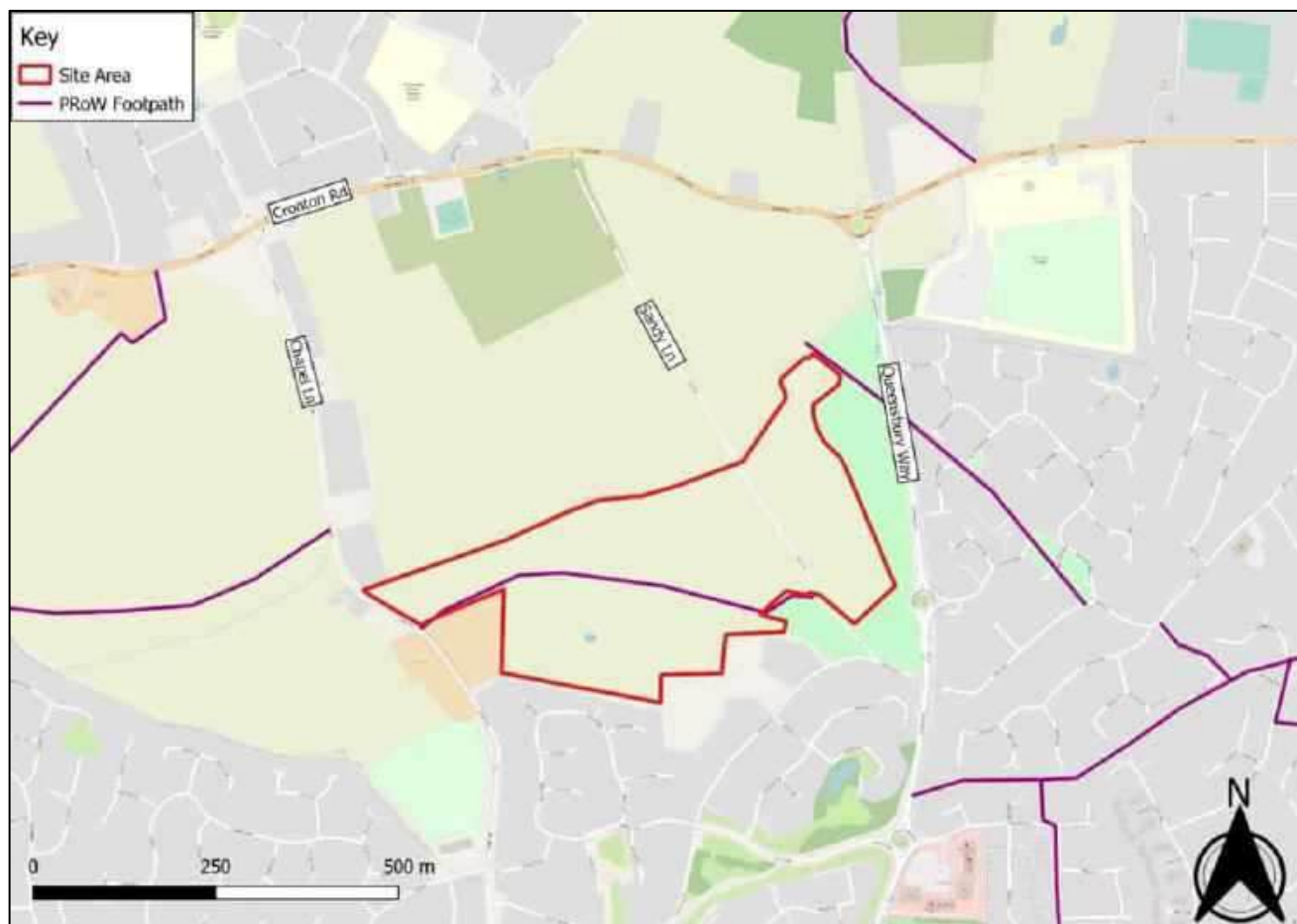


Figure 2.4 – Existing PRoWs in the Vicinity of the Site

- 2.34 An individual's propensity to walk depends on a range of individual preferences and circumstances. These may include journey purpose, the attractiveness of an activity, the weather, and the cost of alternatives.
- 2.35 Local and national land use and transportation policy has acted to promote the choice of walking and cycling above all other modes of travel. Henceforth, it is reasonable to assume that walking is a viable and growing means of travel and that new developments should promote and encourage it. This is particularly salient in the wake of the Covid-19 pandemic where active travel use rose in popularity.
- 2.36 In practice, the distance that any individual is likely to choose to walk depends on individual circumstances, however, it is fair that over time, given current policies to encourage community, health and wellbeing, as well as good design, tendency and inclination to walk more often and further will increase.
- 2.37 **Figure 2.5** indicates the 15 and 30-minute walking isochrones from the site. These are based on a comfortable walking speed of 5km/hour and are based on the extent of the existing pedestrian network. The walking isochrones highlight the extent of the residential areas and local facilities that can be reached from the site in just a short walk. The walking isochrones are based on the pedestrian access from the southeast corner of the site onto Sandy Lane which represents the most likely route access for use by pedestrians to access local facilities.

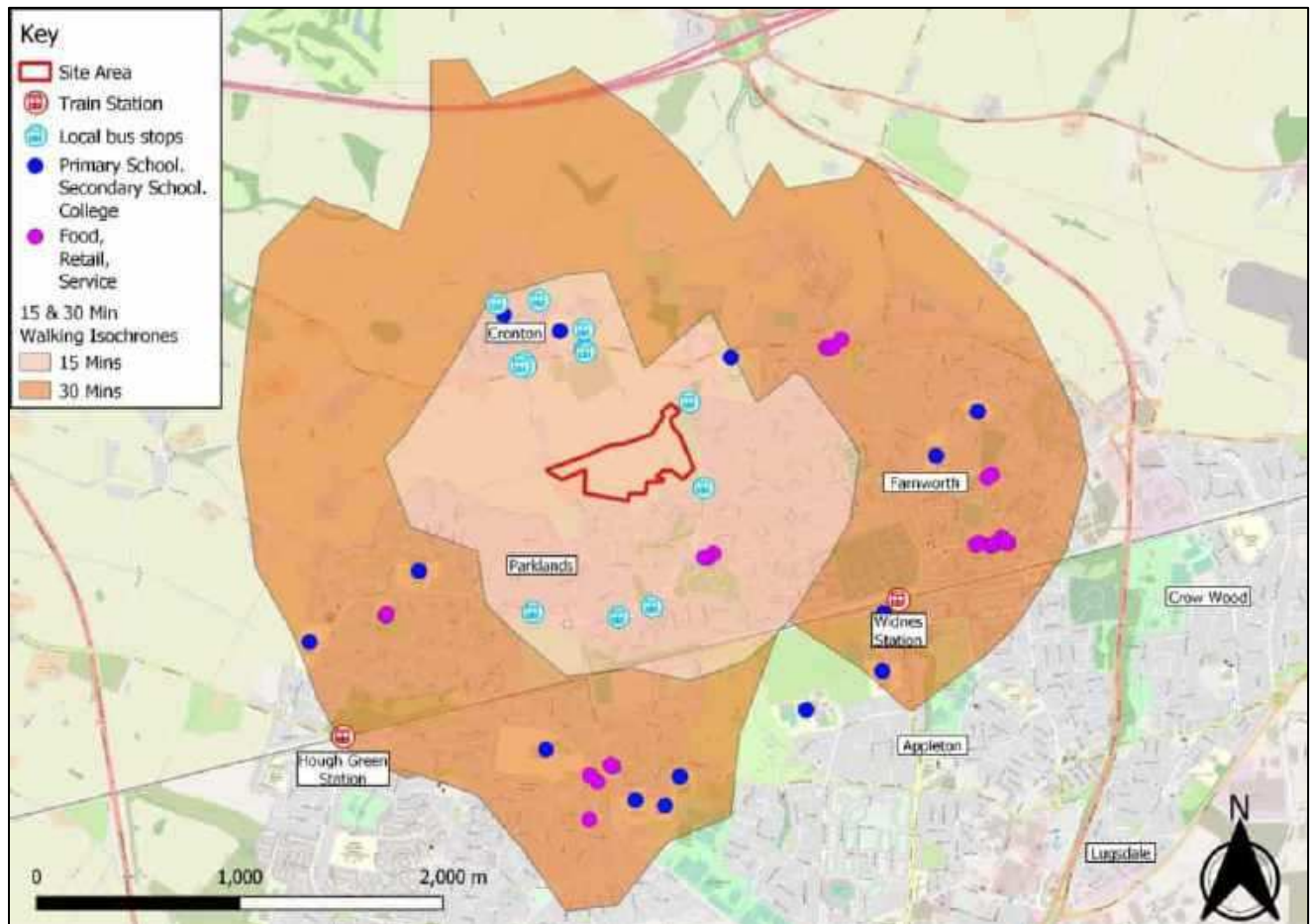


Figure 2.5 – 15 and 30 Minute Walking Isochrones

Cycling

- 2.38 Several designated cycling routes exist in the vicinity of the site, with Sandy Lane forming a traffic-free active travel route penetrating the site directly. Additional off-road infrastructure is provided on Queensbury Way in the form of a shared footway/cycleway. Queensbury Way is a marked shared walking and cycle route on the definitive map and has a continuous, segregated shared route running north to south on the eastern edge of the carriageway. This route is fully illuminated and can be used to access Widnes Railway Station. This route is illustrated in **Figure 2.6**.

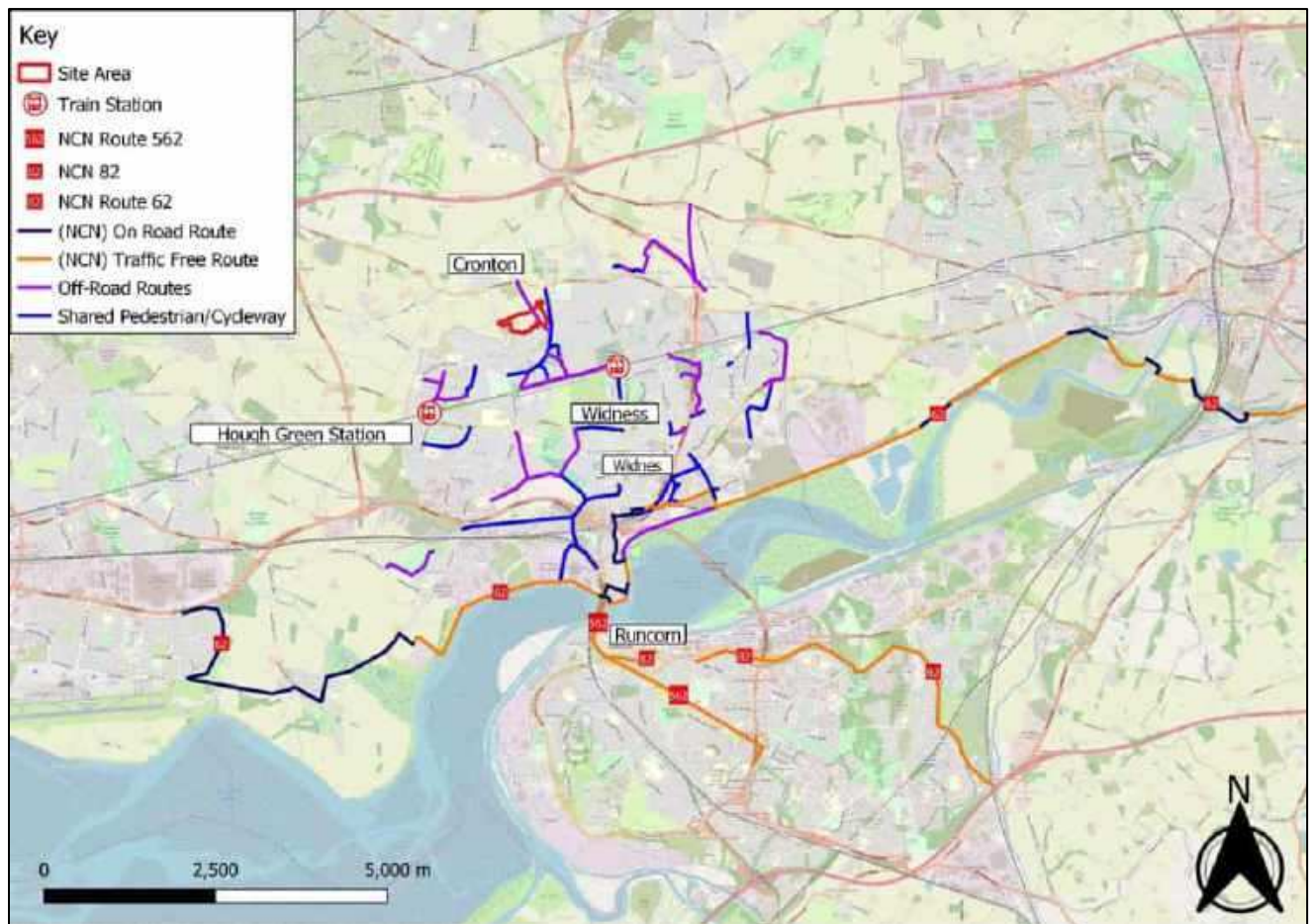


Figure 2.6 – Existing National Cycle Network – Strategic

- 2.39 **Figure 2.6** indicates that the National Cycle Network (NCN) route 62 can be accessed via Croft Street, approximately 5 kilometres to the south of the site; this equates to around a 16-minute cycle.
- 2.40 NCN route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

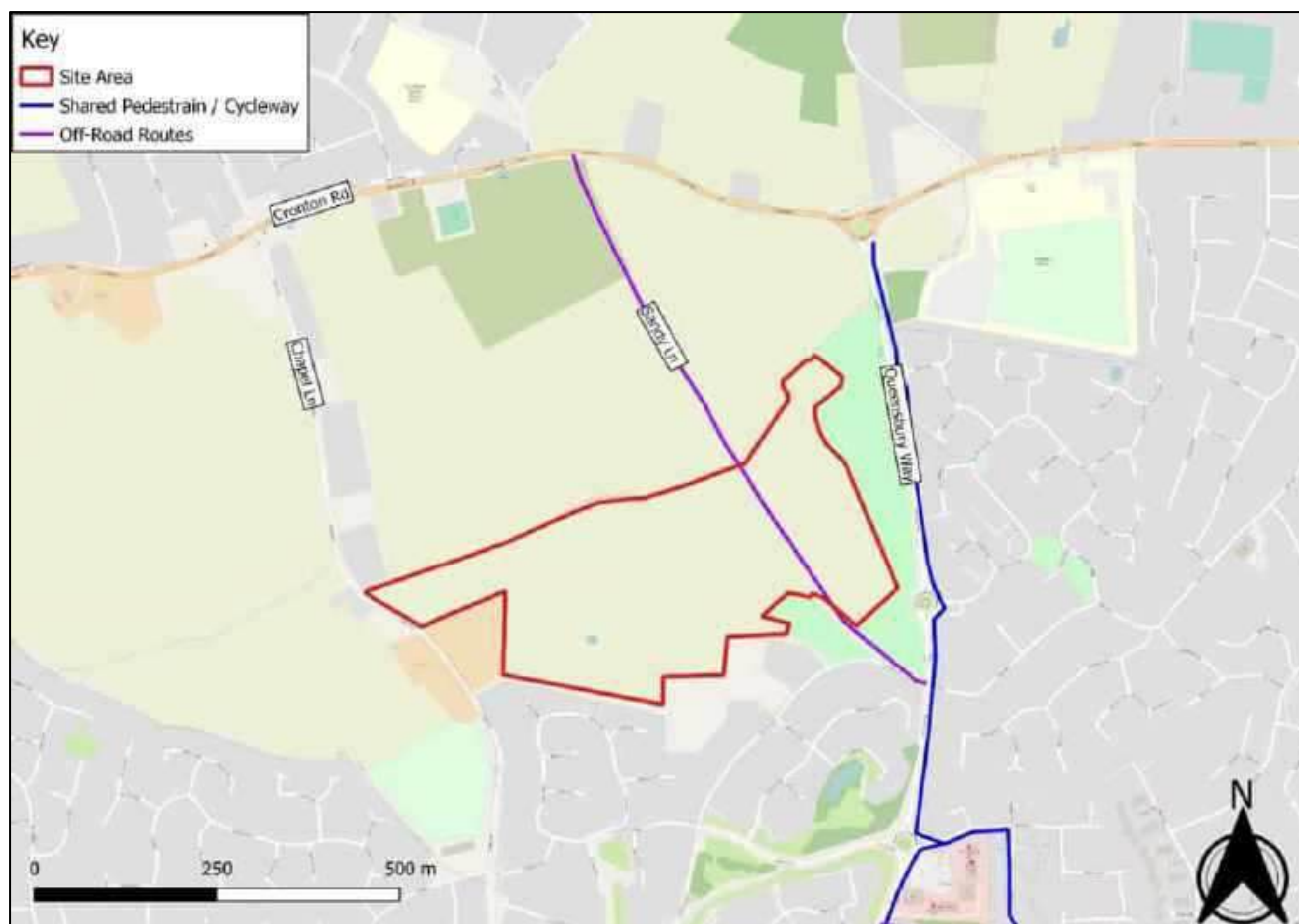


Figure 3.7– Existing National Cycle Network - Local

- 2.41 As demonstrated in **Figure 3.6** and **3.7** there are a number of opportunities in the local area to enable residents to travel to work and also for shopping and leisure purposes by bicycle. Importantly, cycling can also be used as part of a multimodal journey i.e., cycle and ride to/from Widnes Railway station.
- 2.42 In practice, the distance that any individual is likely to choose to cycle, depends on that individual and their circumstances, but it is fair to assume that over time, given policies to encourage community wellbeing, health and active travel, the propensity for individuals to cycle, and to cycle further will increase.
- 2.43 **Figure 2.7** indicates the 15 and 30-minute cycling isochrones to/from the site, assuming a comfortable average cycle speed of 15km/hr (9mph). Sustrans have suggested that up to five miles is an appropriate distance to cycle for commuting. At 15km/h, this equates to 33 minutes covering a wide area from the site.

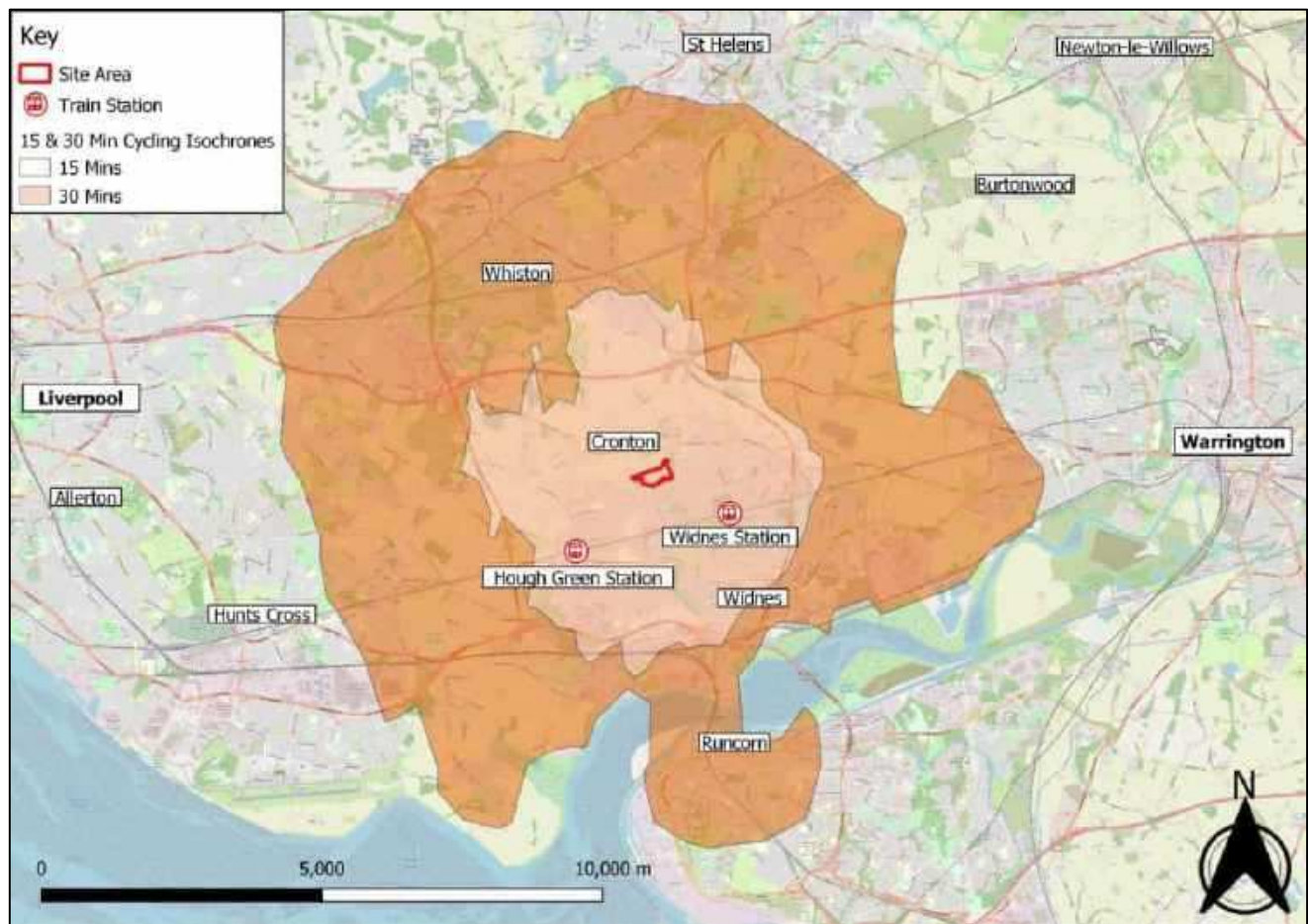


Figure 2.8 – 15- and 30-Minute Cycling Isochrones

- 2.44 As illustrated in **Figure 2.8**, all of Widnes is within a 15-minute cycle of the site and further afield within a 30-minute cycle, including parts of north Runcorn, eastern Liverpool, and western Warrington.
- 2.45 The rise in popularity of e-bikes has led people to be more likely to travel further and for longer periods of time. Therefore, it is fair to assume that people would be willing to travel further than illustrated in **Figure 3.8** if they were traveling on an e-bike. Additionally, e-bikes attract users that otherwise may not consider using a bike in replacement of a car trip for shorter (or medium) length journeys.

Public Transport

Bus

- 2.46 There are a number of bus stops within close proximity to the site. These are located on Queensbury Way, the A5080 Cronton Road and the B5419 Birchfield Road.
- 2.47 The local bus routes are shown in **Figure 2.9**.



Figure 2.9 –Bus Services Plan

2.48 The ‘Upton Rocks’ Bus stop is located around 550 metres from the centre of the site and is served by services 10,26 and 26A. Further stops are located at the ‘Cronton Chapel Lane’ bus stop located on the A5080, approximately 1,050m from the centre of the site (13-minute walk). Both can be accessed from the pedestrian and cycle access onto Chapel Lane. There are additional stops located further east and west along the A5080 names ‘Hall Lane’. This stop is served by services 6 and 7. The 6 service provides a connection between Upton Rocks and Liverpool and operates once daily. Number 7 operates more frequently by providing a service every 30 minutes and offering connections eastbound to Warrington, and westbound to Liverpool. A summary of these services are set out in **Table 2.2**. This bus stop is equipped with a bus shelter, seating, and concise timetable information. On the opposite side of the carriageway, the stop is equipped with a flag post and timetable.

2.49 A summary of local bus routes that serve the site is shown in **Table 2.2**.

Table 2.2 – Summary of Existing Bus Services

No.	Route	First Bus (M-F)	Last Bus (M-F)	Frequency (mins)			Operator
				M-F	S	S	
From: 'Cronton Chapel Lane'							
6	Upton Rocks - Liverpool	05:20	-	Once	Once	-	Arriva Merseyside

	Liverpool – Upton Rocks	06:08	-				
7	Liverpool – Warrington	06:46	23:48	30	30	30	Arriva Merseyside
	Warrington - Liverpool	08:35	22:58	30	30	30	
10	Upton (Halton) – Victoria Park/Ches	08:14	-	Once	-	-	Ashcroft Travel
26	Widnes – Widnes	08:28	18:01	60	60	-	Ashcroft Travel
26a	Widnes – Widnes	08:55	17:18	60	60	-	Ashcroft Travel
C42	Croxteth - Norris Green, Old Swan, Tarbock Road - Widnes	08:30	-	Once	-	-	Warrington's Own Buses
	Widnes - Norris Green, Old Swan, Tarbock Road - Croxteth	-	16:52	Once	-	-	Warrington's Own Buses
C46	Stockbridge Village - Page Moss, Pilch Lane - Widnes	08:30	-	Once	-	-	Warrington's Own Buses
	Widnes - Page Moss, Pilch Lane - Stockbridge Village		16:52	Once	-	-	Warrington's Own Buses
From: 'Upton Rocks Queensbury Way'							
10	Upton (Halton) - Victoria Park/Ches	08:08	-	Once	-	-	Arriva Merseyside
26	Widnes – Widnes	08:25	17:58	60	60	-	Ashcroft Travel
C44	Wavertree - Netherley, Hough Green, Cronton - Widnes	08:37	-	Once	-	-	Warrington's Own Buses
C44 A	Widnes - Belle Vale	0837	-	Once	-	-	Warrington's Own Buses
C45	Garston - Speke, Hale - Widnes	0834	-	Once	-	-	Warrington's Own Buses

- 2.50 As shown in **Table 2.2**, there a number of services each hour in each direction serving the local area to the site, with services provided to Warrington and Liverpool.
- 2.51 It is understood that the ‘C’ services run by Warrington’s Own Buses are services run for educational services and thus providing a good level of service for school / college students within the vicinity.
- 2.52 The quality, frequency and affordability of bus services are important factors which people evaluate as part of their selection process for mode of travel to day-to-day activities and clearly there is travel choice for residents in Widnes.

Rail

- 2.53 The nearest rail station to the site is Widnes Railway Station which is located approximately 2.3 km to the east of the site, which is a comfortable walking and cycling distance at approximately 29 minutes and 10 minutes respectively. Widnes Railway Station offers direct connections to major cities such as Manchester, Liverpool and Nottingham, as well as local connections.
- 2.54 Widnes Railway Station has 50 car parking spaces and seven bicycle parking lockers, secured by CCTV. This enables multi-modal journeys, particularly as part of a regular commute, making use of the shared footway/cycleway along Queensbury Way and Birchfield Road / B5419. The station also benefits from having a ticket office and ticket machines, as well as a ramp for train access.
- 2.55 A summary of rail services from Widnes Railway Station is included in **Table 2.3**.

Table 2.3 – Summary of Rail Services from Widnes Railway Station

Destination	Frequency	Average Journey Time
Manchester Oxford Road	15 minutes	35 minutes
Liverpool Lime Street	10 / 15 minutes	30 minutes
Nottingham	60 minutes	150 minutes

- 2.56 Hough Green Railway Station is located around 2.8 km to the southwest of the site. Like Widnes, it offers direct connections to Liverpool Lime Street, Manchester Oxford Road and Nottingham.
- 2.57 There is a free car park with 41 car parking spaces and three accessible spaces available. There are also 15 cycle spaces provided, comprising five cycle lockers and 10 cycle stands.

Summary

- 2.58 The above review demonstrates that the site is well located regarding accessing a range of transport networks including the active travel and public transport networks, such that future residents would not have to rely on the private car to access day-to-day facilities. The site forms a natural extension to this part of Widnes and could capture the existing accessibility features and enhance them, to the benefit of new and future residents of the area alike.

Local Highway Network

2.59 The location of the site in relation to the local highway network is shown in **Figure 2.10**.



Figure 2.10 – Local Highway Network

Chapel Lane

- 2.60 The vehicular access to the site will be provided from Chapel Lane which runs along the western boundary of the proposed development site. Chapel Lane is a two-way single lane carriageway road which connects the site to the A5080 Cronton Road in the north and Prescott Road in the south, providing connectivity to the northern residential areas of Widnes.
- 2.61 Chapel Lane currently provides access to a number of residential areas as well as direct access to residential dwellings. It is subject to 30 mph speed limit and is fully illuminated. Footways are present on the eastern edge of the carriageway for its entire length.
- 2.62 In the vicinity of the proposed development access, Chapel Lane forms part of Knowsley Council's adopted highway network.

Sandy Lane

- 2.63 Sandy Lane is a single-track lane and is restricted to non-vehicular modes only. It is currently subject to a Traffic Regulation Order (TRO) that restricts any vehicles, except 'blue-light' vehicles and any vehicles authorised by HBC, travelling along or across the carriageway and as such is designated and promoted as a traffic-free active travel link connecting Old Upon Lane to the south with Cronton Road to the north.

Queensbury Way

- 2.64 Queensbury Way runs in a north south direction and connects with the A5080 Cronton Road via a roundabout junction to the north, and a roundabout junction with Prescott Road and Hough Green Road to the south. It is a single carriageway road and footways are provided on both sides along much of its length often separated by verges.
- 2.65 A shared footway/cycleway is provided for its entire length providing access to several residential developments, Upton Rocks Pharmacy, The Observatory Public House, and Co-op food. It is subject to a 30-mph limit and is fully illuminated throughout.

Cronton Road (A5080)

- 2.66 Cronton Road runs east to west and is located to the north of the proposed development. Footways of good quality are provided on both sides up to the junction with Hall Lane; from here on footways are present just on the southern edge for the remainder.
- 2.67 This road provides a link to the wider strategic highway network including the M62 and M57, connecting the site to the wider area. Cronton Road is fully illuminated and subject to 30 mph speed limit in the vicinity of the site.

Lunts Heath Road

- 2.68 Lunts Heath Road runs east to west and is located 1.1km to the northeast of the proposed development. Footways of good quality are provided on both sides; most minor junctions provide dropped kerbs or tactile at crossing points.
- 2.69 To the west, there is a double roundabout junction which connects to the west, towards the site with the A5080 Cronton Lane and south with the B5419 Birchfield Road.
- 2.70 This road provides a link to the wider strategic highway network including the A557 and M62, connecting the site to the wider area. Lunts Heath Road is fully illuminated and subject to 30 mph speed limit in the vicinity of Widnes.

Prescot Road

- 2.71 Chapel Lane becomes Prescott Road south of the junction with Cornerhouse Lane. Prescott Road runs north to south and is located to the southwest of the proposed development. Footways of good quality are provided on both sides up to the junction with Chapel Lane; from here on Chapel lanes footways are present only on the eastern edge when travelling north.

- 2.72 This road provides a link to the wider local highway network including the B5178 which, connects the site to Widnes and to Hough Green Station. Prescott Road is fully illuminated and subject to 30 mph speed limit in the vicinity of the site.

Liverpool Road (B1578)

- 2.73 Liverpool Road runs east to west and is located to the 1.5km south of the proposed development. Footways of good quality are provided on both throughout its extent.
- 2.74 This road provides a link to the wider Widnes connecting the site to Widnes and to Hough Green Station, with option to continue along the A5300 onto the M57 and M62. Liverpool Road is fully illuminated and subject to 30 mph speed limit in the vicinity of Widnes.

Hale Road

- 2.75 Hale Road runs north to south and is located to the 1.5km south of the proposed development. Footways of good quality are provided on both sides through its extent.
- 2.76 This road provides a link to the wider Widnes including Widnes Industrial Estate and the A562 which links into Liverpool. Cronton Road is fully illuminated and subject to 30 mph speed limit in the vicinity of Widnes.

Smithy Lane

- 2.77 Smithy Lane runs north to south and is located to the north of the proposed development. Footways of good quality are provided on both sides with dropped kerbs provided at crossing points.
- 2.78 This road provides a link through Cronton and connects with Hall Lane which links to Rainhill, connecting the site to the wider area. Smithy Lane is fully illuminated and subject to 20 mph speed limit in the vicinity of the site.

3 Policy Review

- 3.1 The following section sets out the proposed development in the context of national, regional, and local policies.

National Policy

National Planning Policy Framework (July 2021)

- 3.2 The national Planning Policy Framework was revised on 20th July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.
- 3.3 This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019.
- 3.4 In terms of transport related policies, it places the sustainability of development at the heart of the decision-making process. In Paragraph 104 it states that 'transport issues should be considered from the earliest of stages of plan-making and development proposals'.
- 3.5 Paragraph 105 the NPPF states that sustainable travel is about 'offering a genuine choice of transport modes', with recognition given to the different travel needs of those who live in urban or rural areas. It advises that the safety and security of accesses to the site are achieved for all users and 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 would be severe'.
- 3.6 In assessing sites that may be allocated for development in plans, or specific applications for development, NPPF Paragraph 107 states it should be ensured that:
- 'Appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users; and
 - 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.'

3.6.1 The NPPF states in Paragraph 107 that if setting local parking standards for residential and non-residential development, policies should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

3.7 The 'Promoting Sustainable Transport' section in Paragraph 112 concludes by stating that all applications for development should:

- 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;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and;
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

3.8 It is also stated in paragraph 113 that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.

Planning Policy Guidance – Travel Plans, Transport Assessments and Statements (March 2014)

3.9 Paragraph 113 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.

- 3.10 Key issues to consider at the start of preparing a Transport Assessment or Statement are covered in Paragraph 014, and may include:
- The context of the development proposal;
 - appropriate study parameters;
 - Assessments of public transport networks, Walking and cycling capacity, and road network capacity;
 - Road trip generation and trip distribution methodologies;
 - measures to promote sustainable travel;
 - safety implications of development; and mitigation measures.
- 3.11 The scope and level of detail in a Transport Assessment or Statement will vary from site to site but Paragraph 015 suggests the following should be considered when settling the scope of the proposed assessment:
- Site layout;
 - information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
 - data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
 - a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
 - an assessment of trips from all directly relevant committed development in the area;
 - data about current traffic flows on links and at junctions within the study area and identification of critical links and junctions on the highways network;
 - an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
 - an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
 - measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;

- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

Decarbonising Transport, A Better Greener Britain, June 2021

- 3.12 This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- 3.13 It includes:
- Our pathway to net zero transport in the UK;
 - The wider benefits net zero transport can deliver; and
 - The principles that underpin our approach to delivering net zero transport.
- 3.14 The plan follows on from Decarbonising transport: setting the challenge, published in March 2020, which laid out the scale of additional reductions needed to deliver transport's contribution to legally binding carbon budgets and delivering net zero by 2050.
- 3.15 Priority 1: – 'Accelerating modal shift to public transport and active transport' seeks to reduce the need for the car and instead make active travel and public transport the number one choice of travel by:
- Providing zero emission buses which will link communities with each other, town centres and the wider transport network;
 - Providing a modern, net zero rail network to connect the country and regions, serving commuters, holidaymakers and business travellers with a faster, cleaner, and more reliable rail service;
 - Providing affordable bus and train tickets;
 - Creating a high-speed decarbonised rail and zero emission coaches as an affordable alternative to the car for longer journeys; and
 - and embracing new ways of sustainable travel, such as e-cycles and other emerging technologies.

Manual for Streets / Manual for Streets 2

- 3.16 The Department for Transport's 'Manual for Streets' replaced their general road and street design guidance manual 'DB32' in 2007 and specifically focuses on lightly trafficked residential streets and highways. In terms of design, it states:

- 3.17 'A key consideration for achieving sustainable development is how the design can influence how people choose to travel. Designers and engineers need to respond to a wide range of policies aimed at making car use a matter of choice rather than habit or dependence. Local transport plans and movement strategies can directly inform the design process as part of the policy implementation process.'
- 3.18 Manual for Streets 2 builds on the guidance contained in Manual for Streets, and the proposed development is reflective of both documents, with the design and layout of the proposed infrastructure and the illustrative masterplan at a pedestrian scale, with priority given to walking and cycling with the aim of creating a connected, socially inclusive community.

Local Policy

Halton Borough Council Delivery and allocations Local Plan (Adopted March 2022)

- 3.19 Halton Borough Council Delivery and Allocations Local Plan sets out the long-term spatial vision, strategic priorities, and policies for future development in the borough to 2037, including the quantity and location of new homes, employment provision shops, facilities and other services, transport and other infrastructure provision, climate change mitigation and adaptation and the conservation and enhancement of the natural and historic environment.
- 3.20 The Delivery and Allocations Local Plan replaces the Halton Core Strategy Local Plan (2013) and the saved policies from the Unitary Development Plan (2005).
- 3.21 Part 1 of the document outlines the strategic policies. These largely comprise of revised policies from the Core Strategy Local Plan.
- 3.22 In relation to sustainable transport, policy '**CS(R)15: Sustainable Transport**' outlines the considerations that development proposals should address to ensure that a development is accessible by sustainable transport methods.
- 3.23 To encourage journeys to be made by sustainable modes of travel, the Council plans to:
- Support a reduction in the need to travel by car;
 - Encourage a choice of sustainable transport modes; and
 - Ensure new developments are accessible by sustainable modes.
- 3.24 To support sustainable transport across the Borough:
- Halton's existing sustainable transport network will be protected;
 - Improvements to the existing sustainable transport network will be supported;
 - The introduction of new sustainable routes and facilities will be encouraged and;
 - Promote the use of green technology to reduce transport emissions.

- 3.25 High trip generating developments will be expected to be minimise the need for the car and instead prioritise public transport and active travel, by being situated in locations with good access to public transport and active travel links.
- 3.26 Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities.
- 3.27 Policy '**RD 1: Residential Development Allocations**' identifies sites to accommodate the identified requirement for new housing. The proposed development in Widnes is located on a Green Belt site (W4 – Chapel Lane to Old Upton Lane) and as such will need to provide appropriate mitigation for the loss of green belt land in line with NPPF requirements.
- 3.28 Policy '**RD4: Greenspace Provision for Residential Development**' outlines the provision that is required for residential developments of 10 or more dwellings in areas that are expected to create or exacerbate a projected quantitative shortfall of greenspace or are not served by existing accessible greenspace. In relation to transport, the policy states that the greenspace provided should be easily accessible from all dwellings within the development and form an integral part of the layout of the development.
- 3.29 To encourage and enable a shift to more sustainable modes of travel, policy '**C1: Transport Network and Accessibility**' outlines the necessary objectives required in ensuring that a successful sustainable transport network is in place:

Walking and Cycling:

- 3.30 Development will only be permitted where:
- a. It does not prejudice the access on to or through the walking and cycling network or it provides a suitable alternative link of equal quality and convenience; and*
 - b. It does not affect the enjoyment of the walking and cycling network.*
- 3.31 The walking and cycling network is taken to include but not limited to: the Greenway Network; The Bridgewater Way; Mersey Way; Mersey Timberland Trail, The Trans-Pennine Trail, the Cycle Network and Public Rights of Way.
- 3.32 The Council will support development provided that:
- a. The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;*
 - b. It does not have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe;*
 - c. Appropriate provision for car and cycle parking is made;*
 - d. Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate;*

Sustainable Transport and Accessibility

3.33 The Council will support development provided that:

- a. It gives priority to walking, cycling and public transport within its design where appropriate;*
- b. there is inclusive walking and cycling provision to local facilities and sustainable networks;*
- c. Promotes the use of Ultra Low Emission Vehicles (ULEV)⁹⁸*
- d. Appropriate provision for car and cycle parking is made;*
- e. Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate*
- f. It is located within 400 metres walking distance of a bus stop or railway station with a suitable level of service wherever possible; and*
- g. It is accessible to all.*

3.34 Where development does not meet all of these criteria or may be expected to have negative impacts, appropriate mitigation measures will be required at the developer's expense.

Transport Hubs

- 1. The Council will seek to protect and enhance transport hubs where possible. Transport hubs have been identified at: Hough Green Train Station and Widnes Train Station.*

Transport Assessments and Travel Plans

- 2. The Council will require the submission of a Transport Assessment or Transport Statement for Development proposals that are likely to generate significant numbers of trips, HGV movements and/or have location specific issues or traffic sensitivities. The level and content of supporting Transport Assessments/Statements should be scoped with the Highway Authority prior to application.*
- 3. A travel plan will be required as part of a new development in all of the following circumstances:*
 - a. Major development proposals comprising jobs, shopping, leisure and services.*
 - b. Smaller development proposals comprising jobs, shopping, leisure and services which would generate significant amounts of travel in or near to air quality management areas.*
 - c. Where the green travel plan will help to address a particular traffic problem associated with the proposal, which might otherwise have to be refused on local traffic grounds.*
 - d. Proposals for new and expanded school facilities (school travel plan).*

3.35 Where a green travel plan is not required, developers will be encouraged to prepare one where appropriate in the interests of sustainability.

3.36 Policy ‘**C2: Parking Standards**’ considers the parking standards within residential developments. All developments must provide an appropriate level of safe, secure, accessible and viable parking, taking into account:

- The accessibility of the site, including the availability of public transport;
- The type, mix and use of development.
- The availability of on-street parking or shared parking facilities; and
- An overall need to encourage the use of ultra-low emissions vehicles.

Halton Borough Council Local Transport Plan (LTP3) 2011-2026

3.37 Halton Borough Council LTP3 contains the transport strategy and policies from 2011-2026 and the proposed schemes and implementation table.

Transport: Providing for Halton’s Needs

3.38 LTP3, which runs from 2011, presents itself in two parts. The first sets out a strategy for Halton until 2026. The second part lies beneath the long-term strategy and it is an Implementation Plan, which sets out in detail how the strategy will be delivered in the first four years.

3.39 Halton has set its own transport goals, these are:

- Ensure transport network resilience with particular regard to enhancing cross Mersey linkages, by the implementation of the Mersey Gateway project and the Mersey Gateway Sustainable Transport Strategy.
- Ensure the transport system supports the priorities of the Halton’s Local Strategic Partnership (LEP) and Liverpool City Region (LCR).
- Provide and promote a clean and low carbon transport system.
- Ensure the transport system promotes and enables improved health and wellbeing.
- Ensure the transport system allows people to connect easily with employment, services and social activities.
- Ensure the transport network supports the economic success of Halton and the LCR by the efficient movement of people and goods.
- Maintain our transport and highway assets to a high standard.

The third Local Transport Plan (LTP) for Merseyside (Adopted 2011)

3.40 The LTP for Merseyside sets out a series of goals and should be treated as a statutory framework for all transport considerations in the Merseyside area and sets out a series of goals.

- **Goal One** - Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.
- **Goal Two** - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.
- **Goal Three** - Ensure the transport system promotes and enables improved health and wellbeing and road safety.
- **Goal Four** - Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.
- **Goal Five** - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.

3.41 Each LTP goal has strategies to achieve them including for goal three and how sustainable transport should be made a focus by:

- Enhancing environment for cycling and walking including pedestrian and cycle routes, junction improvements and cycle facilities.
- An expansion of cycle and rail integration and of cycle hire facilities within the City Centre and other key locations.
- Increasing the extent of low-speed zones, where appropriate.
- Smarter choices and behavioural change interventions programmes, to increase active travel.

3.42 In addition, as a part of goal four; fares, information and ticketing including the need to provide enhanced information provision to residents at a neighbourhood level.

Summary

3.43 The site is shown to comply with the relevant national and local policies including aiding in reducing carbon emissions whilst delivering much needed growth in order to meet the UK's climate aspirations. It is a well-located site with a variety of opportunities to integrate itself with the existing surrounding residential areas in terms of active travel and sustainable transport.

4 Development Proposals

- 4.1 The site is shown to comply with the relevant national and local policies. It is a well-located site with a variety of opportunities to integrate itself with the existing surrounding residential areas in terms of active travel and sustainable transport.
- 4.2 The proposed development comprises 350 dwellings accessed via Chapel Lane for all modes and on Sandy Lane for active travel users. The planning application is outline with all matters reserved except access.
- 4.3 The site will be designed to connect and interact with the exiting transport networks surrounding the site, connecting to existing facilities and the built up area of Widnes, to the south. The internal roads of the site will be conducive to cycling, providing permeability and connection for active travel.
- 4.4 The illustrative masterplan is illustrated in **Figure 4.1**.



Figure 4.1 – Illustrative Masterplan

- 4.5 Provision for EV parking will be provided within the development to ensure that residents are able to charge their vehicles at their homes.

Pedestrian and Cycle Access / Emergency Access – Sandy Lane

- 4.6 The aim is to create an environment in which pedestrians and cyclists feel as though they are afforded highest priority. The proposals aim to create direct, convenient, and attractive active travel links from the site to the existing network and will seek to maximise and enhance the permeability of the site to pedestrians and cyclists to encourage these modes for shorter trips.
- 4.7 Access for emergency vehicles is currently available along Sandy Lane pursuant to the terms of the Sandy Lane TRO. The TRO also allows the Council to authorise the use of Sandy Lane by other vehicles. The scheme proposes a single vehicular crossing point over Sandy Lane. Sandy Lane will remain available to active travel users.
- 4.8 Designing the site to a pedestrian scale allows for the maximum opportunity to provide social inclusion. Pedestrian and cycle routes are designed to ensure full permeability through the site.
- 4.9 The road network within the site will be designed to encourage low speeds and prioritise active travel. The intention will be to create a natural 10-15mph environment within the site to encourage pedestrian and cycle activity and to prioritise social inclusion before the private car / motorist.

Two emergency access points, one for each parcel, are proposed to be provided on Sandy Lane, both of which provide pedestrian and cycle access providing a traffic free route connecting to Old Upton Lane and the built-up area of Widnes. This arrangement is shown in **Figure 4.2**.

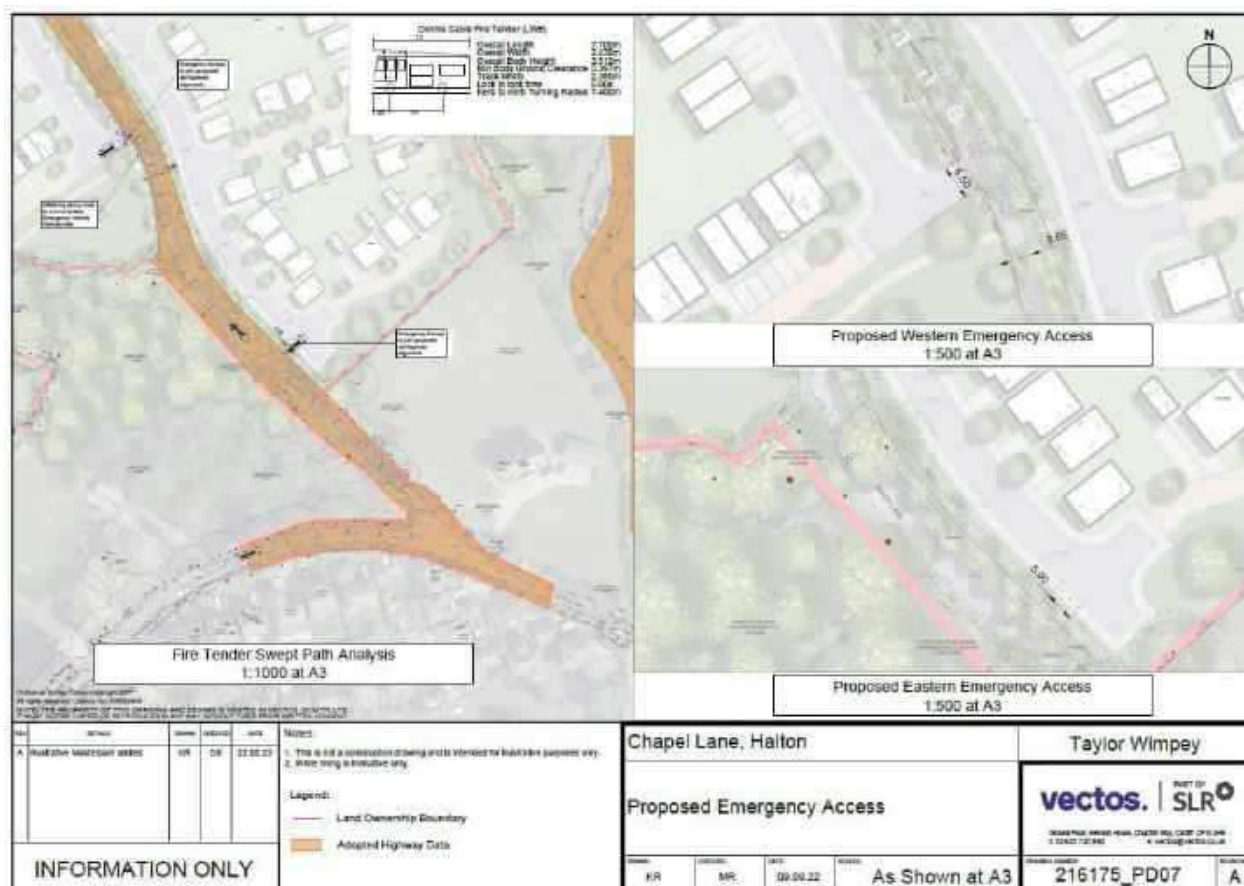


Figure 4.2 – Emergency Access Arrangements

- 4.10 Sandy Lane is currently subject to a Traffic Regulation Order (TRO) that restricts any vehicles travelling along or across the carriageway, with the exception of emergency vehicles and any other vehicles authorised by the Council. This is proposed to be modified to allow for a single vehicular crossing point over Sandy Lane to facilitate vehicular access between the parcels to the east and west of the Lane.
- 4.11 It is proposed that the emergency access points are controlled by the current gate arrangement, collapsible bollards or similar as per the Council’s preferred method of restriction.

Vehicular Access – Chapel Lane

- 4.12 Vehicular access to the site has been considered and the most appropriate and suitable option shown in **Figure 4.3**.

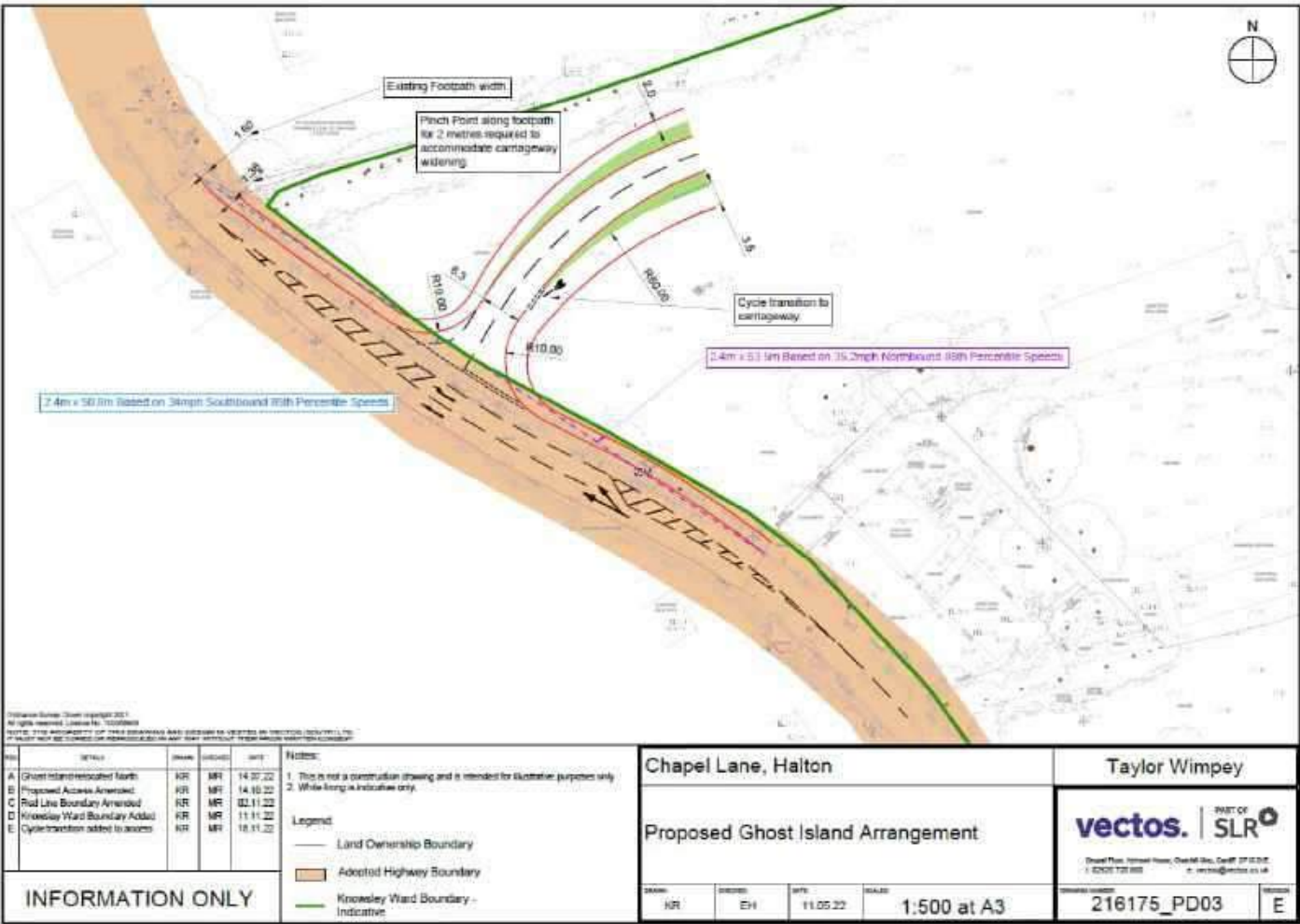


Figure 4.3 – Site Access Arrangements

- 4.13 A priority junction with a ghost-island right-hand turn lane arrangement has been designed to serve the development with appropriate visibility splays.
- 4.14 The achievable visibility to the left (looking south) is 2.4 metres x 53.5 metres, in line with recorded northbound 85th percentile speeds of 35.2mph. Looking right out of the access, visibility splays of 2.4 metres x 50.8 metres can be achieved, in line with recorded southbound 85th percentile speeds of 34mph.

- 4.15 The development spine road will be 5.5 metres wide with a two metre footway on the northern side and a three-metre-wide shared facility on the southern side of the carriageway. These will tie into the existing footway provided on Chapel Lane. To the north, the footway will be required to be reduced to around 1.4 metres in width for a short length to provide appropriate carriageway curve widening.
- 4.16 Intervisibility between a cycle waiting to access the shared cycle route and vehicles approaching is shown on **Figure 4.4**.

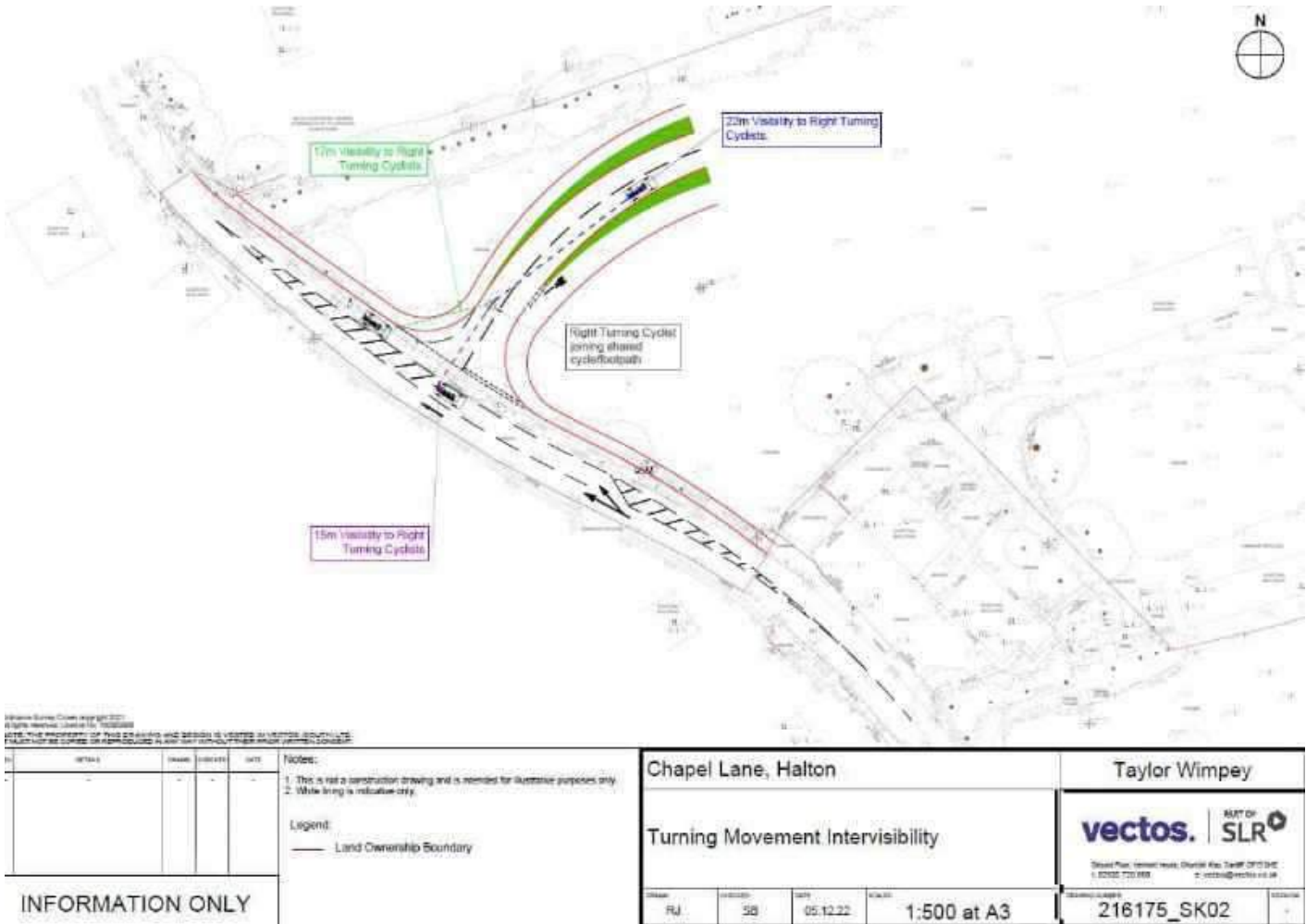


Figure 4.4 - Forward Visibility Splays

Crossing Arrangements on Sandy Lane

4.17 The indicative arrangements for crossing Sandy Lane from the western to the eastern parcels of development are shown in **Figure 4.5**.

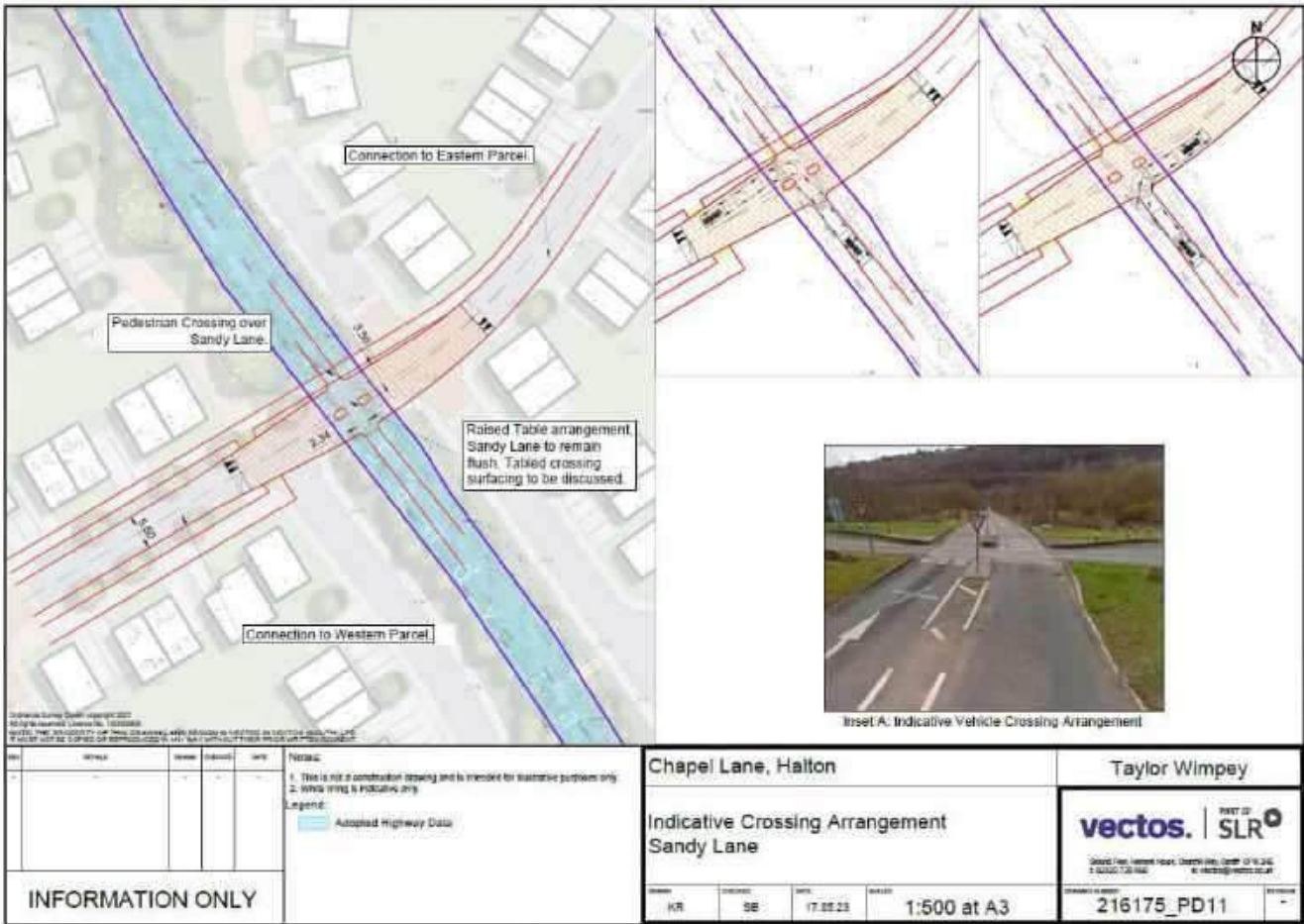


Figure 4.5 – Sandy Lane Crossing Arrangements

4.18 The crossing has been designed to allow priority for pedestrians and cyclists on Sandy Lane travelling north to south or vice versa. The turning movements from the site onto Sandy Lane are restricted by the carriageway width and physical traffic islands as shown in the vehicle tracking.

Parking

- 4.19 Optimum car parking standards are set out within the Halton Borough Council's Delivery and Allocations Local Plan (2014-2037). The standards for 'non town centre' locations are summarised in **Table 5.1**.

Table 5.1 - Summary of Car Parking Standards

Dwelling type	Number of spaces
1 bedroom house	1 space
2 & 3 bedroom house	2 spaces
4+ bedroom house	3 spaces
1 bedroom apartment	1 space
2 bedroom apartment	1.5 spaces

- 4.20 The proposed development will conform to HBC's car parking standards, including providing the requisite number of visitor parking spaces.
- 4.21 Electric vehicle (EV) charging will be provided on site at individual dwellings.
- 4.22 No standards are specified by HBC for cycle parking, however, to facilitate convenient ownership and use of bikes by residents, it is proposed an on-plot cycle parking space is provided for each dwelling.

Offsite Highway Works

Queensbury Way

- 4.23 An upgraded uncontrolled pedestrian / cyclist crossing with dropped kerbs, tactile paving and a refuge island will be provided across Queensbury Way connecting PRoW W/12 to the existing shared use foot/cycleway and 'Upton Rocks' residential development.
- 4.24 The pedestrian / cyclist refuge will also act as traffic calming along this section of Queensbury Way, will improve accessibility and allow pedestrians and cyclists to cross the carriageway more comfortably.
- 4.25 A contribution for the full cost to provide this crossing will be secured via a Section 106 Agreement.
- 4.26 The proposed crossing is shown on **Figure 4.6**.

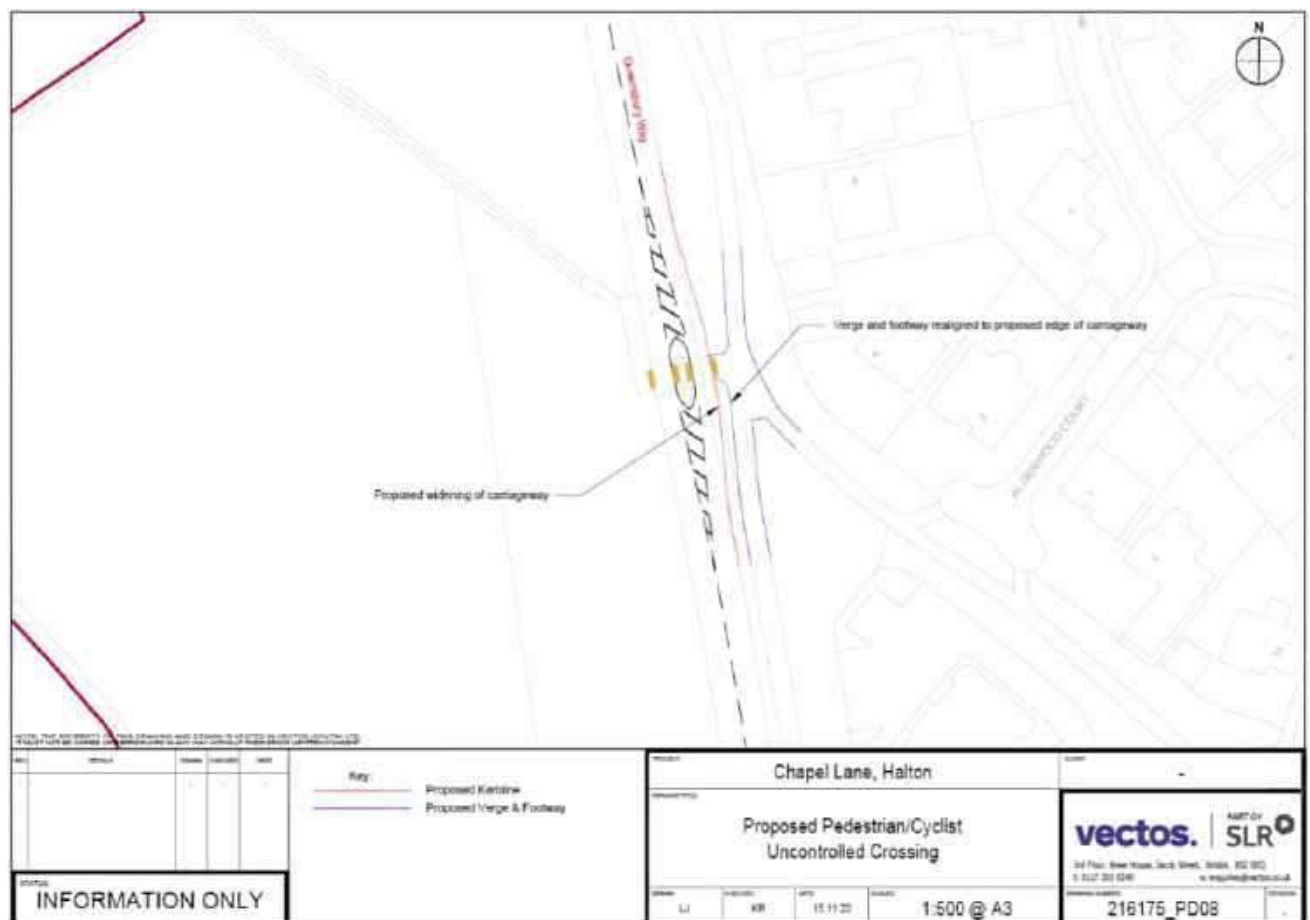


Figure 4.6 – Proposed Pedestrian / cyclist Uncontrolled Crossing

Summary

- 4.27 The proposed development will be designed to promote travel choice where possible, and to encourage sustainable travel for short journeys, and shared or public transport for longer journeys. First and foremost, the development is designed to reduce the need to travel in the first instance.
- 4.28 The site is conveniently connected to local services and connections to the existing pedestrian infrastructure will be provided to facilitate use of these amenities. The development proposals seek to enhance this connectivity to ensure that, where short journeys occur, undertaking them by active travel modes is the first choice.

5 Objectives and Targets

Objectives

- 5.1 This TP is primarily aimed at reducing the dependence of car travel by residents. Therefore, the main objectives of this TP are to promote initiatives that include:
- Encouraging less travel;
 - Encouraging use of sustainable travel modes (which includes all non-single car occupancy modes);
 - Promoting healthy lifestyles;
 - Encouraging social inclusion by identifying travel choice;
 - Minimising the impact of vehicles on the environment; and
 - Promoting sustainability by raising the awareness of environmental damage.
- 5.2 Past experience has shown that TP's can bring economic, environmental, health and social benefits to residents travelling to and from a site as well as to local people living and shopping in the area. The key benefits which can result following the implementation of a TP are outlined below:
- Economic – more sustainable travel modes can save money. Increasing the critical mass using public transport can make services more viable, and car sharing can significantly reduce travel costs.
 - Environmental – a reduction in car journeys made to and from the site reduces the level of air and noise pollution in and around the site.
 - Health – by adopting more sustainable modes of travel, such as walking or cycling, people's physical and mental well-being improves, and they lead a healthier lifestyle.
 - Social – when not travelling by car, people have the opportunity to interact with other individuals on their journey to and from the site. Increased pedestrian and cycle activity make an area feel safer.

Benefits

- 5.3 The achievement of the objectives will bring about the following benefits for residents of the site:
- Health benefits associated with walking and cycling, including reduced levels of stress;
 - The opportunity to save money by using alternative modes of travel to the car; and,
 - Improved quality and reliability of journeys.

Targets

- 5.4 The success of the Travel Plan is measured by whether it achieves its objectives through set targets which will identified following the initial survey and will be advised by HBC.
- 5.5 The targets, which are related to the objectives, can be ‘action’ targets or ‘aim’ targets. Action targets set out specific commitments to implement measures within certain timescales to ensure delivery. Aim targets provide numerical goals for modal shifts. All targets will be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).
- 5.6 There are two types of targets, namely; ‘Action’ and ‘Aim’ targets. Action targets set out specific commitments to implement measures to ensure delivery. Aim targets provide numerical goals for mode shifts.
- 5.7 Targets, or outcomes can be reviewed and once achieved will be maintained at no less than that level, subject to review as part of the annual monitoring programme.

Action Targets

- 5.8 The action targets are set out in the Action Plan (section 10) and include the following key milestones;
- The Travel Plan will be formally launched as the first properties are occupied;
 - Provision of a ‘Travel Information Pack’ for each dwelling one month after meaningful occupation. Along with the TP launch, information may be included about sustainable travel opportunities, discounted fares and cycle routes;
 - The baseline survey will be conducted within 3 months within meaningful occupation of the site;
 - Where required, an updated version of the TP will be produced with an updated Action Plan following the baseline surveys; and
 - A monitoring survey will be undertaken within one year of the baseline survey which will monitor the modal shifts of residents.

Aim Targets

- 5.9 The Travel Plan will be monitored for a period of five years from beneficial occupation. Once the baseline travel survey results have been analysed, specific targets will be set according to the monitoring programme set out in **Chapter 7** and details advised to HBC.
- 5.10 The main target will be to reduce dependency on the private car whilst increasing the usage of sustainable modes of travel.
- 5.11 It is considered that a change in car sharing can be achieved through local promotion via the development website, notice boards and using the Liftshare website (<https://liftshare.com/uk>). The provision of a car club will also be investigated at the site as part of the development process.

- 5.12 An increase in active travel may be achieved through the awareness of active travel linkages and journey times to local amenities / facilities.
- 5.13 An increase in cycling may be achieved through the provision of internal pedestrian/cycle links which connect the site to local routes, the potential formation of a Bicycle User Group (BUG) and through the provision of cycle maps.
- 5.14 An increase in public transport will be achieved through the promotion of the existing and directed bus services by the TPC and the provision of information including maps and timetables.
- 5.15 **Table 4.1** outlines the Aim targets set out for the site. These are set to measure progress towards the main objectives over five years. As discussed previously, in the absence of existing data for the development, the 2011 Census Journey to Work data has been used to inform the pre-occupation baseline.
- 5.16 A baseline residential travel survey will subsequently be undertaken upon reaching 80% occupation of the site and this will form the results of the Year 0 survey.
- 5.17 This Travel Plan recognises that it is not possible to set out accurate targets for the future, even when based on actual mode share data (i.e. once the baseline survey has been undertaken). Given this, it should be acknowledged that the targets will change over time as results from on-going monitoring become available. Targets will be finalised and written into the Travel Plan once the travel surveys have been completed, the results analysed and discussions have been held with the Halton Borough Council Travel Plan Officer.

Table 4.1 – Assumed Development Modal Split and Post Travel Plan Implementation Target Splits

Travel Mode	Adjusted (2011 Census)	Year 1	Year 3	Year 5
Work mainly at or from home	4%	4%	4%	4%
Train	3%	3%	3%	3%
Bus, Minibus or Coach	3%	4%	5%	6%
Motorcycle, Scooter or Moped	1%	1%	1%	1%
Driving a Car or Van	80%	77%	74%	71%
Passenger in a Car or Van	5%	6%	6%	6%

Bicycle	1%	2%	3%	4%
On Foot	2%	3%	4%	5%

6 Travel Plan Strategy

Management

- 6.1 The role of the Travel Plan Co-ordinator (TPC) for the TP is currently allocated to Vectos, until the allocation of a TPC from the site management company.
- 6.2 The allocated TPC, and the necessary costs for administering the Travel Plan, will be funded by the developer.

Travel Plan Coordinator (TPC)

- 6.3 The TPC will be responsible for the administration of the Travel Plan, the implementation of measures, and for the on-going monitoring and review of the Travel Plan. They will have overall responsibility for ensuring that said measures are successfully delivered on time and to budget.
- 6.4 The TPC will report to the management company and other involved stakeholders such as residents' associations (if applicable) and Halton Borough Council, regarding the implementation and progression of the Travel Plan.
- 6.5 The duties of the Travel Plan Co-ordinator will therefore include:
 - i) To provide guidance to, and be the main point of contact for residents within the development site requiring travel information;
 - ii) Undertake the Travel Surveys over the five-year period and supply evidence of this to the Council;
 - iii) Take responsibility for data collection and review of the Travel Plan;
 - iv) Liaise with external organisations, e.g. local authorities; and
 - v) Co-ordinate the monitoring programme for the Travel Plan, including target setting (in agreement with Halton Borough Council) and make necessary changes if the targets are not being met.
- 6.6 It is envisaged that the residents of the site will eventually take full ownership of the TP, with one or more individuals taking the role of TPC. The Travel Plan will be updated accordingly when this transition has taken place. The objective is to encourage people in the community to work for the community.

Reporting

- 6.7 The results of the monitoring will be reported in writing to HBC within three months of the completion of the monitoring surveys. An annual Monitoring Report will be compiled which will outline the results of the monitoring survey and review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be issued to HBC and retained for records. A revised Action Plan will be submitted on an annual basis as part of the annual monitoring program and reporting.

6.8 The monitoring report will include the following aspects:

- Site name and address;
- A summary of the TP;
- How and when monitoring information was gathered; and,
- Whether travel patterns are meeting objectives and targets.

6.9 A full comprehensive report will be issued at the last year of the TP.

Marketing Strategy

6.10 An essential element of the Travel Plan strategy, and one which largely determines its success, is the promotion of the Travel Plan. In order to promote and increase awareness of the Travel Plan, the following measures will be adopted:

- i) Distribution of travel information packs to all future residents of the development. This will include maps, bus routes and frequencies and details of local amenities;
- ii) Display of key Travel Plan information on yearly newsletter;
- iii) Promote national travel initiatives and organise site-wide events such as organised cycle rides; and
- iv) Provide new residents with access to a transport hub which will be provided on the Development's website.

7 Measures and Initiatives

Introduction

- 7.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.
- 7.2 The Travel Plan is a 'living document' which is therefore subject to continuous updates and reviews.

Travel Information Pack

- 7.3 A 'Travel information Welcome Pack' will be provided to residents upon first occupation of the development. The Welcome Pack will contain the key element of the Travel Plan, sustainable transport information and other relevant travel information.
- 7.4 A Travel Information Pack will be distributed to each household upon first occupation at the site, and it will include;
- An explanation of the purpose and benefits of the Travel Plan;
 - Contact details for the TPC;
 - Maps of walking and cycling routes to key destinations;
 - Information on cycle training opportunities;
 - Information on walking buses or scoot to school;
 - Timetables, route maps and ticketing information for public transport;
 - Contact numbers and website details;
 - Car Share schemes information;
 - Contact details for local taxi companies and details of any arrangements brokered by the TPC (if available);
 - Information about working from home;
 - Promotion of the benefits of home delivery.
- 7.5 This list is not exhaustive and, within reason, any additional information which the community and HBC would like included can be accommodated if appropriate.

Walking and Cycling Facilities

- 7.6 In terms of layout and design within the site, a network of high-quality pedestrian and cycle routes will offer direct, safe and convenient access around and through the site by foot and bicycle.
- 7.7 The site will provide the necessary pedestrian and cycle infrastructure to encourage walking and cycling and the appropriate road widths, cross sections and speed limits to support this.
- 7.8 The TPC will promote the health benefits of walking and cycling in the travel information pack provided to residents.
- 7.9 The TPC's will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents of the development. The take up of this discount, if agreed, will be monitored.
- 7.10 An upgraded walking and cycling uncontrolled crossing point with dropped kerbs, tactile paving and refuge island will be provided from W/12 to the 'Upton Rocks' built-up area.
- 7.11 Sandy Lane will act as shared walking and cycling segregated from all traffic and provides a direct link from the site to Old Upton Lane and the existing built-up area.

Public Transport

- 7.12 The possibility of discounted travel with local bus operators will be explored in order to provide an incentive for residents to use such modes and form a habitual use from the outset.
- 7.13 Up-to-date details of bus, train and taxi services, including route information and service frequencies, will be permanently on display in locations to be agreed. Details of National Rail, Traveline and Car Share websites and enquiry phone numbers will also be displayed.
- 7.14 Taxis have an important role in providing for resident trips, in particular when other modes of transport may not be available. The TPC will ensure that the contact details for a local taxi operator are available on site.

Travel Vouchers

- 7.15 Consideration will be given to the possibility of providing a sustainable travel voucher per household by first occupiers of the proposed development. This could be secured via Section 106 agreement.
- 7.16 The intention is that this is a one-off voucher per household and could be used towards the cost of a bus season ticket or towards the purchase of a bicycle and accessories, or walking equipment.

Cycle to Work

- 7.17 The Travel Information Packs will provide details of local bike shops and major employers who participate in the Cycle to Work scheme.

Car Sharing and Car Pooling

- 7.18 Carpooling is where a car driver will use their own personal vehicle to give lifts to other passengers, usually whose origins and destinations are similar to their own.
- 7.19 App-based carpooling is now taking off (i.e. Bla Bla Car and Liftshare), and lifts can be booked on demand, reflecting modern lifestyles, removing the requirement to plan journeys well in advance to participate in an effective carpooling system. Car pooling is also available through apps such as Uber and Lyft.
- 7.20 There are a number of benefits to car clubs/carpooling:
- Cost savings (i.e. travel costs and the costs of owning a vehicle);
 - Less congestion and fewer cars on the road;
 - Reduces parking issues; and
 - Networking/making friends.
- 7.21 Car pooling will be encouraged within the development as part of the Travel Information Pack.

Walking Buses

- 7.22 A walking bus is a group of children, walking to or from school with at least two parent volunteers. Parents take it in turns, on a rota basis, to walk with the children. There is always a 'driver' who leads the bus, and a 'conductor' who walks at the back. The more children there are on the bus, the more adults walk with them.
- 7.23 A Walking Bus provides a way of making walkers (or their parents) feel more comfortable, whilst providing perceived safety in numbers, as well as making walking fun. It allows groups to organise and walk together, increasing visibility and reducing the feeling of vulnerability which some may otherwise feel.
- 7.24 Its greatest potential is for schoolchildren. It allows the supervision of children by a minimum number of adults, whilst providing a fun and perceptibly safer means of getting to and from school by the most sustainable means.

Scoot to School

- 7.25 Scoot to School is a Sustrans initiative aimed at encouraging children to use a scooter to get to school. The programme involves scooter training for children and can be incorporated with the scooter racks at the school.

Home Deliveries

- 7.26 The Travel Information Pack will promote and raise awareness of the potential time, cost and environmental savings of home deliveries, including supermarket deliveries. Three of the big four supermarkets, Sainsbury's, Asda and Tesco, offer home delivery services, as does Waitrose and Ocado. The majority of online retailers also now offer home delivery services.

8 Monitoring and Review

- 8.1 It is important a thorough Travel Plan monitoring system is put in place. The two main reasons for monitoring of the Travel Plan are:
- To provide feedback so the Travel Plan can be refined; and
 - To measure the level of success in meeting identified targets using key performance indicators.
- 8.2 A framework for the monitoring and review strategy is outlined in this section.

Monitoring Strategy

- 8.3 The Travel Plan will be a living document, allowing for continuous development and refinement which will ensure it remains relevant.
- 8.4 The monitoring programme will begin with the baseline survey, to be undertaken within 3 months of meaningful occupation of the consented residential development. Households and residents will be requested to complete a questionnaire in order to provide baseline travel data. The questionnaires will monitor the mode splits being achieved for single occupancy car trips, and those made by sustainable (other) modes.
- 8.5 The initial development survey represents Year 0 in terms of the monitoring programme. A subsequent travel survey of the development and local community will be undertaken 12 months after the initial survey. The subsequent travel survey represents the 1st Monitoring Survey. It is proposed that the first Monitoring Survey will take place in Year 1 and then annually throughout the duration of travel plan monitoring. Monitoring will be undertaken for a period of five years.
- 8.6 Monitoring surveys will be undertaken at Years 0, 3 and 5, on the first, third and fifth anniversary of the initial baseline travel survey.
- 8.7 As noted in **Section 4**, the baseline travel survey will be undertaken when 80% of the residential units are occupied. This baseline survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0.
- 8.8 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to Halton Borough Council.

Reporting

- 8.9 The results of the monitoring will be reported in writing to HBC within three months of the completion of the monitoring surveys. An annual Monitoring Report will be compiled which will outline the results of the monitoring survey and review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be issued to HBC and retained for records. A revised Action Plan will be submitted on an annual basis as part of the annual monitoring program and reporting.
- 8.10 The monitoring report will include the following aspects:

- Site name and address;
- A summary of the Travel Plan;
- How and when monitoring information was gathered;
- Whether travel patterns are meeting objectives and targets; and
- Proposals to further develop the Travel Plan and an update to the Action Plan.

8.11 A full comprehensive report will be issued at the last year of the Travel Plan.

9 Action Plan

9.1 The Action Plan outlined below in **Table 8.1** sets out the measures included within the Travel Plan that are directed at influencing residents' travel.

Table 9.1 – Action Plan for Travel Plan Measures

Action	Timescale	Responsibility
Document Agreed	Prior to construction	Vectos
Appoint Travel Plan Co-ordinator	TBD	TPC
Provision of car and cycle parking	Prior to occupation of new buildings	Developer
Provision of broadband connections in all dwellings	Prior to occupation of new buildings	Developer
Travel Plan Launch	Prior to first occupation	TPC
Implementation of measures	Includes the supply of a travel pack 1 month after occupation, householder travel survey	TPC
Information provision	Determined by survey and meeting at 1 month after occupation.	TPC
Awareness raising of sustainable transport	Ongoing as opportunities and information on walking and cycling routes change.	TPC
Production of annual newsletter	Upon 80% occupancy of residential units and then yearly for the next 5 years	TPC
Discussion with bike retailers and public transport operators for discounts	TBD	TPC
Year 0 Baseline Travel Survey	Upon 80% occupancy of residential units	TPC
Agree Target modal splits with Halton Bourgh Council	-Three months after Year 0 survey	TPC
Monitoring Surveys and Reports	Years 3 and 5	TPC

9.2 As with all elements of the Travel Plan process, these timescales are not prescriptive, but should be modified to circumstances to ensure that they allow the production of a Travel Plan that benefits the occupants and all visitors and remains relevant throughout.

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Appendix B

Working from Home Tool

Technical note on Working from Home (WfH) tool methodology and data

VECTOS/SLR have developed a tool to collate data on pre-Covid (2019) levels of working from home at the LA District level and then estimate both variation in WfH according to area classification within Districts as well as to estimate future (2022+) WfH rates by district and area classification.

Based on the WfH rates combined with data on proportion of car commuters who drive to work and average distance of car commutes in each area, the tool then generates estimates of the number of car trips avoided due to working from home, the car veh-km saved, and the associated CO2 reductions this produces.

The methodology applied in the tool for calculation of WfH rates is as follows:

1. 2019 WfH rates obtained for each Local Authority district from published ONS Annual Population Survey (APS) datasetsⁱ.

The Annual population survey is conducted in 5 waves throughout the year and the results aggregated to annual average values.

Respondents answer if they

- a) 'mainly' work within their home;
- b) 'mainly' work in the same grounds or buildings of their home or who use their home as a base but may work at different locations day to day;
- c) Haven't answered a) or b) and don't 'mainly' work from home but have worked from home in the week prior to the interview;
- d) Haven't answered a), b) or c) but have 'ever' worked from home

From this a WfH rate is calculated assuming those who 'mainly' work from home do so on average 4 days per week and those who worked from home in the week prior to the interview did so on average 2 days per week. While not all of those working from home in the week prior to the interview will do so 2 days a week, it is also likely that a large proportion 'mainly' working from home will do so 5 days a week, and so any overestimation of the former is likely to be balanced by underestimation of the latter. Furthermore, no account is taken of those that hadn't worked from home in the week prior to the interview but do WfH sometimes. Overall, these assumptions are thought to give a fair and balanced overall rate for WfH taking account of the different frequencies that WfH occurs.

2. WfH rates are known to vary considerably according to the urban/rural classification of an areaⁱⁱ. While this variation is not published by ONS at the LA District level, it is available at the Regional levelⁱⁱⁱ. Applying 4 area classifications (Urban Conurbation; Urban City and Town; Rural Town and Fringe; Rural Village, Hamlet and Dispersed) the Regional WfH area classification variations are applied to each of the LA Districts within the Region. Of course, not all Districts in a Region will have the same variation in WfH rates according to area classification – it depends on the industry sectors in which people are employed. The employment by industry sector for each area classification in each District is then used to calibrate the Regional level WfH rates by area classification to District level WfH rates by area classification based on employment within the District. This gives variations in WfH rates by area classification that are more reflective of the employment in each individual District within a Region.
3. 2020 WfH rates obtained for each Local Authority district from published ONS Annual Population Survey (APS) datasets^{iv} as well as Regional variation in WfH rates by area classification^v. The

published data reflects average WfH rates collected from 5 waves of the survey across the year. As a result, it does not fully reflect the changes in WfH resulting from the Covid pandemic since some of the data is pre Covid and some post Covid. It is also worth noting that the wording of the question may have caused under-reporting of those 'mainly' working from home during the Covid pandemic - responders were asked to consider "where they would mainly work in their main job prior to the Covid-19 pandemic". While this data for 2020 needs to be treated with caution due to the issues mentioned, it is still useful in reflecting changes in geographical distribution of WfH influenced by the pandemic.

4. Current levels of WfH are not available at the LA District level. What is available through the ONS Business Insights and Conditions Survey (BICS)^{vi} is, for each industry sector, the proportion of workforce always working from home and those working from home on a hybrid basis. This data is updated every 2 weeks. The BICS survey responses are weighted by employment to provide data that is representative of the mix of industries / employers across the country.
5. The Decision Makers Panel survey asks respondents about the expected proportion of full-time workers working from home in 2022+. This is captured by number of days per week and so a WfH rate can be established for 2022+. The 2022 WfH rate is compared to current WfH rate from the ONS BICS surveys, and if the stated intention from the DMP surveys is lower than the current INS BICS survey data then a downward adjustment is made to current WfH rates by industry sector to align with the 2022+ stated intention data. Prior to Feb 2022 the ONS BICS WfH rate data was higher than the DMP 2022+ stated intention data and so this adjustment was applied. However, since March 2022 the current WfH rates from the ONS BICS data has aligned with the DMP stated intention data and so no adjustment is necessary.
6. The nationwide WfH rate by industry sector for 2022+ are applied to the industry sector employment at district level (and for different area classifications within districts) to ascertain the estimates of 2022+ WfH rates by LA District (and for different area classifications within districts).

ⁱ Table 12: <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/homeworkingintheuklabourmarket>

ⁱⁱ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984921/Home_Working_Dec_2020_final_with_cover_page.pdf

ⁱⁱⁱ Table 2: <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/adhocs/13284homeworkingintheLabourMarketbyRegionofResidenceandUrbanRuralClassificationEnglandandWales2019and2020>

^{iv} Table 11: <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/homeworkingintheuklabourmarket>

^v Table 1: <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/adhocs/13284homeworkingintheLabourMarketbyRegionofResidenceandUrbanRuralClassificationEnglandandWales2019and2020>

^{vi} Worksheet 'Proportion Furloughed TS (WTD)'
[Business insights and impact on the UK economy - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/businessinsightsandimpactontheuk/economy) (9000 responses from businesses surveyed every month)

Understanding the implications of greater working from home on local traffic generation from proposed developments – practical tools to support planners

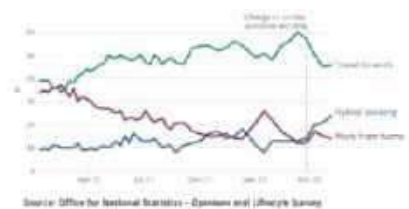
The Problem

Covid-19 pandemic has changed the way people live, including substantial changes to work and travel behaviour. As a result of periods of lockdown large proportions of the working population have had to work from home (WfH). Many employers and employees have realised that this is something that they would like to continue to some degree.

Typically, levels of WfH have increased by over 50% compared to 2019 pre Covid levels, and in some locations the increase is much higher.

Understanding the changes in WfH rates as a result of Covid, the variations in WfH by location and type of employment, and the future WfH rates in the 'new normal' is important in order to calculate the impacts on traffic during peak hours and the associated reductions in carbon emissions.

This is of particular relevance for new housing developments where peak hour car traffic generated by new housing will now be substantially lower in some areas due to higher WfH rates.



What we are doing

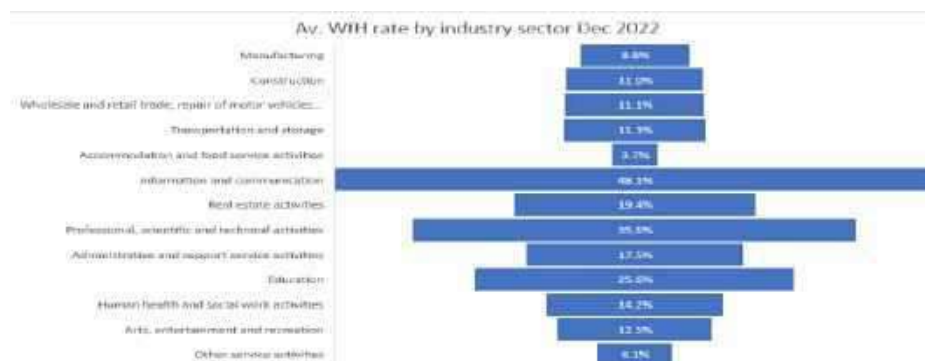
VECTOS/SLR have developed a tool to collate data on pre-Covid (2019) levels of working from home at the LA District level, monitor the WfH trends through Covid, and estimate the current WfH levels by LA District and the variation in WfH according to area classification within Districts. This gives data insights on the 'new normal' WfH rates by district and area classification.

The 2019 data is published by ONS and has been created from the 2019 January to December Annual Population Survey (APS) datasets. The published data reflects average WfH rates from 5 waves of the survey across the year.

For the 'new normal' estimates, the tool takes current measured WfH rates by industry sector at the national level¹ (updated every 4 weeks) and combines this with data on employment by industry sector by area classification within Districts² to give estimates of current WfH rates at the local level. WfH rates have been shown to vary dramatically by industry sector through Covid, contributing to significant geographic variation in WfH rates.

These outputs enable planners to obtain an estimate, based on industry sectors in which local residents are likely to work, of the WfH rates associated with a new development in any urban / rural area type within any District of England and Wales.

This is supported by data on car commuting and average commuting distance for car commuters for the area to allow estimates of the peak hour reductions in traffic generation and reductions in CO2 emissions that can be attributed to WfH amongst residents in the new development.



Source: Wave 74 (Dec 2022) ONS Business Insights and Conditions (BICS) survey

How can it be applied?

Software tools used to estimate the traffic generated by new housing include:

- TRICS based on historic survey data from similar types of developments, or
- TEMPRO which provides estimates of traffic levels based on the national trip end model (NTEM) established from an aggregation of several years of National Travel Survey data and DfT approved forecast growth scenarios.

Because both these approaches are based on historic data which can be many years old, they suffer from inherent shortcomings in reflecting reality when travel behaviours dramatically change.

WfH rates represented in the traffic flows generated by these models and software are therefore pre-Covid and often date from pre-2015 when WfH rates were very much lower. E.g. The recorded average WfH rates from the multiple years of NTS data used in the NTEM range from 3% to 6.2% according to year. Whereas, the post Covid average is around 25% (or around 17% excluding those who state home is their base but may often work outside the home; e.g. site workers, farmers, some tradespeople).

The data output from the tool can therefore aid planners in negotiations/discussions with Local Authorities and Highway Authorities in accepting adjustments to traffic data estimates that better reflects the new post Covid reality.

This can potentially help secure approvals for the proposed developments or reduce the developer contributions to expensive road network capacity improvements.

1. Current WfH rates by industry sector are derived from final weighted results, Wave 74 of the Office for National Statistics' (ONS') Business Impact of Coronavirus (COVID-19) Survey (BICS). Businesses were asked for their experiences for the reference period 1 to 31 Dec 2022. Note that this data can be updated as subsequent Waves of this survey are completed every 4 weeks. <https://www.ons.gov.uk/economy/economicoutputandproductivity/output/datasets/businessinsightsandimpactontheeconomy>

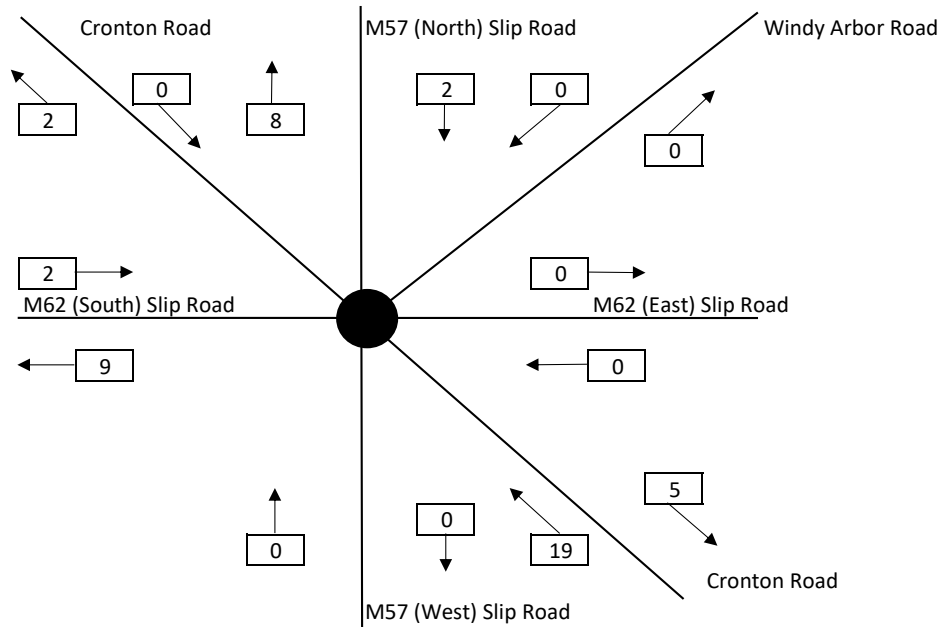
2. Derived from the 2021 Census

Appendix C

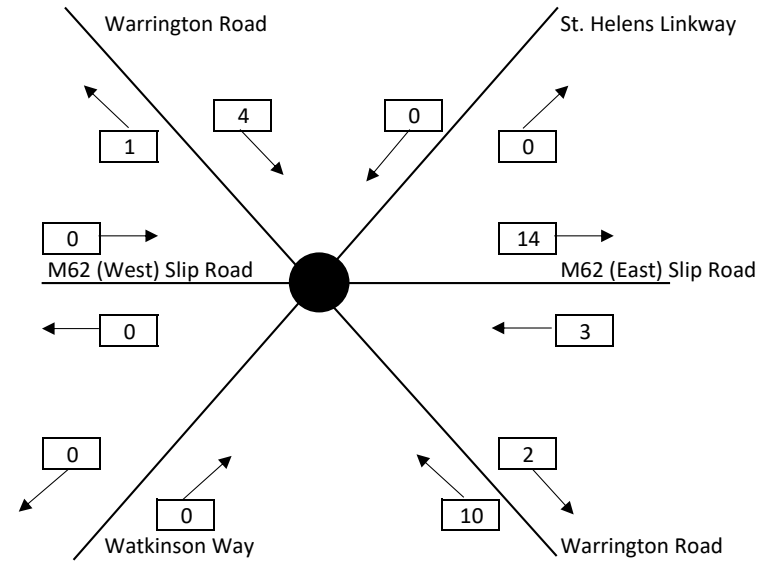
Forecast Development Trips at M62 J6 and J7 Flow Diagrams

Total Development AM

Tarbock Roundabout

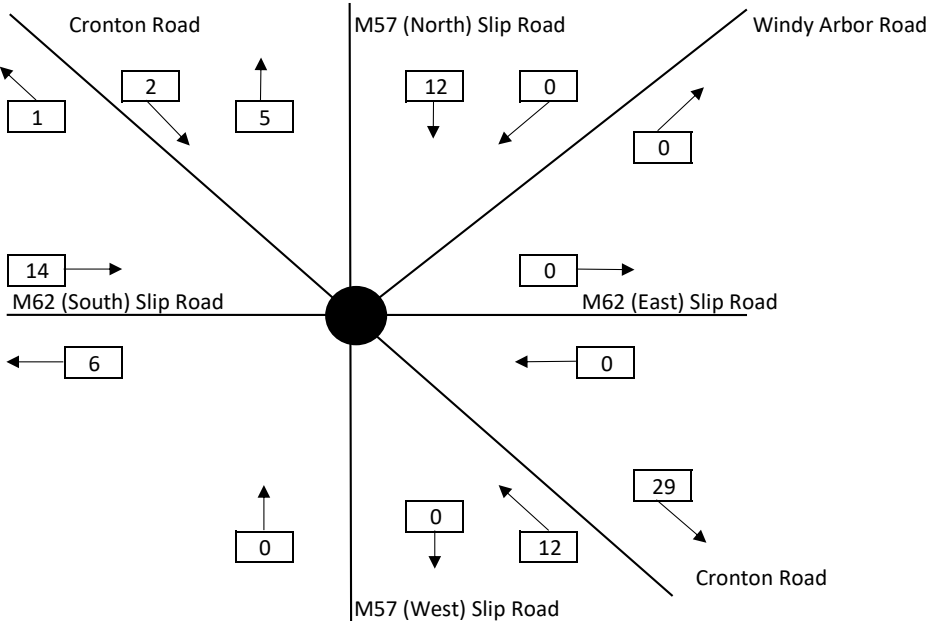


Rainhill Stoops Interchange

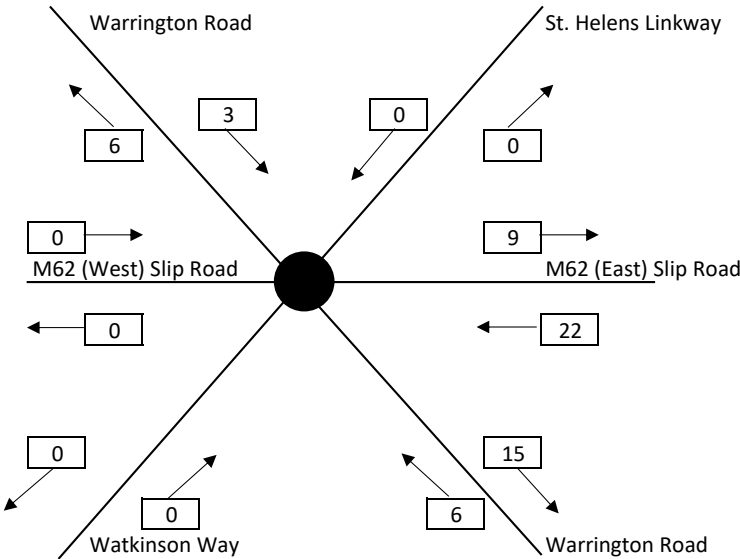


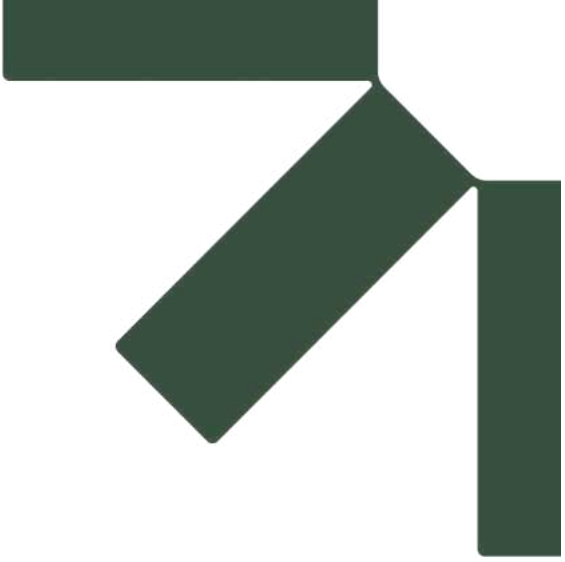
Total Development PM

Tarbock Roundabout



Rainhill Stoops Interchange





Appendix B Response Note to NH

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Chapel Lane, Halton Transport Response to National Highways

DRAFT AWAITING FURTHER DETAILS

216175

March 2024

Introduction

1. This Note has been prepared by Vectos, part of SLR, on behalf of Taylor Wimpey in relation to the Chapel Lane planning application (ref:23/00244OUT) located in Halton Borough Council (HBC). Simultaneously. The application has also been submitted to Knowsley Metropolitan Borough Council (KMBC) (ref: 23/01037/OUT) as the site access of the development is located within Knowsley.
2. This Note is in response to the further information requested by National Highways (NH) and WSP (NH Consultant) in the Formal Recommendation (September 2023) and the WSP Technical Note (TN) (September 2023) in relation to the development impacts at M62 J6 and J7.
3. A summary of the remaining issues within the WSP TN are as follows:
 - Providing a list of committed developments agreed by KMBC for J6, and HBC and St Helens Borough Council (SHBC) for J7. The traffic numbers associated with these developments should be presented on Traffic Flow Diagrams (TFDs) in the baseline situation for the opening year of 2025 at the Strategic Road Network (SRN) junctions.
 - WSP request TFDs showing:
 - An opening year baseline (survey + growth + committed developments);
 - Opening year baseline (survey + growth + committed development + the full quantum of development)
 - Based on the flows established in the above scenarios, an impact assessment is undertaken on the SRN junctions.
 - New growth factors are required, so that they are suitable for reflecting the traffic growth related to the SRN.
 - It is requested that casualty analysis for the collisions across the full extent of M62 J6 and J7 is undertaken.

4. A request to NH was made in December 2023 for the collision data associated with M62 J6 and J7, however this is still being processed. However, it would be appreciated if NH could review our request and issue as soon as possible. The email chain is included in **Appendix A**.

M62 Junction 6 & 7

5. The approach to obtaining an opening year scenario of 2025 for each junction has been based on approaches found acceptable at other committed developments.
6. M62 Junction 6 follows the approach outlined by a separate team at WSP (not the WSP team consulting for NH) for Mercury 62 (ref: 22/00587/FUL) in the Transport Assessment Addendum (November 2022).
7. M62 Junction 7 follows the approach outlined by i-Transport for Land at Mill Green Farm (ref: 22/00178/FUL) in Technical Note (ITM13582-011A TN – December 2023) and Sensitivity Test Assessment (ITM13582-014 TN – February 2023).
8. As the approach for each junction differs this note will cover each junction separately. This has been agreed with NH as shown in **Appendix B**.

M62 Junction 6 (Tarbock Island)

Baseline

9. The source of the baseline flows has been provided by WSP, and are sourced from VISSIM model used to determine the impact of Mercury 62.
10. The VISSIM model was original created to test the impacts of the Halsnead Garden Village Local Plan allocation and to inform upcoming improvements. It has more recently been used to review the detailed impacts from individual developments, such as Mercury 62 (ref: 22/00587/FUL) and Symmetry Park (ref: 20/00494/HYB).
11. The model is informed by 2018 surveys and currently includes detailed results for 2024 and 2032. For this analysis, a 2025 scenario has been created by interpolation between 2024 and 2032 for the traffic flows only, there are currently no modelling results available for a 2025 scenario. This is as per NH's request to derive a 2025 opening year in the first instance to demonstrate Chapel Lanes impact on terms of total flows.
12. The baseline flows and the individual components for the AM and PM peak at M62 J6 is provided in TFDs which are shown in **Appendix C**.

Committed Developments

13. The committed developments that impact Junction 6 have been agreed with KMBC as shown in **Appendix D** and remains the same as the Mercury 62 analysis.
14. For M62 J6 committed developments include:

— Halsnead North

- 360 Units – Bloor Homes (ref: 18/00283/HYB);
- 377 Units – Barton Willmore (ref: 20/00399/OUT);
- 350 Units – Taylor Wimpey (ref: 20/0417/FUL);
- 33 Units – Windy Arbour Brow (ref: 20/00329/FUL)
- Symmetry Park (ref: 20/00494/HYB);
- Coppice Lane (ref: 19/00511/REM); and
- Mercury 62 (ref: 22/00587/FUL)

15. It is considered that the committed developments identified at J7, discussed later on, are included within the TEMPro growth factor.

Growth

16. In order to reach the opening year required for the impact assessment, the observed flows from 2018 are required to be uplifted.
17. Similar growth factors to the 2024 and 2032 forecasts established by Mercury 62 have been utilised to obtain a 2025 scenario. These AM and PM peak factors are provided in **Table 1**. This has been agreed with NH and KMBC.

Table 1 – Growth Factor (2018-2025)

Year / Peak	Growth Rate
2025 / AM	1.080
2025 / PM	1.076

Traffic Impact

18. Traffic Impact has been determined based on the difference between the Opening Year 2025 and the Opening Year + Development. The opening year accounts for the observed data uplifted to 2025, and committed developments.
19. **Table 2** demonstrates the traffic impact for M62 Junction 6 for each approach arm and the total junction movements.

Table 2 – Traffic Impact M62 J6 – Approach Arms (One-Way)

AM Peak								
Scenario	M62 Slip Roads (E)	Cronton Road (SE)	M57 Slip Roads (S)	M62 Slip Roads (W)	Cronton Road (NW)	M57 Slip Roads (N)	Windy Arbor Road	Total
2025 Opening Year	2494	592	735	993	1071	2227	721	8833
2025 Opening Year + Development	2494	611	735	995	1071	2229	721	8856
Impact	0.0%	3.2%	0.0%	0.2%	0%	0.1%	0.0%	0.3%
PM Peak								
Scenario	M62 Slip Roads (E)	Cronton Road (SE)	M57 Slip Roads (S)	M62 Slip Roads (W)	Cronton Road (NW)	M57 Slip Roads (N)	Windy Arbor Road	Total
2025 Opening Year	2827	360	1111	992	1430	2655	501	9876
2025 Opening Year + Development	2827	372	1111	1006	1432	2667	501	9916
Impact	0.0%	3.3%	0.0%	1.4%	0%	0.5%	0.0%	0.4%

20. As demonstrated in **Table 2** the traffic impact of the development on M62 J6 is minimal with a 0.3% (+23 vehicles) impact in the AM peak and a 0.4% (+40 vehicles) impact in the PM peak based on the overall junction.
21. Per arm the highest impact is seen on Cronton Road in the AM and PM peak. This represents a 3.2% (+19 vehicles) impact and 3.3% (+12 vehicles) impact respectively.
22. This level of impact is considered acceptable, and therefore no further modelling assessment is considered necessary.

Collision Data

23. [To be updated]

M62 J7

Baseline

24. The source of this data has been extracted from the i-Transport Mill Green Farm (ref: 22/00178/FUL) Technical Note, dated December 2022. This is a nearby committed development that undertook surveys at the junction in 2021 and derived a 2025 scenario with agreement from NH, HBC and SHBC. The baseline flows and the individual components for the AM and PM peak at M62 J7 is provided in TFDs which are shown in **Appendix E**.

Committed Developments

25. HBC has confirmed the list of committed developments to be included. They have also highlighted that i-Transport also undertook a sensitivity analysis for a number of sites within Halton and therefore considered in this Note. HBCs response is included in **Appendix F**.
26. SHBC have confirmed several committed developments which need to be added to this analysis. SHBCs response is included in **Appendix G**.
27. In addition, HBC and SHBC have highlighted two sites; Fiddlers Ferry (Warrington ref: 2023/00392/EA) and Bold Forest Garden Village (St Helens – site allocation – 4HA), However, it has agreed that these developments will not proceed within the next 3 years, and therefore not included, as per DfT Circular 01/2022.
28. For M62 J7 committed developments include:
 - Lea Green Station (ref: 20/210232/FUL);
 - Chester Lane (ref: P/20/210196/FUL);
 - Linkway Distribution (ref: P/20/0210405/RES)
 - Gartons Lane (ref: P/2023/0075/FUL)
 - Omega Zone 8, St Helens (ref: P/2020/0061/HYBR)
 - Omega North West (St Helens – safeguarded site – 1ES [factored the flows based on Omega Zone 8 floorspace])
 - Former Ibstock Brickworks (ref: P20150599/FUL)
 - Lea Green Farm (ref: P/2015/0309);
 - Sutton Heath (ref: P/2018/0060)
 - Mere Grange (ref: P/2018/084)
 - W9 – Mill Green Farm (ref: 22/00178/FUL)
 - W10 & W11 – Remaining Allocation (No application [flows as per i-Transport analysis])
 - W11 – Prospect Homes (ref: 22/00377/FUL)
 - W40 Watkinson Way Apartments (20/00026/OUT)
 - W49 – Lunts Heath Road (ref: 22/00318/FUL)
29. It is considered that the committed developments identified at J6, discussed earlier in this Note, are included within the TEMPro growth factor.

30. Omega Zone 8, St Helens (ref: P/2020/0061/HYBR) currently considers the safeguarded employment area recognised as 1EA in the SHBC Local Plan. In order to consider the traffic implications for the proposed wider Omega development, including the Land North of M62 and South of Gorsey Lane, Bold (1ES), estimates have been employed as a full application for 1ES is yet to be submitted.
31. The assumptions used to estimate the traffic impact of 1ES follow the TA for Omega zone 8 to calculate a factor. This factor uses the proposed hectares (ha) of Omega Zone 8 (31.22ha), and 1ES (29.98ha) to estimate that the trips generated will likely be 96% (29.98/31.22) of Omega Zone 8.
32. Due to the similar locations of each site the assumed distribution of traffic, in terms of impact on M62 J7, will also be the same.
33. For the committed developments: Lea Green Station, Chester Lane, Linkway distribution, and both Omega sites the TFDs provided in each application did not reach M62 J7. In the instance where this has occurred, traffic has been distributed using the assumptions provided in each TA until they reach an arm of M62 J7. At J7, the distribution assumes that traffic will distribute to/from the arm they arrive at, proportional to the 2021 Surveys (i-Transport - March 2022 Transport Assessment).

Sensitivity

34. The i-Transport analysis also covers a series of sensitivity assessments for the Mill Green Farm, and other committed developments. Sensitivity assessments for other developments include: The Oak Villa (ref: P/22/00179/FUL), W11 Prospect Homes (ref: 22/00377/FUL), and W10 & 11 remaining Allocation (no application).
35. These will be used in a separate sensitivity scenario if further modelling is requested by NH.

Growth

36. TEMPro growth factors have been applied to the 2021 surveys to the opening year of 2025. The TEMPro growth factors applied are sourced from the i-Transport TA for Mill Green Farm. This has been accepted by NH, HBC and SHBC.
37. These TEMPro factors, uplift the 2021 survey data to 2025, and are shown in **Table 3**.

Table 3 – Mill Green Farm Growth Factor (2021-2025)

Year / Peak	Growth Rate
2025 / AM	1.030
2025 / PM	1.028

Traffic Impact

38. Traffic impact has been determined based on the difference between the Opening Year 2025 and the Opening Year + Development. The opening year accounts for the observed data uplifted to 2025, and committed developments.
39. **Table 4** demonstrates the traffic impact for M62 Junction 7 for each approach arm and the total junction movements.

Table 4 – Traffic Impact M62 Junction 6 – Approach Arms (One-Way)

AM Peak							
Scenario	M62 Slip Roads (E)	Warrington Road	Watkinson Way	M62 Slip Roads (W)	Warrington Road	St Helens Linkway	Total
2025 Opening Year	1221	736	1174	1210	696	1859	6896
2025 Opening Year + Development	1224	746	1174	1210	700	1859	6913
Impact	0.2%	1.4%	0.0%	0.0%	0.6%	0.0%	0.2%
PM Peak							
Scenario	M62 Slip Roads (E)	Warrington Road	Watkinson Way	M62 Slip Roads (W)	Warrington Road	St Helens Linkway	Total
2025 Opening Year	1487	660	1266	1363	689	1615	7080
2025 Opening Year + Development	1508	666	1266	1363	692	1615	7110
Impact	1.4%	0.9%	0.0%	0.0%	0.4%	0.0%	0.4%

40. As demonstrated in **Table 4** the traffic impact of the development on M62 J7 is minimal with a 0.2% (+17 vehicles) impact on flows in the AM peak and a 0.4% (+30 vehicles) impact on flows in the PM peak.
41. Per arm the highest impact is seen on Warrington Road in the AM Peak and the eastern M62 slip roads in the PM peak. The level of impact seen on each arm represents a 1.4% (+10 vehicles) impact on Warrington Road in the AM peak and a 1.4% (+21 vehicles) impact on the eastern M62 slip roads in the PM peak.
42. This level of impact is considered acceptable, and therefore no further modelling assessment is considered necessary.

Collision Data

43. [To be updated]

Summary

44. In summary, this Note outlines the response to NH and WSPs queries relating to the Chapel Lane application. This Note has demonstrated that the site will have a minimal impact in terms of total traffic on Junction 6 and Junction 7 of the M62.
45. A collision analysis will be undertaken once the data has been received from NH.

Appendix A

From: [Edward Horsfall](#)
Sent on: 25 March 2024 16:14:57
To: [Tom Monk](#); [Benjamin Laverick](#)
CC: [Sasha Respini](#); [Matt Russell](#); [Ben Stone](#)
Subject: RE: Collision Data Request Widnes

Ed Horsfall
Network Data Analysis & Intelligence Manager, Operations NW
National Highways| Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Mobile: +44 (0) 7522 620327
Web: www.nationalhighways.co.uk

From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Monday, March 25, 2024 3:18 PM
To: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>; Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Ben Stone <ben.stone@slrconsulting.com>
Subject: RE: Collision Data Request Widnes

Hi Ed,

I will be working with the data but,

The following are also working on the project and so may need to review,

Matt Russell, Director matt.russell@slrconsulting.com
Sasha Respini, Principal Transport Planner sasha.respini@slrconsulting.com
Ben Stone, Principal Transport Planner ben.stone@slrconsulting.com

Thanks,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

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M [+44 07977 602953](tel:+4407977602953)
E Tom.Monk@slrconsulting.com

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From: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>
Sent: Monday, March 25, 2024 3:07 PM
To: Tom Monk <Tom.Monk@slrconsulting.com>; Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Both

I need the names of the people who will be accessing the data, will it just be you Tom?

Cheers

Ed

Ed Horsfall
Network Data Analysis & Intelligence Manager, Operations NW
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Mobile: +44 (0) 7522 620327
Web: www.nationalhighways.co.uk

From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Friday, March 22, 2024 8:19 AM
To: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>
Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Ed,

Thank you for the update,

Please keep me posted for progress,

Kind regards,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

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From: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>
Sent: Wednesday, March 20, 2024 4:40 PM
To: Tom Monk <Tom.Monk@slrconsulting.com>
Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Tom

Security is just reviewing the response from your HR, unfortunately the response was sent out of the chain so they hadn't received it.

I expect them to finalise next steps this week. I can only raise your request for data once I have the clearance from security. Hopefully it wont be long now.

Cheers

Ed

Ed Horsfall
Network Data Analysis & Intelligence Manager, Operations NW
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Mobile: +44 (0) 7522 620327
Web: www.nationalhighways.co.uk

From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Monday, March 18, 2024 8:06 AM
To: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>
Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Good Morning Ed,

Have you had any updates regarding the process?

Kind regards,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

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M [+44 07977 602953](tel:+4407977602953)
E Tom.Monk@slrconsulting.com

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From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Wednesday, March 13, 2024 1:34 PM
To: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>
Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Ed,

Are there any updates regarding the process?

Thanks,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

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M [+44 07977 602953](tel:+4407977602953)
E Tom.Monk@slrconsulting.com

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From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Monday, March 11, 2024 1:18 PM
To: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>
Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Ed,

Have you had any updates regarding the process?

Kind regards,

Tom

Tom Monk

Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)
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From: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>
Sent: Thursday, March 7, 2024 2:21 PM
To: Tom Monk <Tom.Monk@slrconsulting.com>
Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

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Hi Tom

I have passed those details to security and asked for timescales, they inform me that it is quite a quick process and can take a day or so. At which point I can attach that to the data request and hopefully that has a similar turnaround.

Thank you

Ed

Ed Horsfall

Network Data Analysis & Intelligence Manager, Operations NW

National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE

Mobile: +44 (0) 7522 620327

Web: www.nationalhighways.co.uk

From: Tom Monk <Tom.Monk@slrconsulting.com>

Sent: Thursday, March 7, 2024 12:03 PM

To: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>

Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>

Subject: RE: Collision Data Request Widnes

Hi Ed,

Yes I've provided their detail below,

Kim Payne

clientregeu@slrconsulting.com

0117 405 9874

Please let me know what time frames we can expect from process this as it is urgent,

Kind regards,

Tom

Tom Monk

Transport Planner -- Transport and Mobility Planning

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From: Edward Horsfall <Edward.Horsfall@nationalhighways.co.uk>

Sent: Thursday, March 7, 2024 10:41 AM

To: Tom Monk <Tom.Monk@slrconsulting.com>
Cc: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

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Hi Tom

Just chasing the request for you.

SLR Consulting are not on the Electronic Vetting List.

In order to progress we need a HR contact details for SLR Consulting if you can provide a name, email, and telephone for that, that'd be great, thanks.

Cheers

Ed

Ed Horsfall
Network Data Analysis & Intelligence Manager, Operations NW
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Mobile: +44 (0) 7522 620327
Web: www.nationalhighways.co.uk

From: RIU_NW
Sent: Tuesday, March 5, 2024 2:07 PM
To: Tom Monk <Tom.Monk@slrconsulting.com>
Subject: RE: Collision Data Request Widnes

Hi Tom

Thank you – yes I know Ben.

Cheers

Ed

Ed Horsfall
Network Data Analysis & Intelligence Manager, Operations NW
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Mobile: +44 (0) 7522 620327
Web: www.nationalhighways.co.uk

From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Tuesday, March 5, 2024 2:02 PM
To: RIU_NW <RIUNW@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Ed,

The contact we had at NH related to the response was,

Benjamin.Laverick@nationalhighways.co.uk

Hope this helps with the process,

Thanks,

Tom

Tom Monk

O [+44 3300 886631](tel:+443300886631)
M [+44 07977 602953](tel:+4407977602953)
E Tom.Monk@slrconsulting.com

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From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Monday, March 4, 2024 8:02 AM
To: RIU_NW <RIUNW@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Good morning Ed,

Are you able to provide an update on this query?

Kind regards,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)
M [+44 07977 602953](tel:+4407977602953)
E Tom.Monk@slrconsulting.com

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From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Tuesday, February 27, 2024 8:21 AM
To: RIU_NW <RIUNW@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Good Morning Ed,

We would need the data to undertake casualty analysis of the PIC data so I believe CrashMap and STATS19 would not provide the necessary details,

Would this external process allow review of contributory factors?

If these can be provided, please let me know how to proceed with the external request,

Kind regards,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)
M [+44 07977 602953](tel:+4407977602953)
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From: RIU_NW <RIUNW@nationalhighways.co.uk>
Sent: Monday, February 26, 2024 4:13 PM
To: Tom Monk <Tom.Monk@slrconsulting.com>; Janice Burgess <Janice.Burgess@nationalhighways.co.uk>; RIU_NW <RIUNW@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

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Good Afternoon Tom,

From your request I can see you require collision volumes for latest 5-years for M62 J6 & J7.

Can I in the first instance direct you to Crash Map <https://www.crashmap.co.uk/Search> where you should be able to get the volumes you require.

Should you require any additional data, perhaps stats 19 police data, then as an external member of staff you would need to request external access to the data which I can support in application for.

Please let me know if I can further support.

Cheers

Ed

Ed Horsfall
Network Data Analysis & Intelligence Manager, Operations NW
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Mobile: +44 (0) 7522 620327
Web: www.nationalhighways.co.uk

From: Janice Burgess <Janice.Burgess@highwaysengland.co.uk>
Sent: Monday, February 26, 2024 11:34 AM
To: RIU_NW <RIUNW@nationalhighways.co.uk>
Subject: FW: Collision Data Request Widnes

Hello,
Are you able to help Tom with this or advise him where best to find the validated collision stats he needs?

Thanks,

Janice

Mrs Janice Burgess Spatial Planner
Pronounced: Jan-is Bur-jess
Pronouns: she/her
National Highways Limited
Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ
Registered in England and Wales No. 9346363
Tel: 0300 470 1055 | **Mobile:** 07834 333782
<https://nationalhighways.co.uk>

From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Monday, February 26, 2024 10:45 AM
To: Janice Burgess <Janice.Burgess@highwaysengland.co.uk>; RIU_NW <RIUNW@nationalhighways.co.uk>
Subject: RE: Collision Data Request Widnes

Thanks you for your response Janice,

Yes,

As outlined in the initial email we require the latest 5-years of collision data for M62 J6 & J7,

Please let us know if this possible to provide or if we should utilise the available Stats19 data,

Kind regards,

Tom

Tom Monk

Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)

M [+44 07977 602953](tel:+4407977602953)

E Tom.Monk@slrconsulting.com

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From: Janice Burgess <Janice.Burgess@highwaysengland.co.uk>

Sent: Monday, February 26, 2024 9:19 AM

To: Tom Monk <Tom.Monk@slrconsulting.com>; RIU_NW <RIUNW@nationalhighways.co.uk>

Subject: RE: Collision Data Request Widnes

You don't often get email from janice.burgess@highwaysengland.co.uk. [Learn why this is important](#)

Hello Tom,
I'm sorry that I haven't deal with this query from you sooner. The M62 doesn't come into my area of responsibility, I deal with the M25 and surrounding network only. I would seek accident stats from our Regional Intelligence Unit, and they are regionally based, so I have included our North West RIU in this response and I am sure they will be in touch with you direct to either seek more information or to advise you on how they can help.

Regards,

Janice

Mrs Janice Burgess Spatial Planner

Pronounced: Jan-is Bur-jess

Pronouns: she/her

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Tel: 0300 470 1055 | **Mobile:** 07834 333782
<https://nationalhighways.co.uk>

From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Monday, February 26, 2024 8:03 AM
To: Janice Burgess <Janice.Burgess@highwaysengland.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Janice,

Are you to provide an update on the query below?

Thanks,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)
M [+44 07977 602953](tel:+4407977602953)
E Tom.Monk@slrconsulting.com

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From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Tuesday, February 20, 2024 12:35 PM
To: Janice Burgess <Janice.Burgess@highwaysengland.co.uk>
Subject: RE: Collision Data Request Widnes

Hi Jancie,

Are you able to provide an update on this inquiry?

Kind regards,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)
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From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Friday, January 12, 2024 8:17 AM
To: Janice Burgess <Janice.Burgess@highwaysengland.co.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>
Subject: RE: Collision Data Request Widnes

Hi Jancie,

Are you able to provide an update on this inquiry?

Kind regards,

Tom

Tom Monk
Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)
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From: Tom Monk <Tom.Monk@slrconsulting.com>
Sent: Tuesday, December 19, 2023 9:22 AM
To: Janice Burgess <Janice.Burgess@highwaysengland.co.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>
Subject: Collision Data Request Widnes

Good morning Janice,

Are you able to provide collision data J6 & J7 of the M62?

I have identified the areas of interest below in **Snip 1** and **Snip 2**,

I recall when we made a request previously for an area near Denham that we should utilise STATS19 data,

Please let me know if this will also be the case or if you can otherwise provide the data,

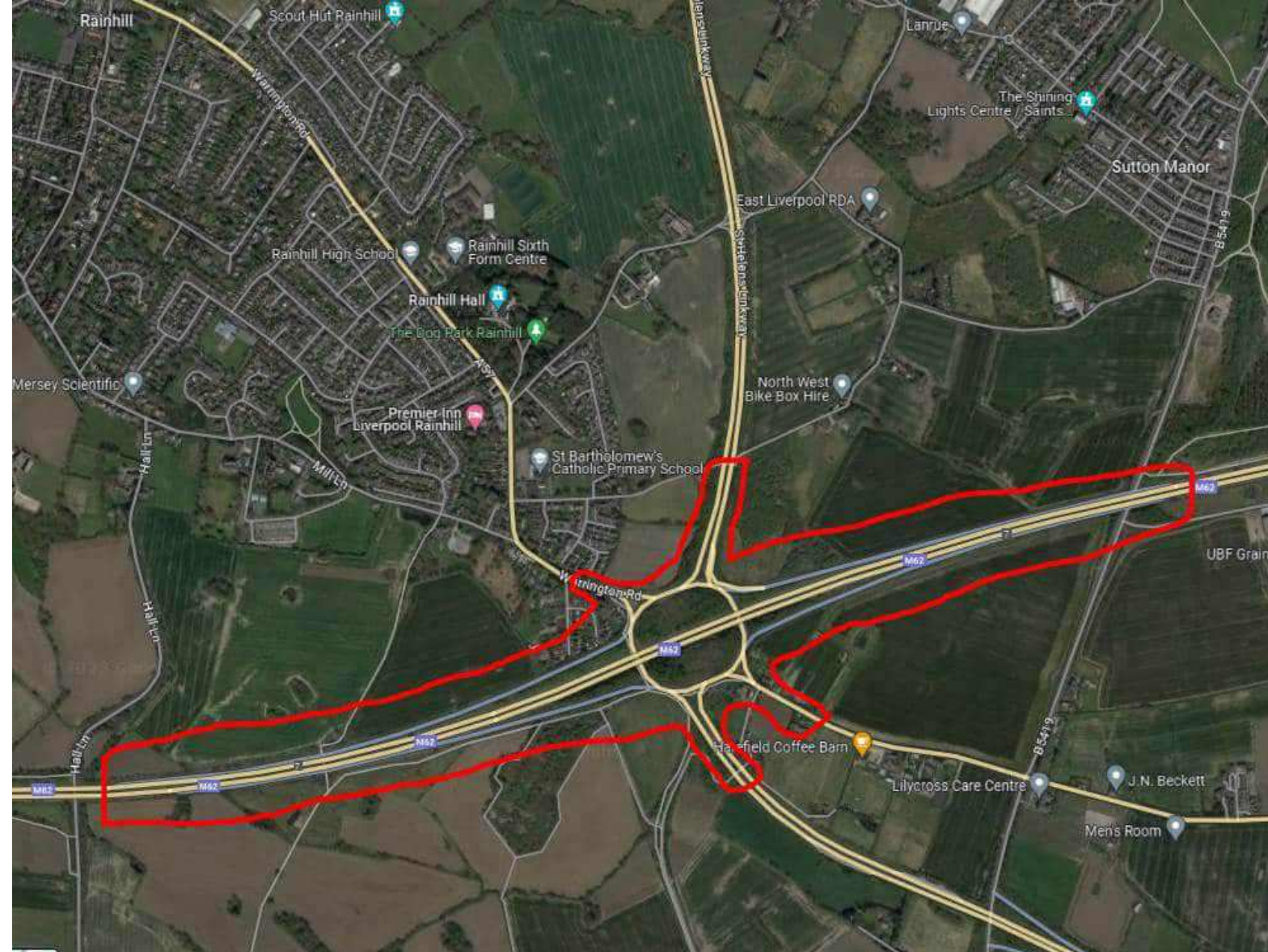
Kind regards,

Tom

Snip 1 - M62 J6



Snip 2 – M62 J7



Tom Monk

Transport Planner -- Transport and Mobility Planning

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Appendix B

From: [Ben Stone](#)
Sent on: 27 March 2024 11:35:11
To: [Tom Monk](#)
Subject: FW: Chapel Lane, Widnes

Ben Stone
Principal Transport Planner -- Transport and Mobility Planning

O +44 3300 886631
M +44 7535578045
E ben.stone@slrconsulting.com

SLR Consulting Limited
Ground Floor Belmont House, Churchill Way, Cardiff, United Kingdom CF10 2HE



From: Trevett, Emma <Emma.Trevett@wsp.com>
Sent: Tuesday, January 23, 2024 7:35 AM
To: Ben Stone <ben.stone@slrconsulting.com>; Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Cc: [spatialplanningNW](mailto:spatialplanningNW@wsp.com) <spatialplanningNW@wsp.com>
Subject: RE: Chapel Lane, Widnes

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Hi Ben (Stone),

I'm sorry for the delay in coming back to you.

As discussed, at this stage we have requested some narrative on the existing conditions at J6 & 7 and a network diagram showing the opening year with development trips (and accompanying narrative drawing on the existing conditions, safety analysis and where development trips are forecast to enter the SRN). Some further notes below:

J6 – Tarbock Interchange

We have approached the WSP team who undertook the VISSIM model of Tarbock Interchange improvement scheme, and we have agreed that we can derive 2025 traffic flows from this model, using the same flows as per the attached Mercury 62 TA Addendum (Nov 2022).

We have checked this with Knowsley who have confirmed that the committed list (table 2.3) is still appropriate.

I just want to confirm with yourselves that this is acceptable.

Noted and thank you for confirming that Knowsley are content with the committed developments.

J7 – Rainhill Stoops Interchange

We are planning to use the I-Transport work (Dec 2022) for Mill Green Farm (ref: 22/00178/FUL), report attached.

We are looking to confirm with Halton and St Helens that the committed development list is acceptable.

This report derived 2025 traffic flows, and want to check that is also acceptable? Subject to council confirmation.

I've looked at the couple of applications that followed Mill Green Farm and it seems that the latest survey data was 2022, so please proceed subject to Halton and St Helen's confirming committed developments. An application that comes to mind that has recently been approved is the Garstons Lane development.

Emma Sweeney Trevett
Associate – Transport Planning
BSc(Hons) DIS CMILT

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Monday, January 22, 2024 1:19 PM
To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Cc: Trevett, Emma <Emma.Trevett@wsp.com>
Subject: RE: Chapel Lane, Widnes

Thanks Ben

I did managed to catch up with Emma last week.

Emma – I think you were going to suggest a few updates including a more recent application that assessed J7. Do you know when this will be available please?

Happy to discuss anything. I am available all day.

Thanks

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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M [+44 7535578045](tel:+447535578045)
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From: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Sent: Monday, January 22, 2024 10:06 AM
To: Ben Stone <ben.stone@slrconsulting.com>
Cc: Trevett, Emma <Emma.Trevett@wsp.com>
Subject: RE: Chapel Lane, Widnes

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Hi Ben,

I believe Emma is looking to give you a quick call about this, rather than get bogged down in some email ping pong.

I hope that is ok ... If you can let Emma know a good time to call that would be helpful

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner
Operations North West Spatial Planning Team
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Web: <https://nationalhighways.co.uk/>

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<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Monday, January 22, 2024 9:31 AM
To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Subject: RE: Chapel Lane, Widnes

Morning Ben

Just checking if you've managed to get any comments from WSP.

Thanks

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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From: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Sent: Monday, January 15, 2024 10:12 AM
To: Ben Stone <ben.stone@slrconsulting.com>
Subject: RE: Chapel Lane, Widnes

Hi Ben,

I'm just awaiting some comments from my colleagues at WSP who will be reviewing the TA and modelling work, and will get back to you ASAP

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner
Operations North West Spatial Planning Team
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Web: <https://nationalhighways.co.uk/>

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<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Friday, January 12, 2024 5:05 PM
To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>; Sasha Respini <Sasha.Respini@slrconsulting.com>
Cc: Matt Russell <Matt.Russell@slrconsulting.com>; Ellie Gale - TW Strategic Land <ellie.gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: Chapel Lane, Widnes

Hi Ben

Apologise about chasing already.

If you could let me know asap please. Particularly on J6 so we can give WSP approval to get started on the Tarbock Island flows.

Kind Regards

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Thursday, January 11, 2024 3:57 PM
To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>; Sasha Respini <Sasha.Respini@slrconsulting.com>
Cc: Matt Russell <Matt.Russell@slrconsulting.com>; Ellie Gale - TW Strategic Land <ellie.gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: Chapel Lane, Widnes

Afternoon Ben

We are addressing the outstanding points and are deriving 2025 traffic flows for the M62 J6 and J7. I would just like to confirm the approach we are taking for each junction with you please.

J6 – Tarbock Interchange

We have approached the WSP team who undertook the VISSIM model of Tarbock Interchange improvement scheme, and we have agreed that we can derive 2025 traffic flows from this model, using the same flows as per the attached Mercury 62 TA Addendum (Nov 2022).

We have checked this with Knowsley who have confirmed that the committed list (table 2.3) is still appropriate.

I just want to confirm with yourselves that this is acceptable.

J7 – Rainhill Stoops Interchange

We are planning to use the I-Transport work (Dec 2022) for Mill Green Farm (ref: 22/00178/FUL), report attached.

We are looking to confirm with Halton and St Helens that the committed development list is acceptable.

This report derived 2025 traffic flows, and want to check that is also acceptable? Subject to council confirmation.

Any queries then please let me know.

Kind Regards

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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From: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Sent: Wednesday, September 20, 2023 1:28 PM
To: Sasha Respini <Sasha.Boland@slrconsulting.com>
Cc: Matt Russell <Matt.Russell@slrconsulting.com>; Ben Stone <ben.stone@slrconsulting.com>; Ellie Gale - TW Strategic Land <ellie.gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: Chapel Lane, Widnes

Hello Sasha

Please see the attached review of the technical note submitted on 22nd August 2023

Whilst many of the previous points raised have now been addressed, there are still a few matters outstanding.

Kind regards

Benjamin Laverick, Assistant Spatial Planner
Operations North West Spatial Planning Team
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Web: <https://nationalhighways.co.uk/>

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<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Sasha Respini <Sasha.Boland@slrconsulting.com>
Sent: Tuesday, August 22, 2023 4:35 PM
To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Cc: Matt Russell <Matt.Russell@slrconsulting.com>; Ben Stone <ben.stone@slrconsulting.com>; Ellie Gale - TW Strategic Land <ellie.gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: Chapel Lane, Widnes

Hi Ben,

Hope you're well?

See attached our response to NH / WSP review.

Please do let me know if you have any comments or queries, happy to set up a meeting to discuss.

Thanks,

Sasha

Sasha Respini

Principal Transport Planner -- Transport and Mobility Planning

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From: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>

Sent: Thursday, June 22, 2023 1:49 PM

To: Sasha Boland <Sasha.Boland@slrconsulting.com>

Cc: Matt Russell <Matt.Russell@slrconsulting.com>; Ellie Gale - TW Strategic Land <ellie.gale@taylorwimpey.com>

Subject: RE: Chapel Lane, Widnes

Hi Sasha

I'm about to send our initial response in to the LPA, but I'm happy to share WSPs comments on the submitted TA for your consideration

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner

Operations North West Spatial Planning Team

National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE

Web: <https://nationalhighways.co.uk/>

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<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Sasha Boland <Sasha.Boland@slrconsulting.com>
Sent: Thursday, June 22, 2023 10:58 AM
To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Cc: Matt Russell <Matt.Russell@slrconsulting.com>; Trevett, Emma <Emma.Trevett@wsp.com>; McKenzie, Neville <Neville.McKenzie@wsp.com>; Ellie Gale - TW Strategic Land <ellie.gale@taylorwimpey.com>
Subject: RE: Chapel Lane, Widnes

Good morning all,

Thank you for meeting with us and we look forward to receiving your comments.

I attach the minutes from 06 June 2023 initial meeting for your agreement.

Please do let me know if there any comments / queries.

Kind regards,

Sasha

Sasha Boland
Principal Transport Planner -- Transport and Mobility Planning

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From: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Sent: Friday, June 2, 2023 9:33 AM
To: Sasha Boland <Sasha.Boland@slrconsulting.com>
Cc: Matt Russell <Matt.Russell@slrconsulting.com>; Trevett, Emma <Emma.Trevett@wsp.com>; neville.mckenzie@wsp.com
Subject: RE: Chapel Lane, Widnes

Hello Sasha

Further to my previous email, we would be available next week:-

Tues 6th: 11 – 1

Thurs 8th – 10 – 11:30

Unfortunately, we have no availability the following week.

Please can you send out a Teams invite, including my colleagues at WSP.

Although we may not be in a position to agree to the assessment approach during the meeting, in order to make the best use of time please can I ask you to provide:

- ☐ An Agenda setting out what you would like to discuss
- ☐ The application reference number/s
- ☐ A copy of the previous transport submission
- ☐ A plan of the proposals
- ☐ Any additional supporting information that would be helpful to provide additional context, including how it is intend to use the LCRTM e.g. to extract base traffic flows for use in single junction models or traffic growth etc

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner

Operations North West Spatial Planning Team

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For information and guidance on planning and the Strategic Road Network in England please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>

Sent: Friday, June 2, 2023 8:28 AM

To: Sasha Boland <Sasha.Boland@slrconsulting.com>

Cc: Matt Russell <Matt.Russell@slrconsulting.com>

Subject: RE: Chapel Lane, Widnes

Hello Sasha

I have asked my colleagues at WSP for their availability so we can scope out any transport evidence that may be required in relation to the SRN and will get back to you shortly.

In the meantime I note that you say that an outline application has already been submitted. National Highways have yet to be consulted on this by either planning authority, so I'd be grateful if you could provide details of the applications.

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner

Operations North West Spatial Planning Team

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For information and guidance on planning and the Strategic Road Network in England please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Sasha Boland <Sasha.Boland@slrconsulting.com>

Sent: Thursday, June 1, 2023 5:48 PM

To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>

Cc: Matt Russell <Matt.Russell@slrconsulting.com>

Subject: Chapel Lane, Widnes

Hi Ben,

Hope you are well.

We have recently submitted an outline planning application for a residential site of up to 350 dwellings to Halton Borough Council (HBC). The site access proposals are situated within Knowsley Council (KC) boundary and full planning permission for the access arrangements only via a new junction on Chapel Lane is to be determined by KC.

The proposed development site is located to the northwest of the Widnes urban area and is situated within the boundary of two separate allocations for residential development within the adopted Halton Delivery and Allocations Local Plan [DALP] (March 2021) under Policy RD1. The allocations comprise two separate land parcels separated by Sandy Lane (Site Ref. W4 to the west of Sandy Lane and Site Ref. W5 to the east). The application red line boundary does not extend to the full extent of the allocation.

Initial highway discussions with officers at HBC commenced in February 2019. Vectos were not party to these discussions, however Vectos got involved to prepare the application material covering transport in 2022 and have been ongoing since. Vectos have since discussed Transport Assessment scoping including assessment methodology and potential impacts of the site with highway officers at both authorities.

Vectos were advised to use the LCRTM following pre-application engagement with both Highway Authorities. Our intention has been to use the LCRTM to consider the development at Chapel Lane and determine the level of impact on the wider network and thus use this to inform discussions, however this model was not available for use before the planning application was submitted.

We are aware of the Tarbock Island Improvement Scheme that is a National highways junction with design work being progressed by KC as part of the assessment and consideration of the Halsnead Garden Village application. Given the application has been submitted and we would be grateful to meet with yourself albeit we have not yet been permitted access to the LCRTM.

As such, are you able to provide your availability so we can arrange a meeting between all parties.

Many thanks,

Sasha

Sasha Boland
Principal Transport Planner -- Transport and Mobility Planning

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-LAEmHhHzdJz8ITWfa4Hgs7pbKl

Appendix C

Observed AM - Vehicles

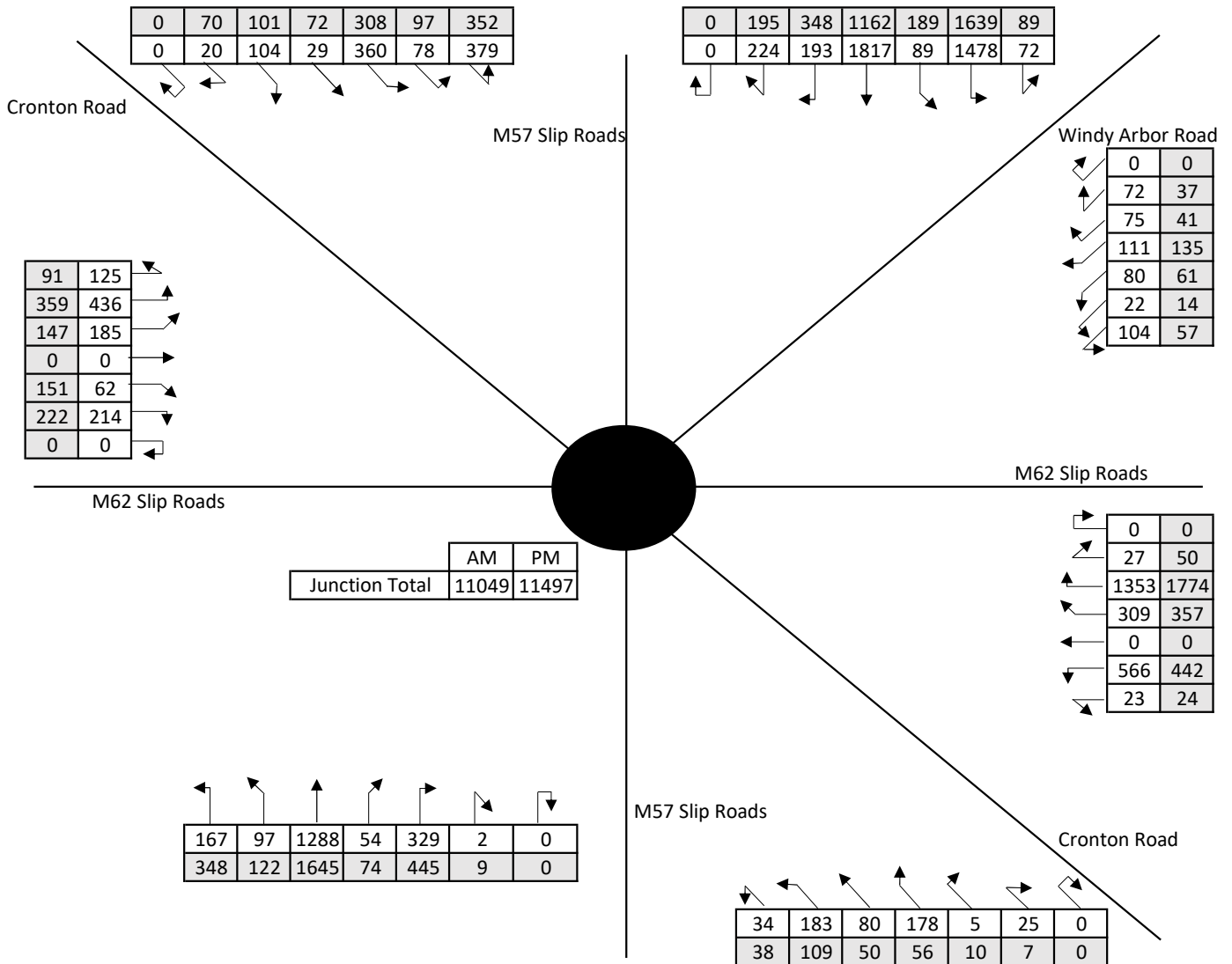
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Observed PM - Vehicles

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



2025 Opening Year AM - Vehicles

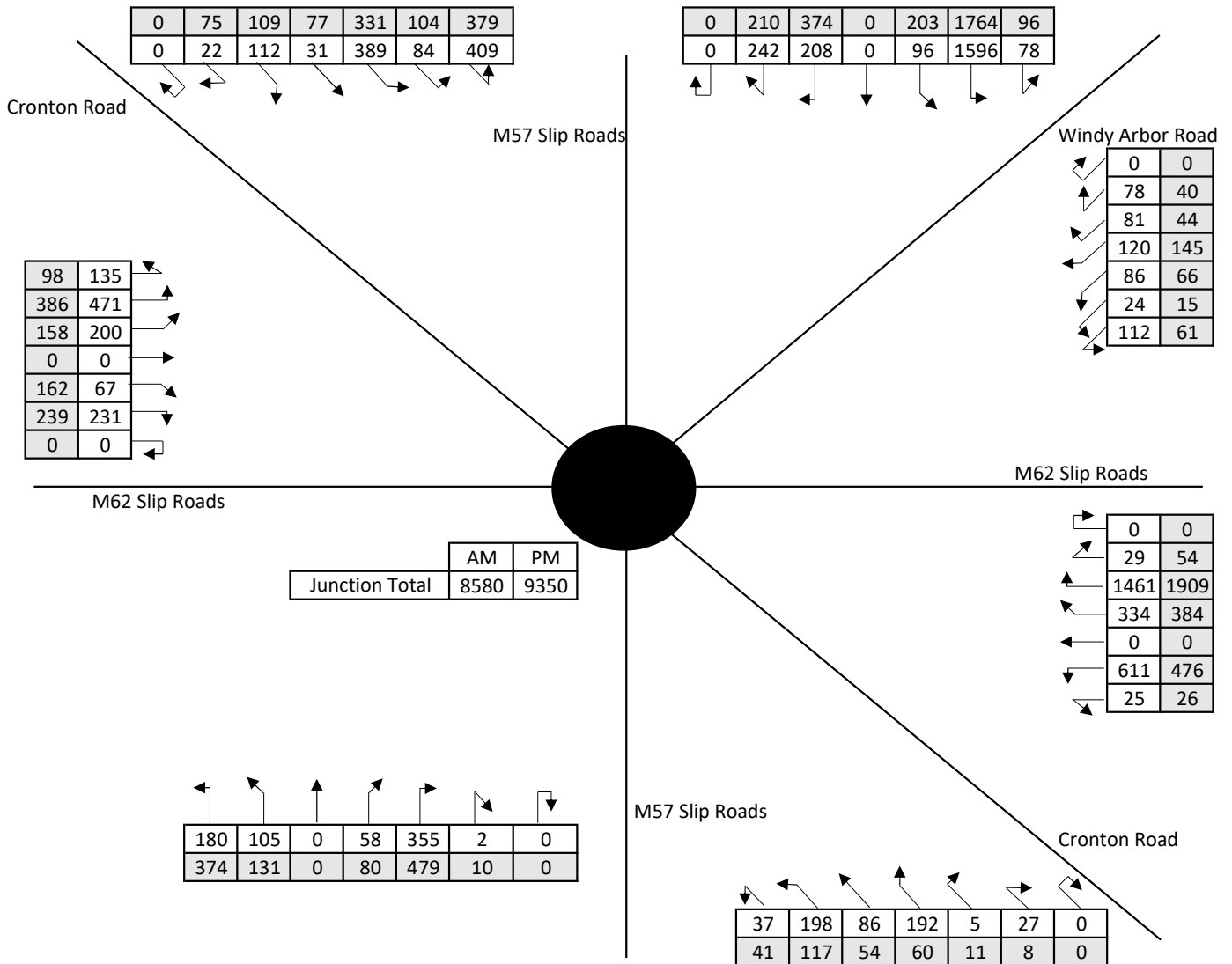
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2025 Opening Year PM - Vehicles

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



2025 + Cumulative AM

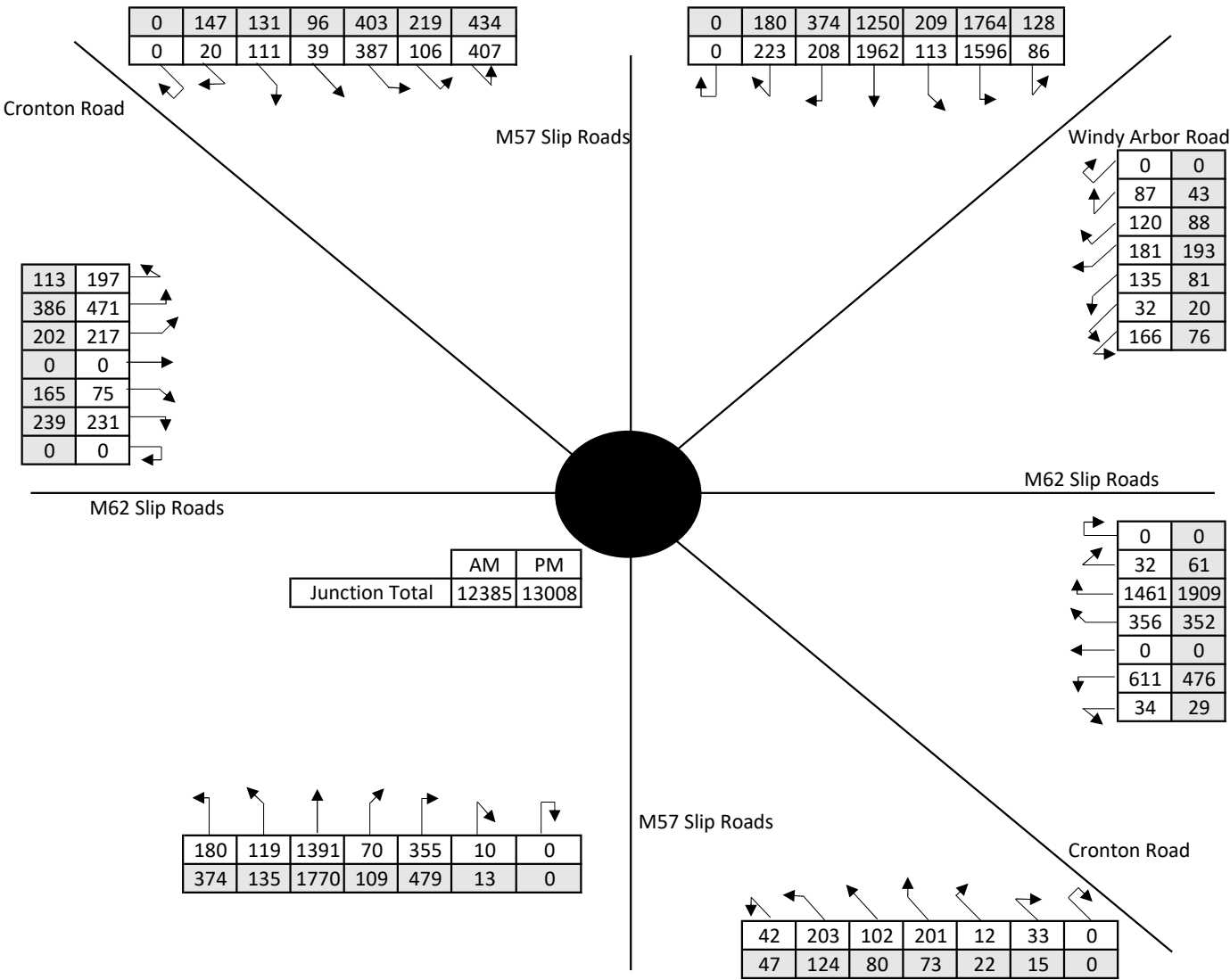
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2025 + Cumulative PM

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



AM Coppice Lane

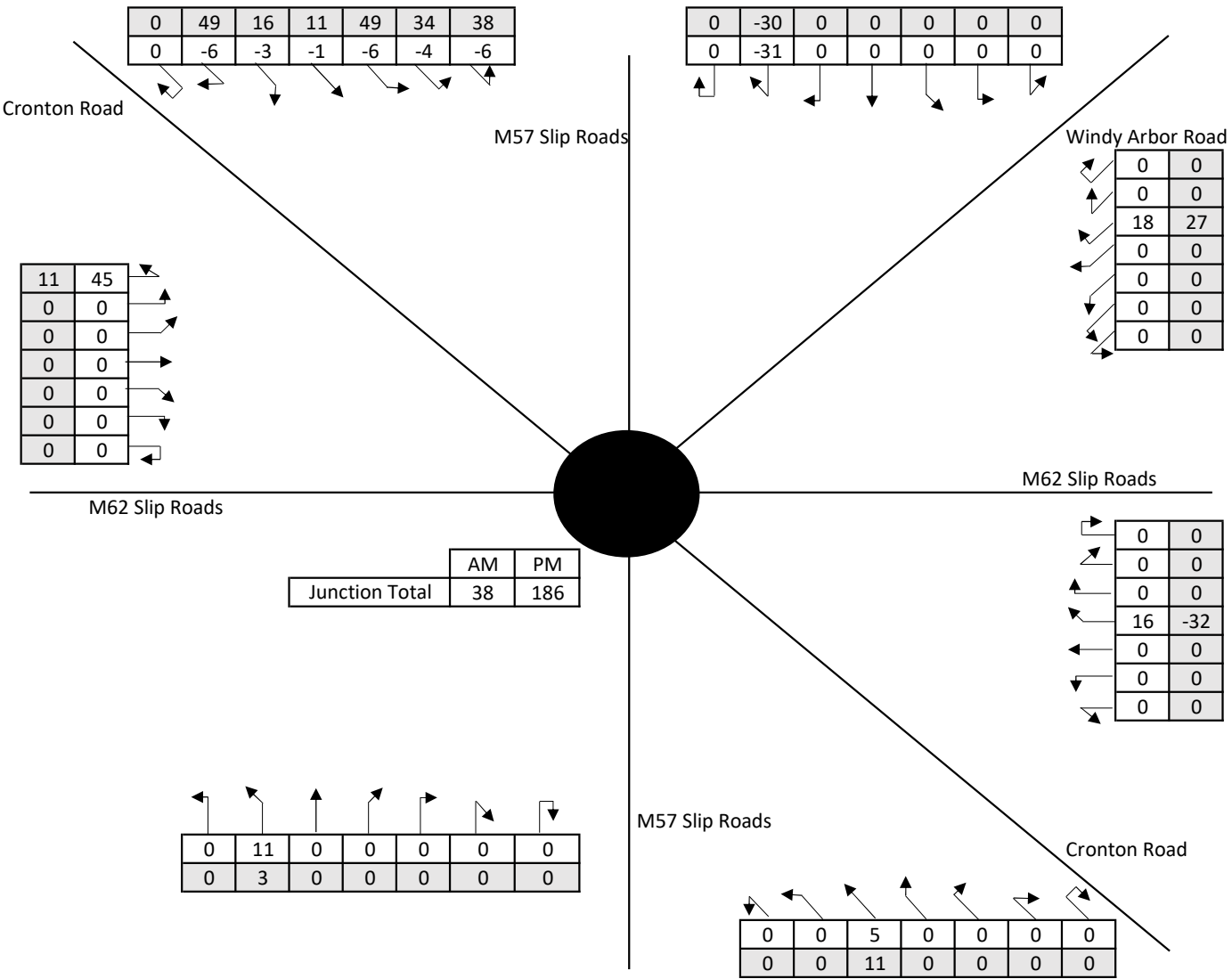
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PM Coppice Lane

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



AM Cronton Mercury Flows

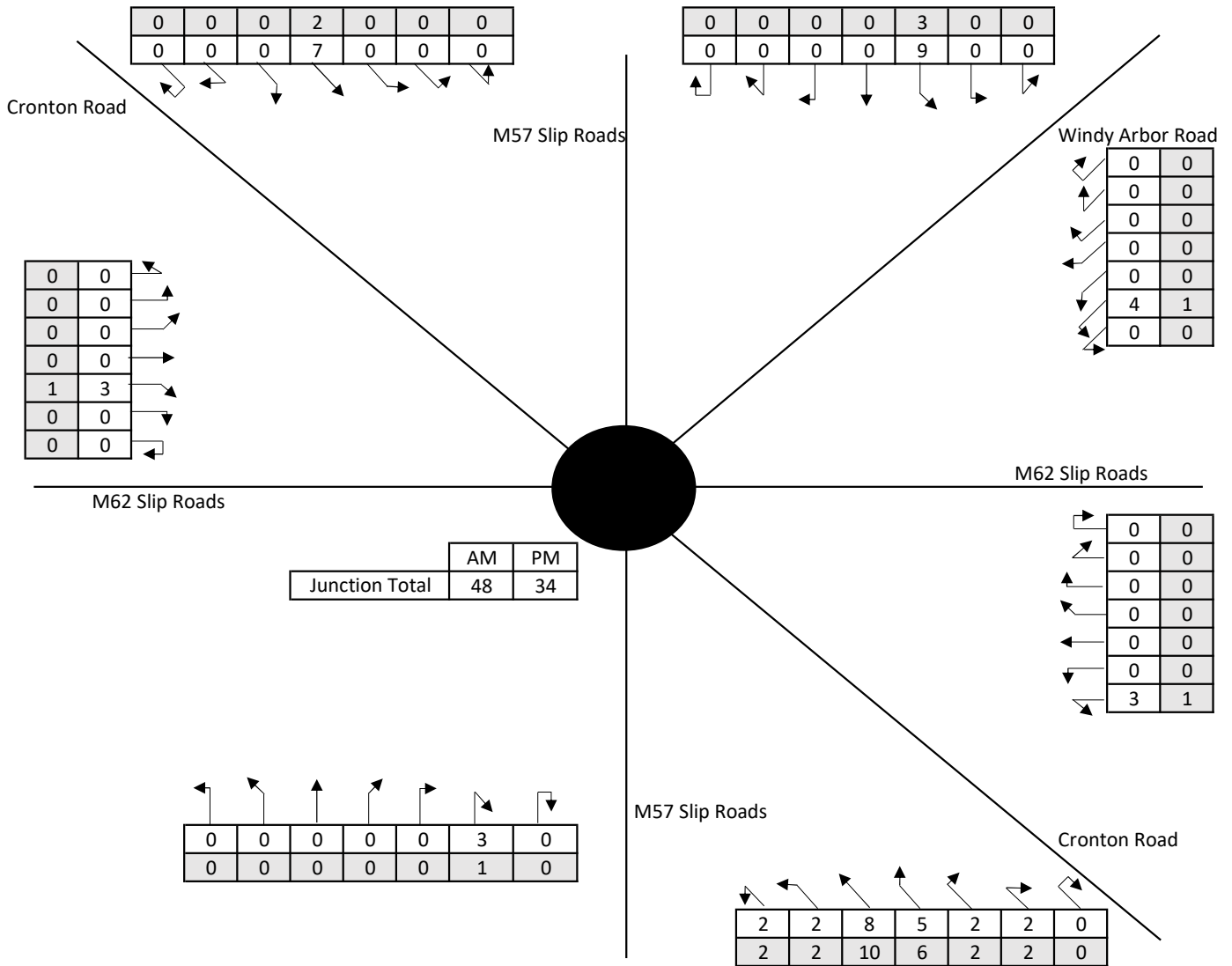
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PM Cronton Mercury Flows

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



AM Halsnead Flows

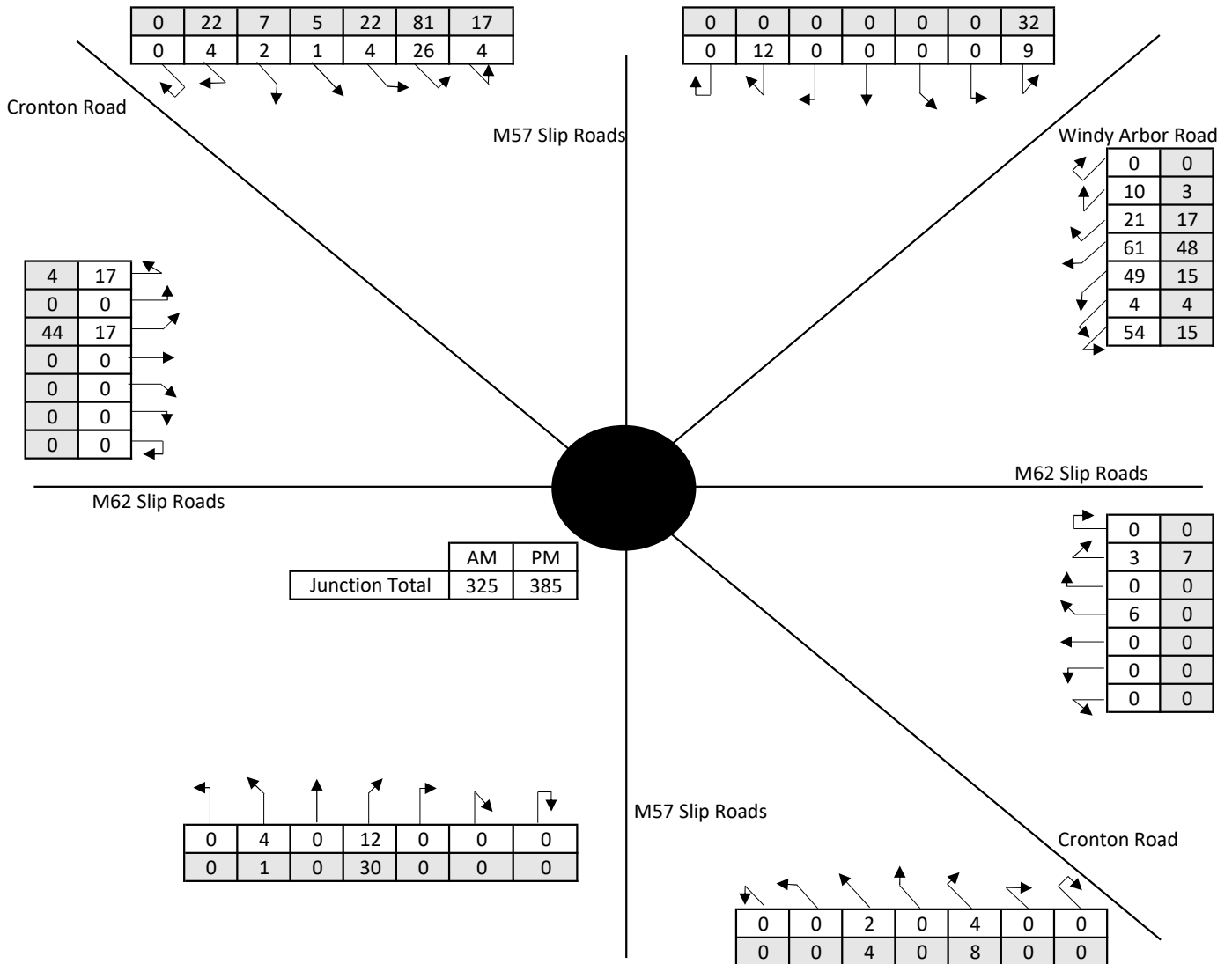
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PM Halsnead Flows

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



2025 + Cumulative + Development AM

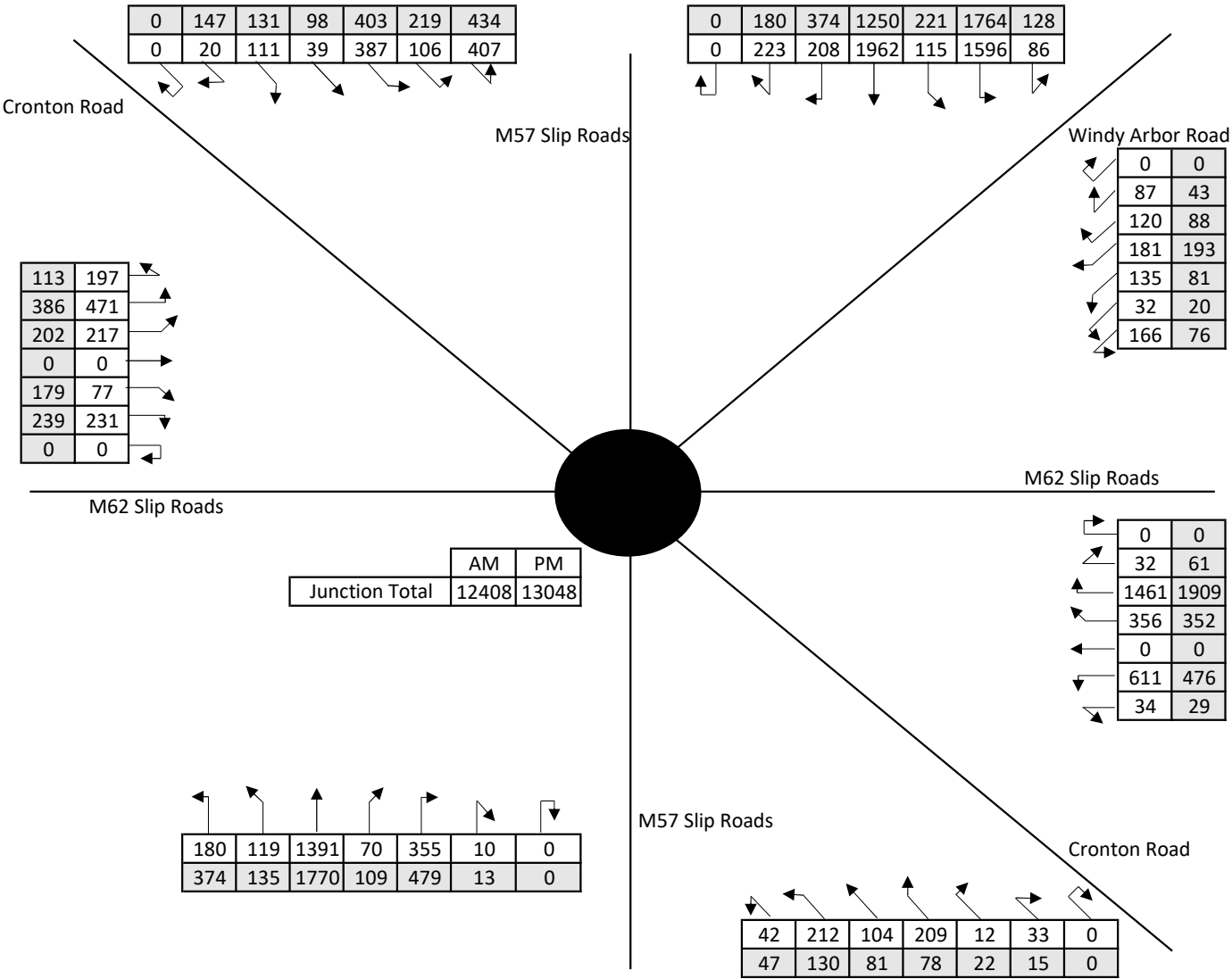
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2025 + Cumulative + Development PM

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



AM Symmetry Park Flows

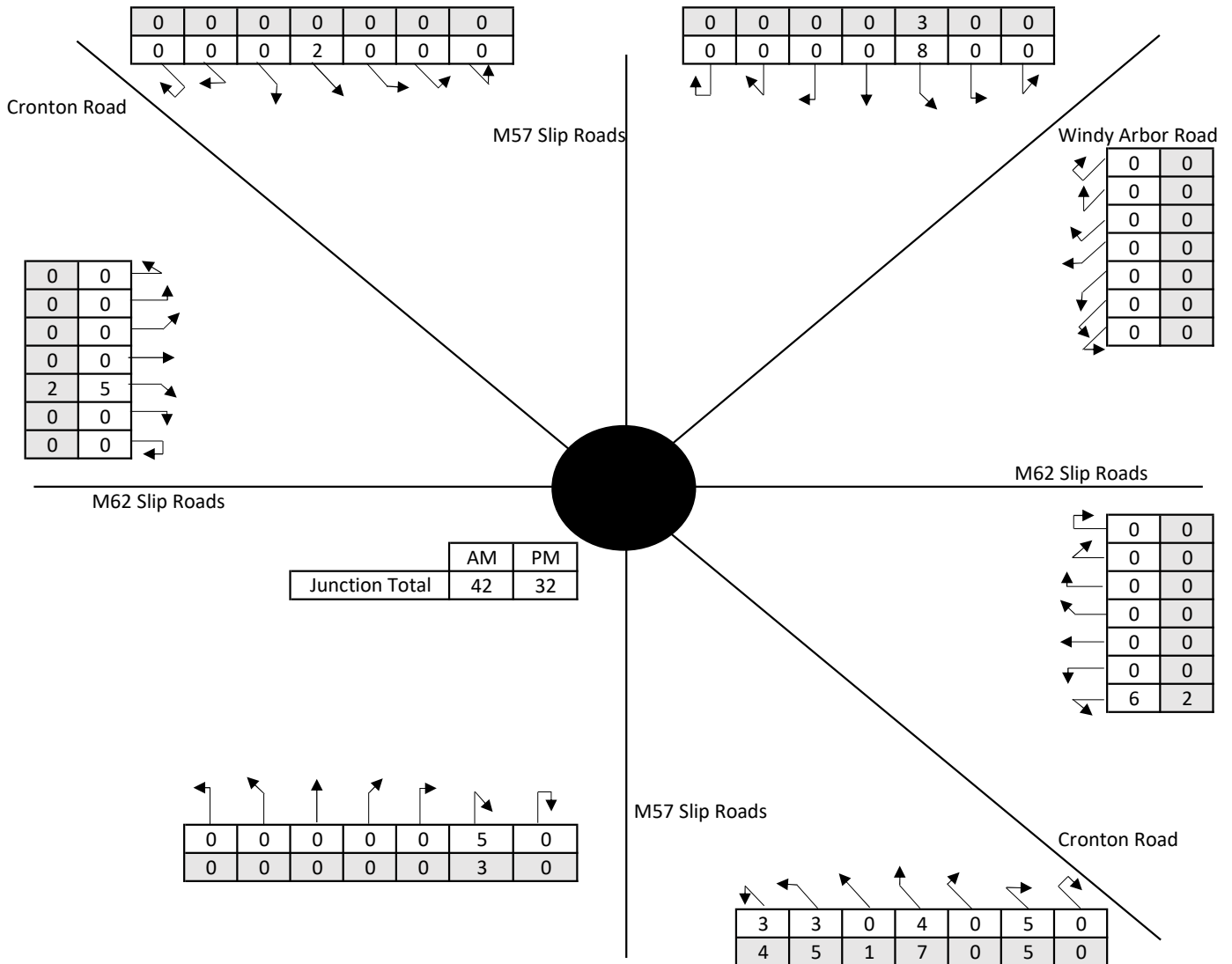
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PM Symmetry Park Flows

M62 J6 - Tarbock Interchange

AM Peak Hour

PM Peak Hour



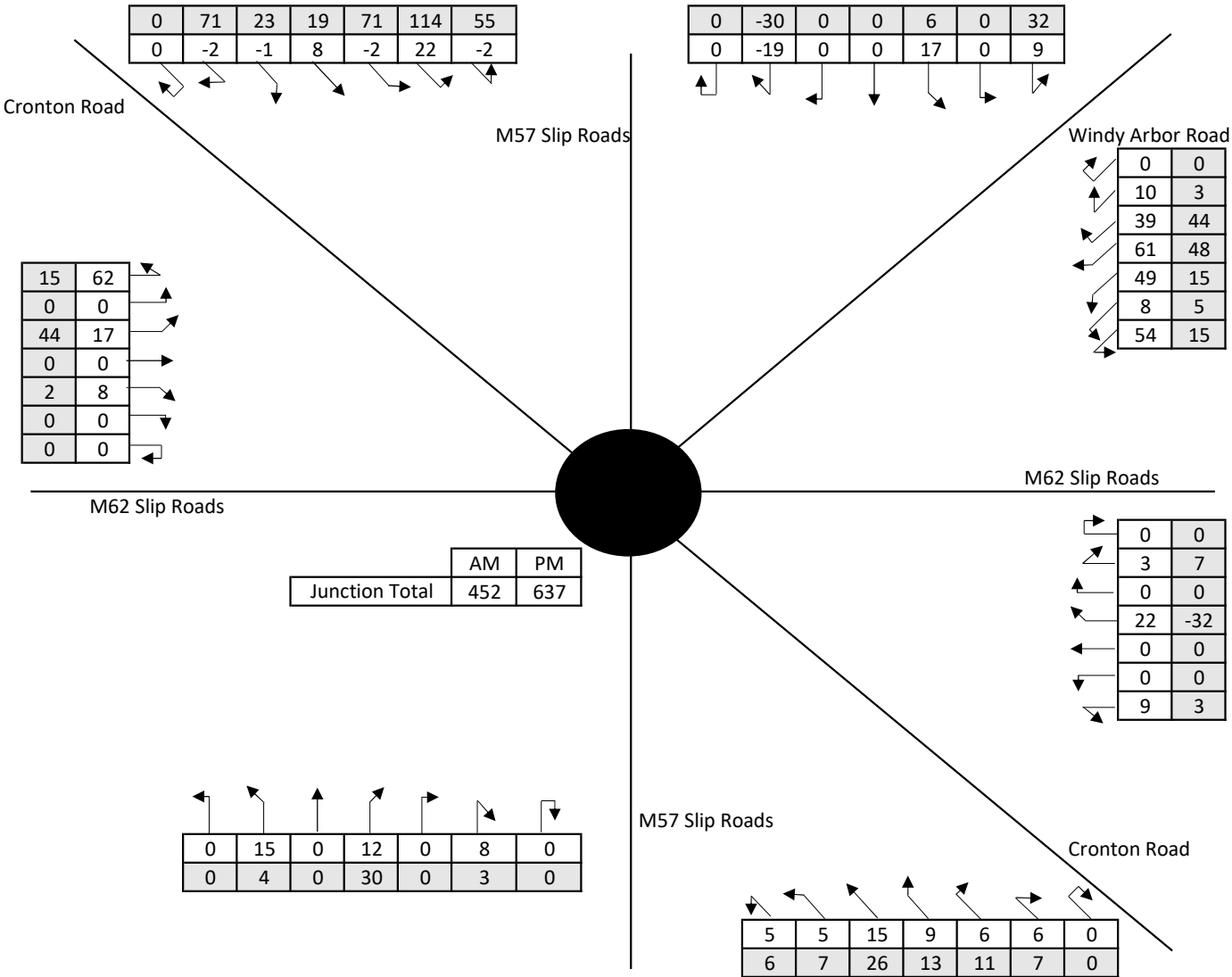
Total Committed AM

&

Total Committed PM

M62 J6 - Tarbock Interchange

AM Peak Hour
PM Peak Hour



Appendix D

From: [Ben Stone](#)
Sent on: 27 March 2024 10:57:09
To: [Tom Monk](#)
Subject: FW: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Ben Stone
Principal Transport Planner -- Transport and Mobility Planning

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From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Sent: Thursday, January 11, 2024 11:38 AM
To: Ben Stone <ben.stone@slrconsulting.com>
Cc: Parry, Jon <Jon.Parry@knowsley.gov.uk>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Morning Ben,

No other committed developments worth considering from our end,

Best Regards,

Anthony Morley
Team Leader -- Highway Development Control
Highways and Capital Delivery

Telephone: [0151 443 5030](tel:01514435030)
Mobile: [07385 347627](tel:07385347627)

Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

From: Morley, Anthony
Sent: Wednesday, January 10, 2024 3:22 PM
To: Ben Stone <ben.stone@slrconsulting.com>
Cc: Parry, Jon <Jon.Parry@knowsley.gov.uk>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Afternoon Ben,

Let me have a quick check for you,

As a side note, a review of Tarbock Island is a National Highways request and any approval for the appropriateness of an assessment should be run by them as well as ourselves,

Best Regards,

Anthony Morley
Team Leader -- Highway Development Control
Highways and Capital Delivery

Telephone: [0151 443 5030](tel:01514435030)
Mobile: [07385 347627](tel:07385347627)

Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Tuesday, January 9, 2024 1:08 PM
To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Cc: Parry, Jon <Jon.Parry@knowsley.gov.uk>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Afternoon Anthony

Do you have any comments on the below before we ask WSP to proceed?

Thanks

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Friday, January 5, 2024 10:27 AM

To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Cc: Parry, Jon <Jon.Parry@knowsley.gov.uk>; kevin.foster@knowsley.gov.uk; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Morning Anthony

We have been in touch with WSP, and they are able to provide us with the flow matrices used to inform the Tarbock Interchange VISSIM model.

I just want to run the approach by you first.

WSP can provide a 2025 scenario which includes the committed developments used in the Mercury 62 TA Addendum (Nov 2022). Attached – Table 2.3 for committed developments.

If there are any other committed developments which we may need to consider then please let me know.

Kind Regards
Ben

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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E ben.stone@slrconsulting.com

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From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Sent: Friday, December 15, 2023 3:28 PM
To: Ben Stone <ben.stone@slrconsulting.com>
Cc: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Afternoon,

Try contacting amanda.fogg@wsp.com

Best regards,

Anthony Morley
Team Leader -- Highway Development Control
Highways and Capital Delivery

Telephone: [0151 443 5030](tel:01514435030)
Mobile: [07385 347627](tel:07385347627)

Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Thursday, December 14, 2023 4:41 PM
To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Ok thanks both

Could you provide us with a WSP contact please?

If we can derive some flows with all the relevant com devs from WSP model, that should satisfy National Highways.

Kind Regards

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Sent: Thursday, December 14, 2023 11:32 AM
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>; Ben Stone <ben.stone@slrconsulting.com>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor

<brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk

Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

To add a point on to the below, it's probably WSP that may be best to ask, as they have the model and most recently run traffic flows,

National Highways will have already approved the traffic flows of the latest model runs (or should have)

Best Regards,

Anthony Morley
Team Leader -- Highway Development Control
Highways and Capital Delivery

Telephone: [0151 443 5030](tel:01514435030)

Mobile: [07385 347627](tel:07385347627)

Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

From: Parry, Jon <Jon.Parry@knowsley.gov.uk>

Sent: Thursday, December 14, 2023 11:27 AM

To: Ben Stone <ben.stone@slrconsulting.com>; Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>

Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk

Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Hi Ben,

Unfortunately our most recent count at Tarbock Island is from 2018, which has already been used for subsequent modelling. The model has been run by WSP in the last 12 months and therefore will include almost all relevant committed developments.

If you want to have the data, I am happy to send it to you, but I think there are more efficient ways for you to get what you need to satisfy NH. To reuse that data would require repeating all of the previous work that has already been done with regards to deriving the committed development flows.

I would recommend asking NH what the latest data they have is.

Kind regards

Jon

From: Ben Stone <ben.stone@slrconsulting.com>

Sent: Wednesday, December 13, 2023 4:23 PM

To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>

Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk

Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Hi Anthony

National Highways have asked us to derive a 2025 opening year with agreement from Knowsley.

Have these 2019/2020 matrices been used to inform other planning applications or the J6 improvements? If yes, I would consider these acceptable to NH.

Kind Regards

Ben

Ben Stone

Senior Transport Planner -- Transport and Mobility Planning

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From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Sent: Wednesday, December 13, 2023 3:59 PM
To: Ben Stone <ben.stone@slrconsulting.com>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Afternoon Ben

As a check, have you clarified with National Highways that they would be satisfied for 2019 traffic data to be used to assess Tarbock Island?

Best Regards,

Anthony Morley
Team Leader -- Highway Development Control
Highways and Capital Delivery

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Mobile: [07385 347627](tel:07385347627)

Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Wednesday, December 13, 2023 3:57 PM
To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor

<brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk

Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Afternoon Anthony

Thanks for confirming about J7.

With regards to J6, you mentioned a 2019/2020 matrix which I'm happy to use this if it's the most recent data. Do you know when will this be available to use?

We also need to derive a 2025 baseline, so could you confirm which committed developments may not be reflected in the 2019/2020 matrix?

If you also have growth factors up to 2025 that would be useful. If not, we can derive our own.

Kind Regards

Ben

Ben Stone

Senior Transport Planner -- Transport and Mobility Planning

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From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>

Sent: Thursday, December 7, 2023 12:12 PM

To: Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Ben Stone <ben.stone@slrconsulting.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>

Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk

Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Morning Ellie,

J7 sits outside of Knowsley and we don't have an OD for the junction which could be useable as a result,

Best Regards,

Anthony Morley

Team Leader -- Highway Development Control

Highways and Capital Delivery

Telephone: [0151 443 5030](tel:01514435030)
Mobile: [07385 347627](tel:07385347627)

Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

From: Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>
Sent: Thursday, December 7, 2023 12:09 PM
To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; Ben Stone <ben.stone@slrconsulting.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk
Subject: Re: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Thank you for the response Anthony, sadly despite I-Transport being employed on this project, they did the work for Redrow and therefore can't disclose the information other than that which is already in the public domain. We were asked specifically to check with Knowsley what other projects have been approved that impact on the m62 junctions so hence the request.

Many thanks for your assistance
Ellie

Sent from [Outlook for iOS](#)

From: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>
Sent: Wednesday, December 6, 2023 10:30:14 AM
To: Ben Stone <ben.stone@slrconsulting.com>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>; Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk
Subject: RE: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

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Good Morning

J7 of the M62 has recently had an assessment completed by i-Transport I believe. I know they are involved on this particular project so they are best to ask as a first option I think.

Jon Parry CCed will provide an OD matrix for Tarbock from 2019/2020 I believe,

Best Regards,

Anthony Morley
Team Leader -- Highway Development Control
Highways and Capital Delivery

Telephone: [0151 443 5030](tel:01514435030)
Mobile: [07385 347627](tel:07385347627)

Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Friday, November 10, 2023 1:34 PM
To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; Foster, Kevin <Kevin.Foster@knowsley.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk
Subject: External Mail: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

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Afternoon Both

Are you able to consider my email below please?

We are looking to respond to NH as quickly as possible. They have requested a 2025 baseline at M62 J6 and J7 and would appreciate if you could share the best data available to create this baseline.

Kind Regards

Ben

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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M [+44 7535578045](tel:+447535578045)
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From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Monday, October 30, 2023 9:50 AM

To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; kevin.foster@knowsley.gov.uk
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk
Subject: RE: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Morning Both

Have you had time to review my email below?

Let me know if you have any queries.

Kind Regards

Ben

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Wednesday, October 18, 2023 4:05 PM
To: Morley, Anthony <Anthony.Morley@knowsley.gov.uk>; kevin.foster@knowsley.gov.uk
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Ellie Gale - TW Strategic Land <Ellie.Gale@taylorwimpey.com>; Brian O'Connor <brian.oconnor@lichfields.uk>; abigail.knowles@lichfields.uk
Subject: 23/00276/ADJ & 23/00244/OUT - Chapel Lane, Widnes - M62 J6 and J7

Afternoon Both

Hope you're both doing well.

We are trying to address comments that have been raised by WSP to satisfy National Highways in terms of our impact on the M62 J6 and J7. We have been asked to create a baseline year for 2025 (i.e. opening year). We are hoping you can provide some guidance on obtaining flows and agreeing committed developments.

M62 J6 – Tarbock Interchange

We have previously referenced work for Mercury 62 (ref: 22/00587/FUL), which includes modelling results from the VISSIM model of the existing and proposed layouts for M62 J6. However, this does not show the total flows used in the scenarios.

I have scanned over the planning portal and found a Technical Note (Dec 2020) for Symmetry Park (former Cronton Colliery site – Ref: 20/00494/HYB). This includes total flows of the M62 J6 for ‘2022 Baseline + Development’ and ‘2030 Baseline + Development’.

These baselines include TEMPro, the Halsnead North applications, and any phasing of the Halsnead applications for the 2022 scenario.

To derive a 2025, I could simply find the difference between 2022 and 2030, and proportionally apply those differences. This would then include TEMPro and account for any phasing at Halsnead.

However, it is acknowledged that this Technical Note is 3-years old now and sites may have changed. So, could you confirm if this approach is acceptable? Or if there are any other considerations you have (i.e. other survey data, committed developments etc)?

M62 J7 – Rainhill Stoop Interchange

Similarly, we need to derive a 2025 baseline for M62 J7.

This has been produced already by another application in Halton - Land at Mill Green Farm (Ref: 22/00178/FUL). These scenarios include the following committed developments and allocations:

- &#0;. Lea Green Farm
- &#0;. Former Ibstock Brickworks
- &#0;. Sutton Heath
- &#0;. Mere Grange
- &#0;. Halton Site Allocations (SRL 7 Allocations):
 - o W2
 - o W9
 - o W10
 - o W11
 - o W40
 - o W49

It would be helpful if you can advise on any additional sites/allocations that we should include at M62 J7?

Any guidance on this would be much appreciated, and happy to set up a call to discuss if easier.

Kind Regards

Ben

Ben Stone
Senior Transport Planner -- Transport and Mobility Planning

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E ben.stone@slrconsulting.com



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Appendix E

Chester Lane AM

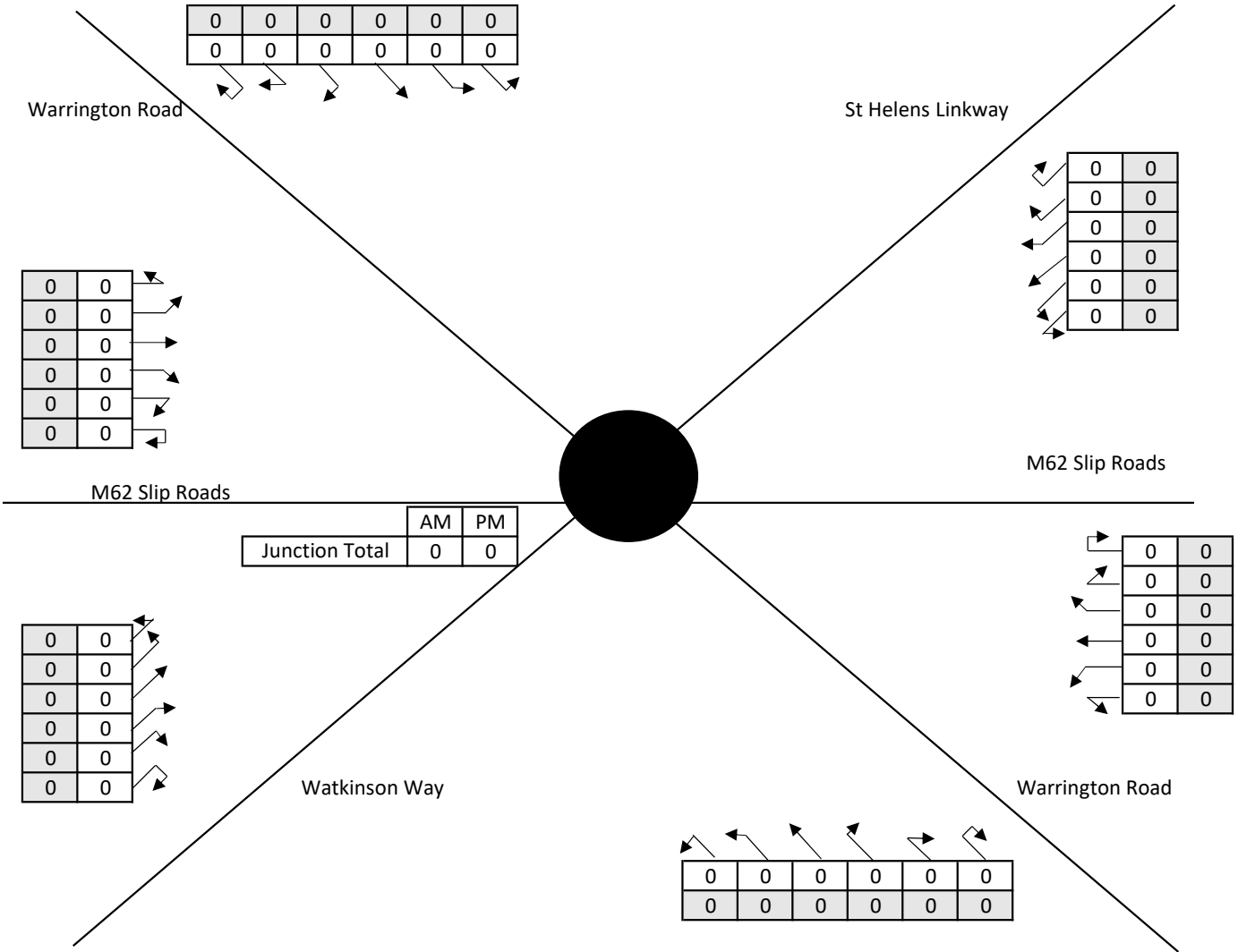
&

Chester Lane PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Gartons Lane AM

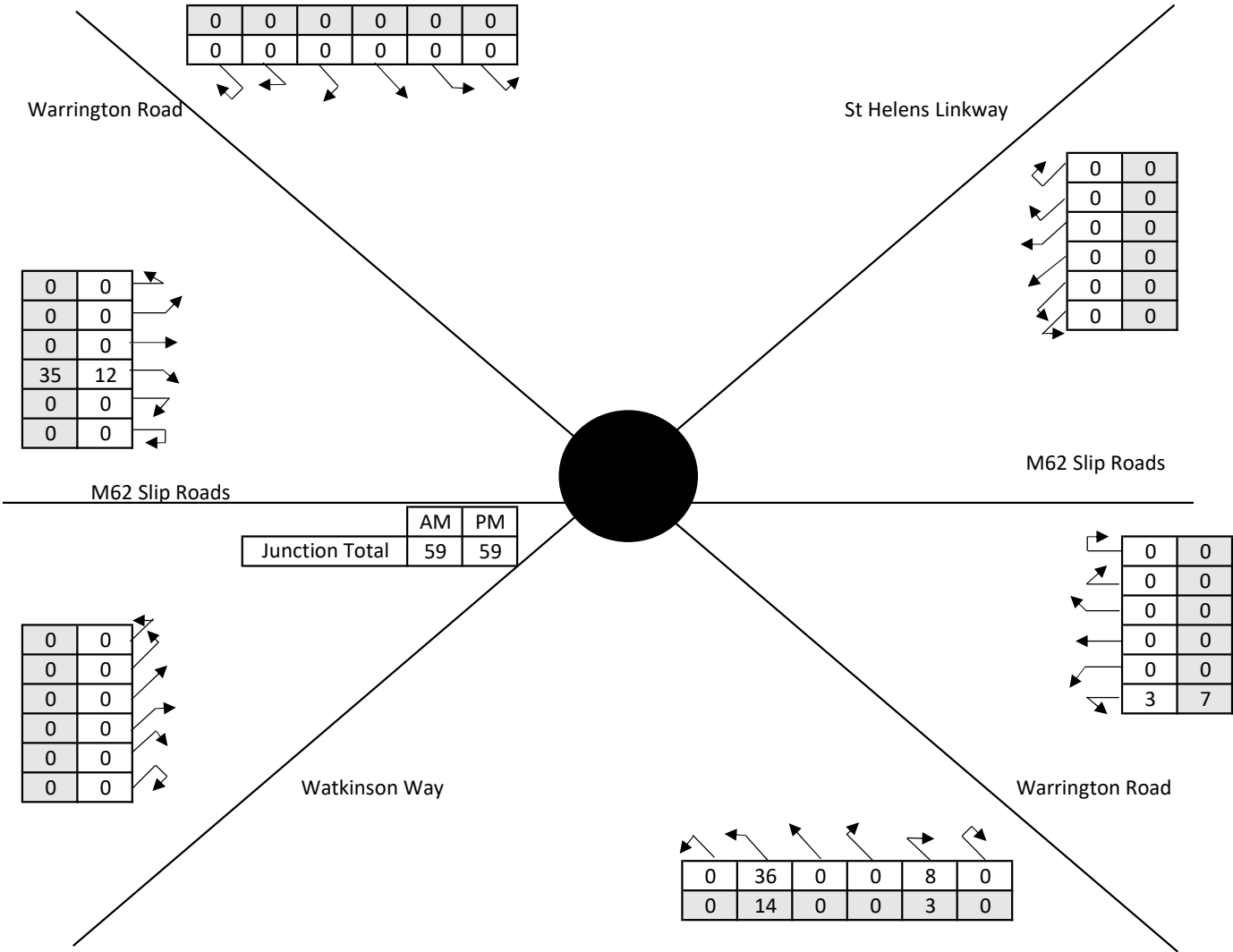
&

Gartons Lane PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Former Ibstock Brickworks - AM

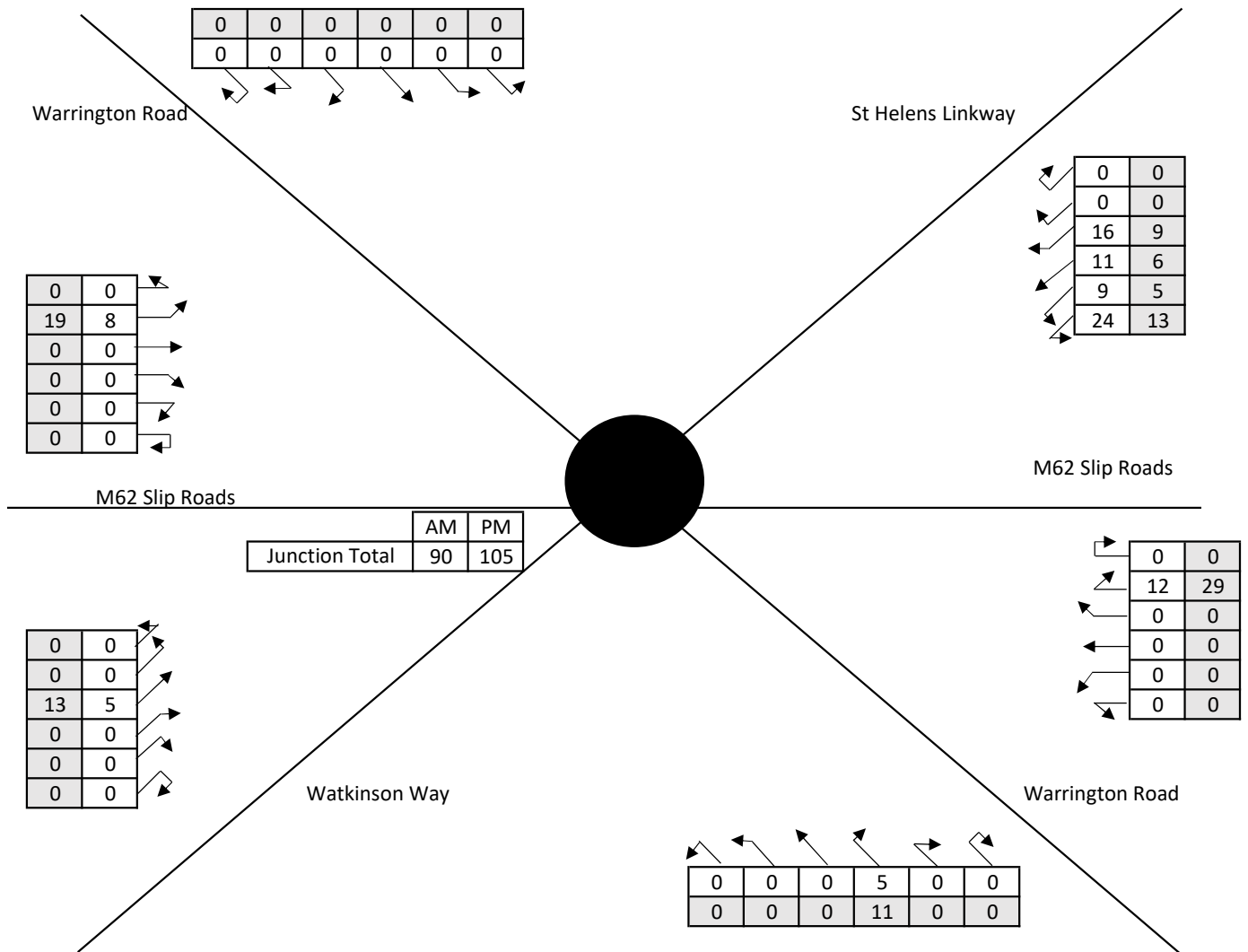
&

Former Ibstock Brickworks - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Lea Green Farm - AM

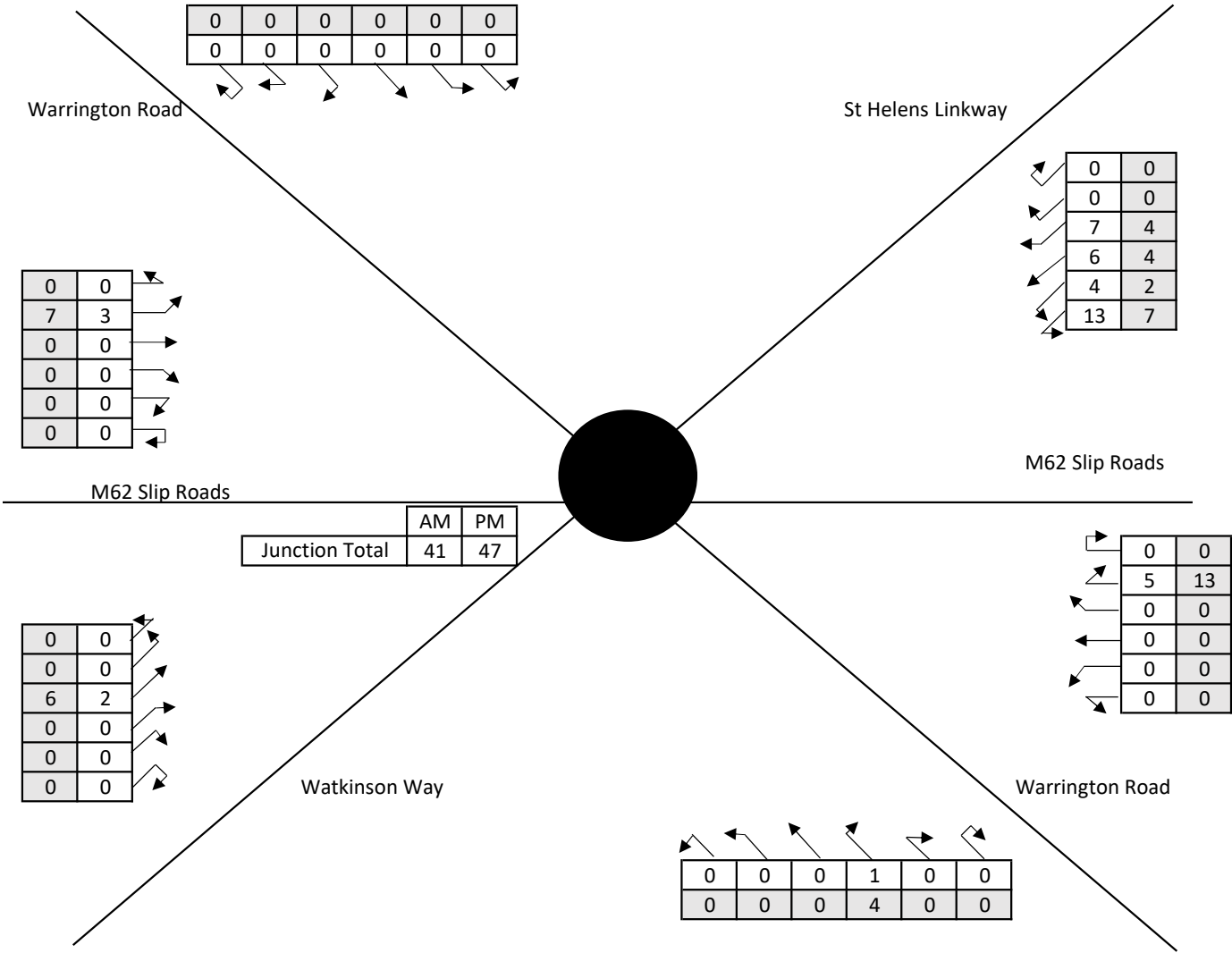
&

Lea Green Farm - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Lea Green Station - AM

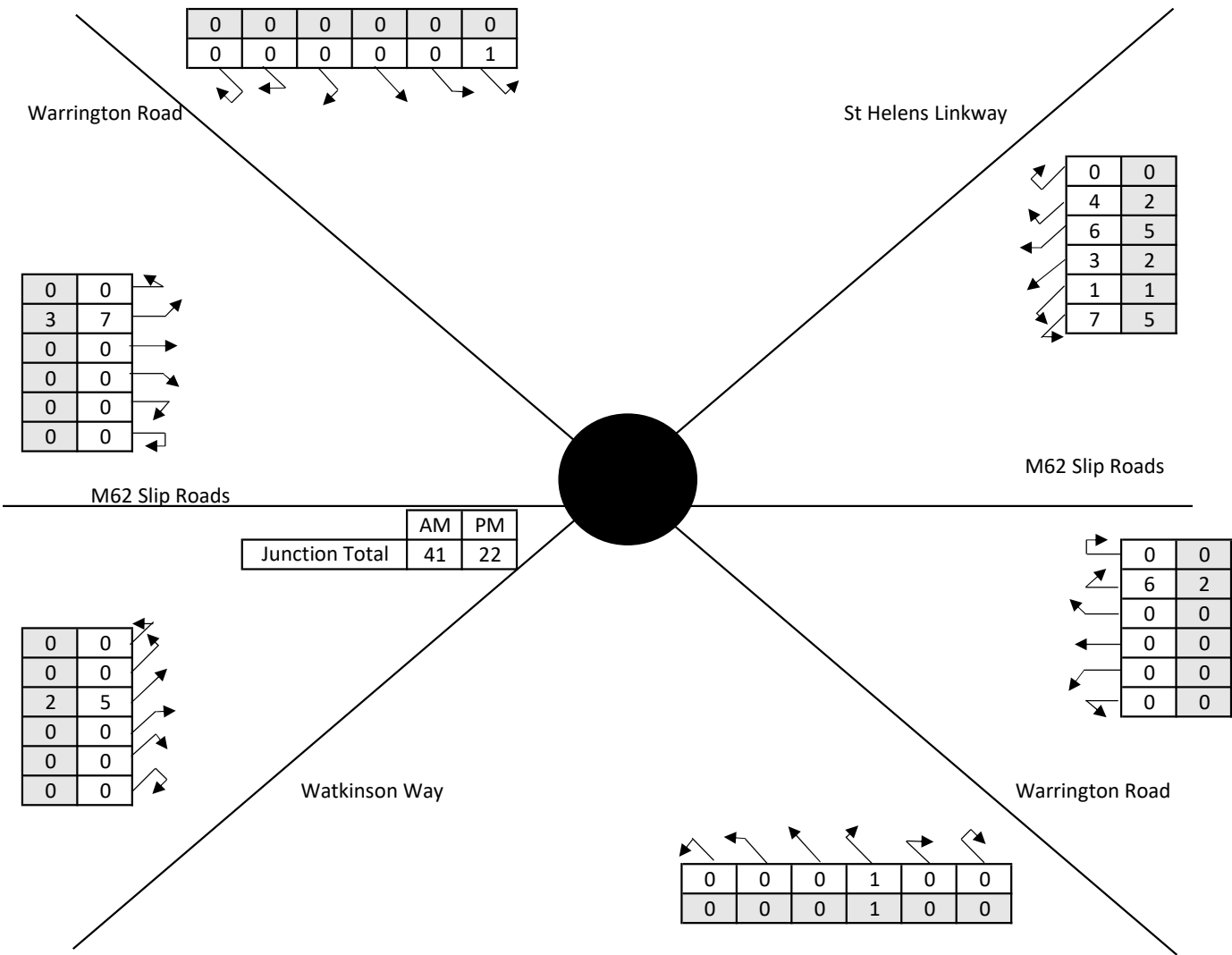
&

Lea Green Station - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Linkway Distribution AM

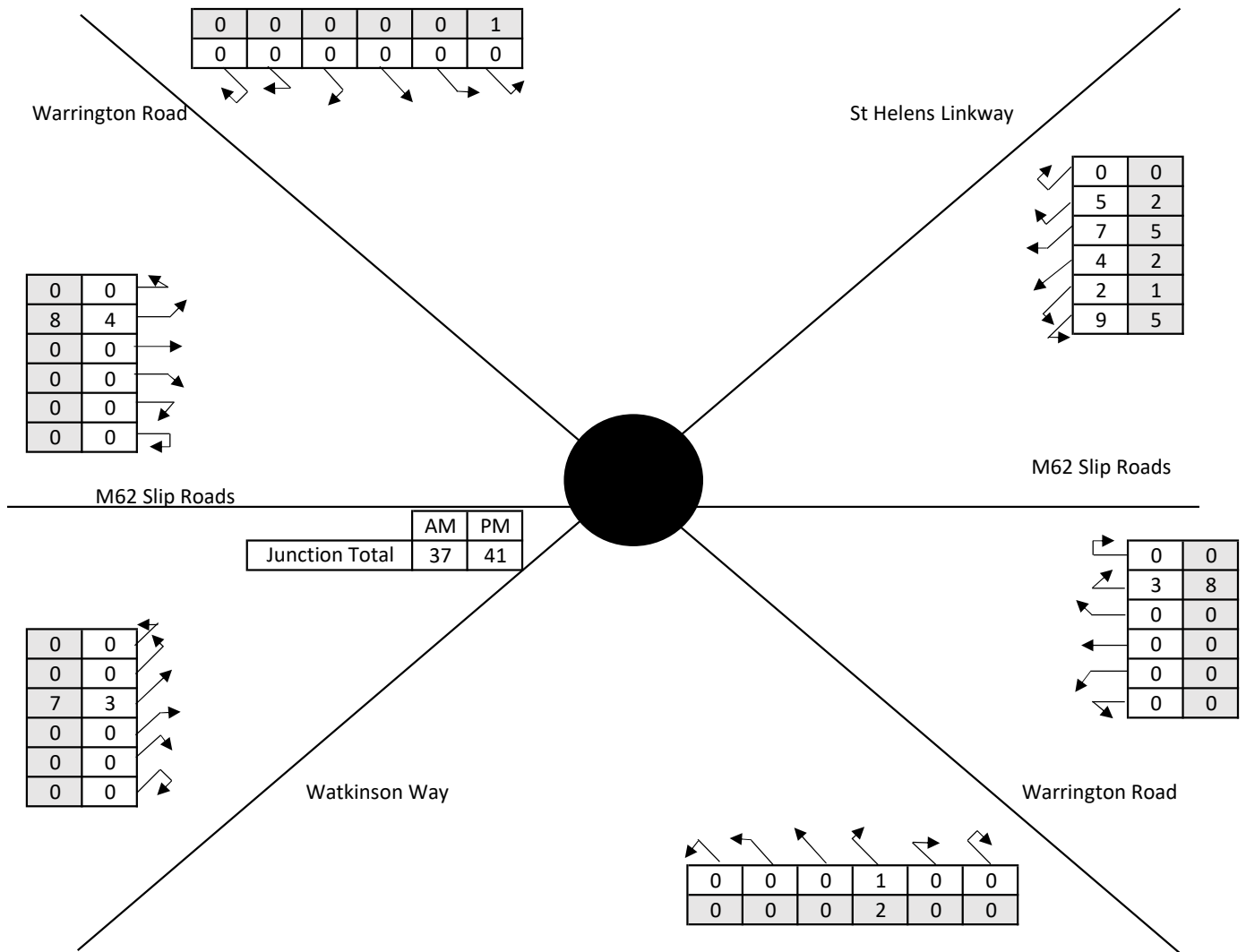
&

Linkway Distribution PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Mere Grange - AM

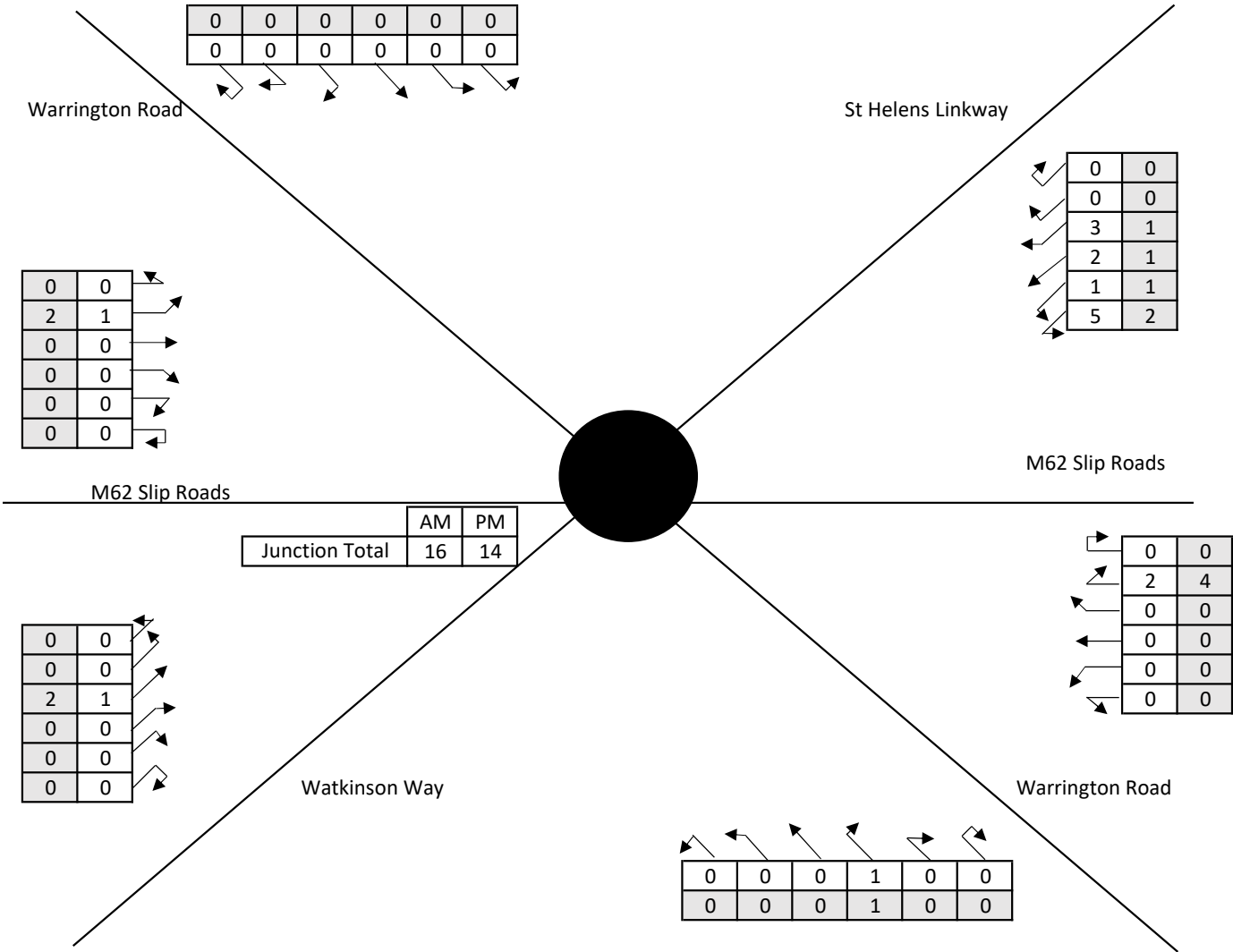
&

Mere Grange - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Mill Green Farm AM (Sens)

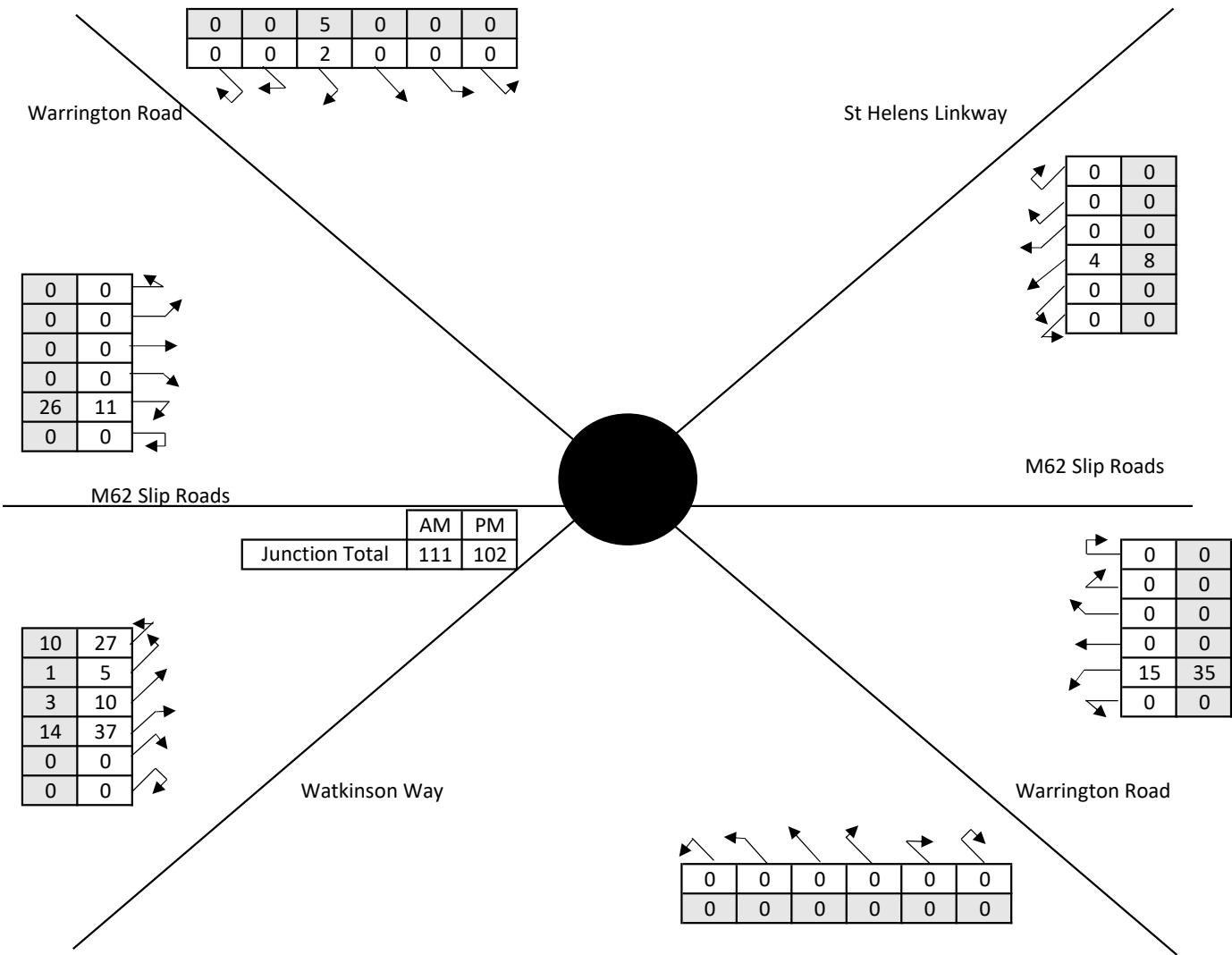
&

Mill Green Farm PM (Sens)

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Oak Villa AM (Sens)

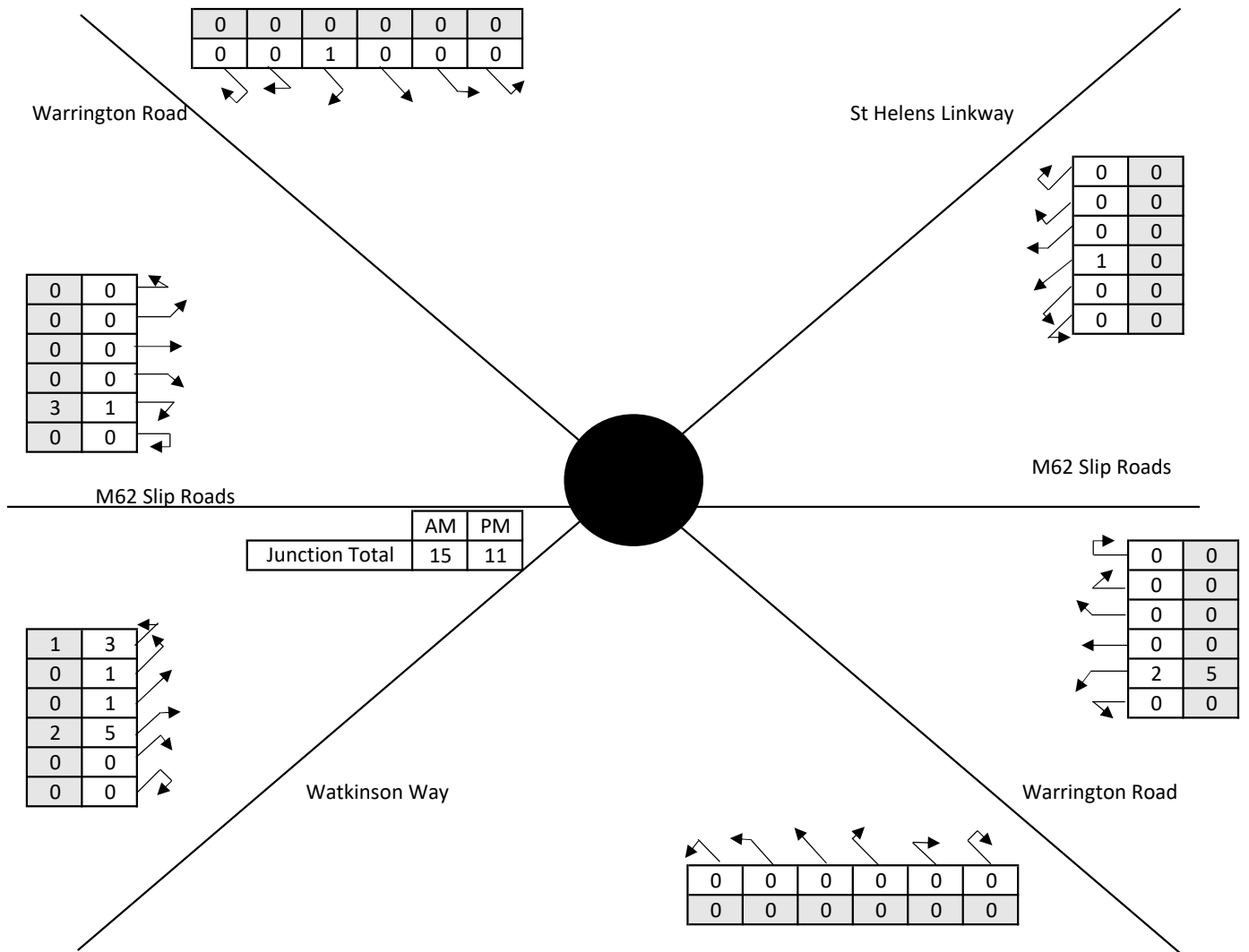
&

Oak Villa PM (Sens)

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Observed AM - Vehicles

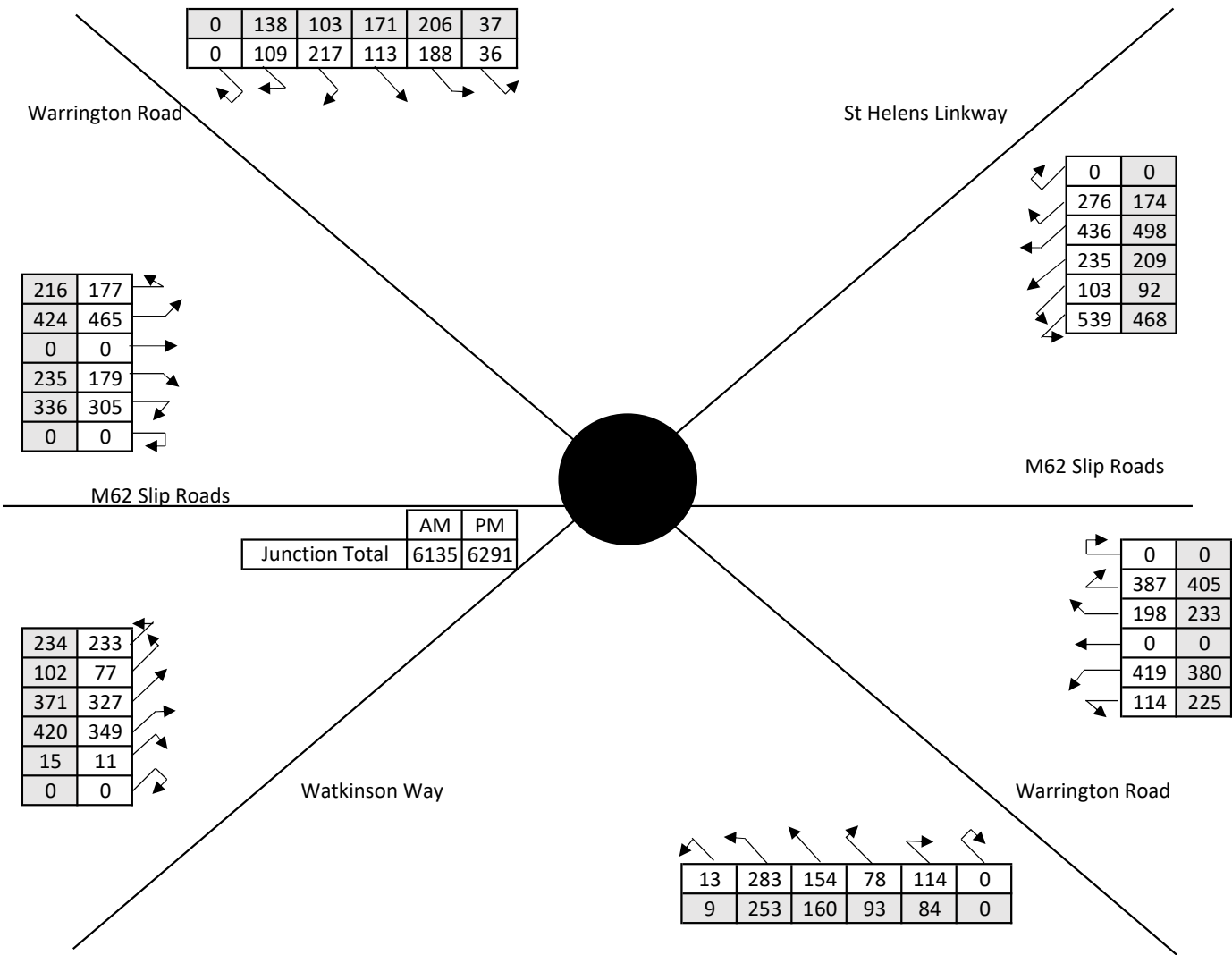
&

Observed PM - Vehicles

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Omega, St Helens AM (1EA)

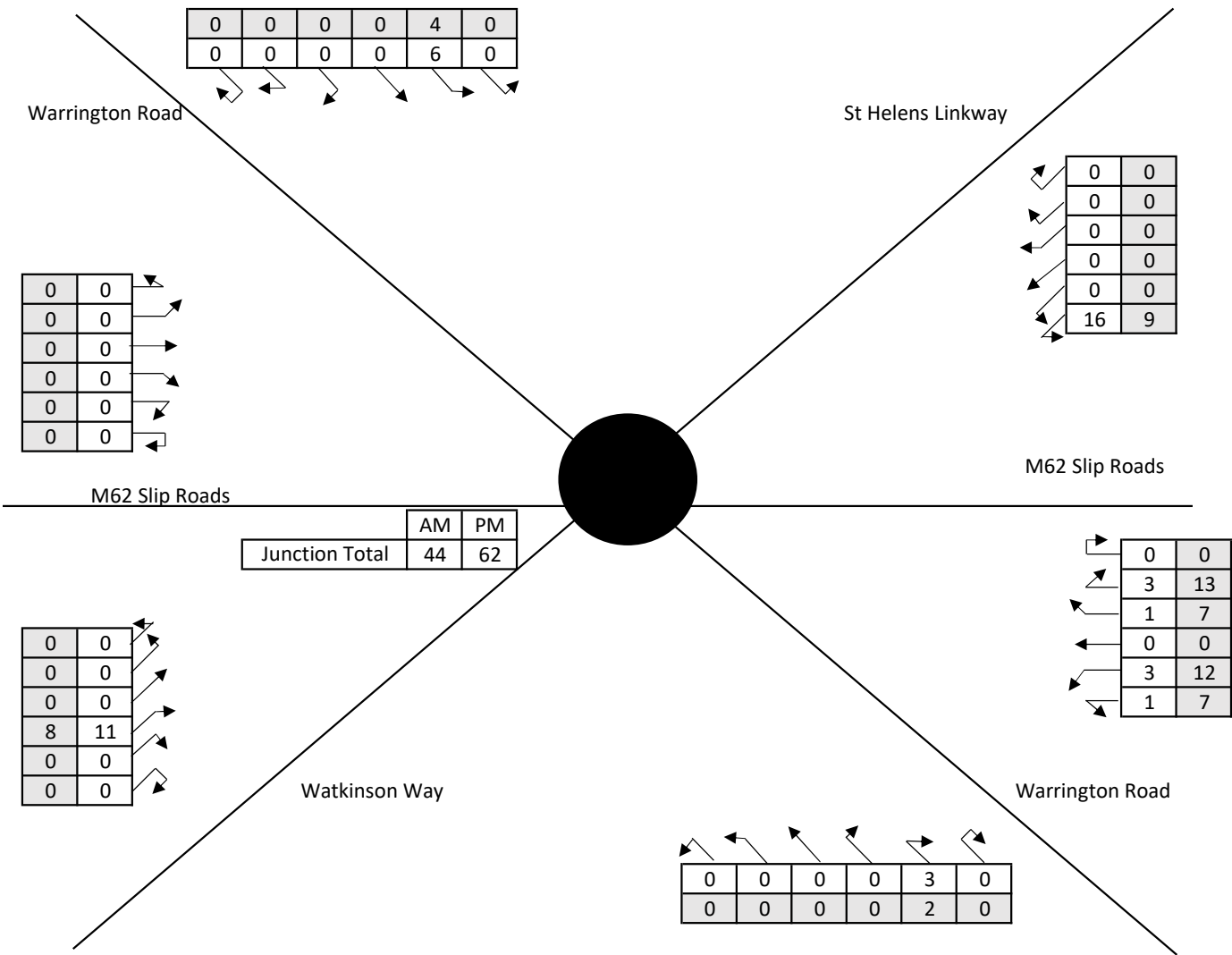
&

Omega, St Helens PM (1EA)

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Omega, St Helens AM (1ES)

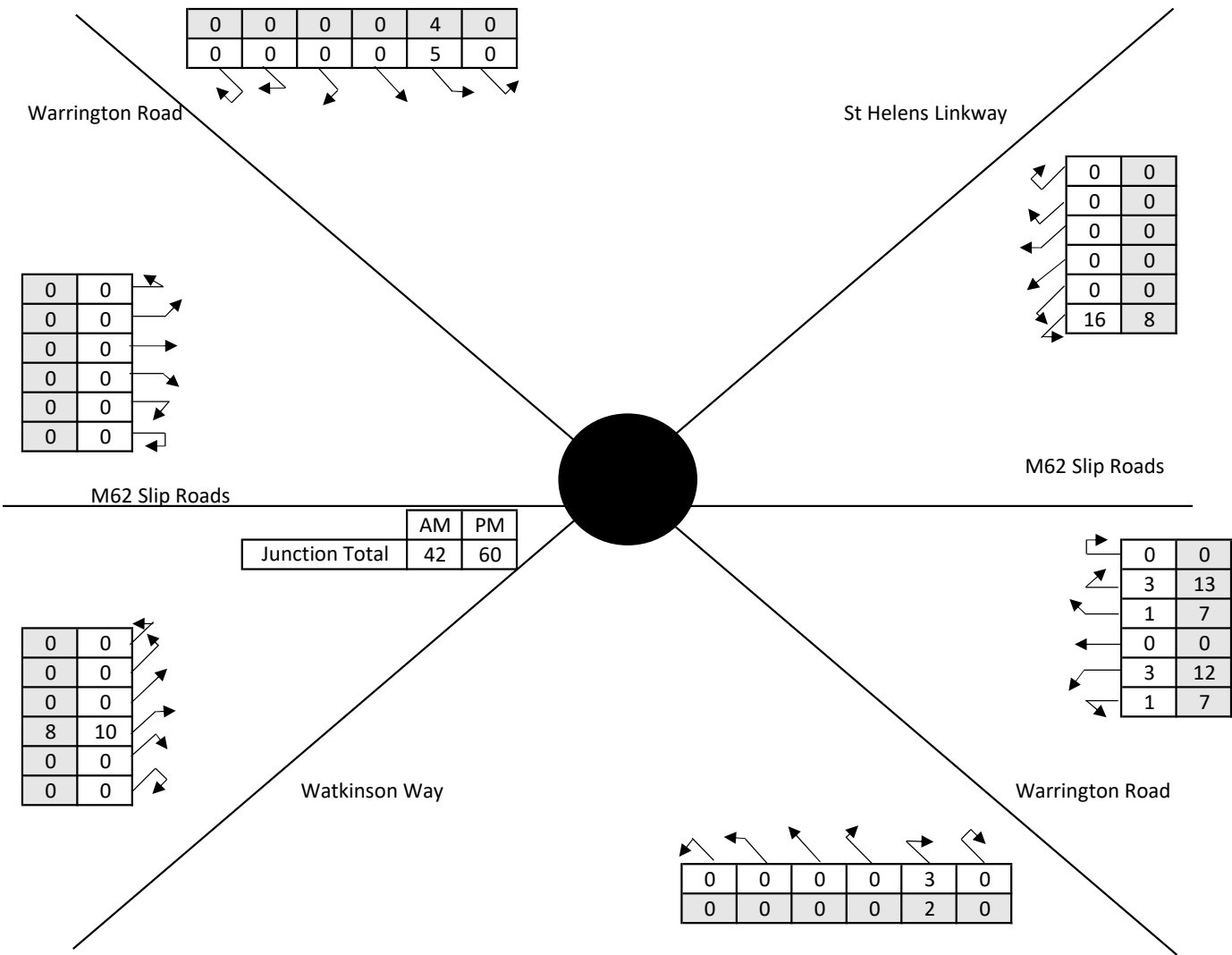
&

Omega, St Helens PM (1ES)

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



2025 + Cumulative + Development AM

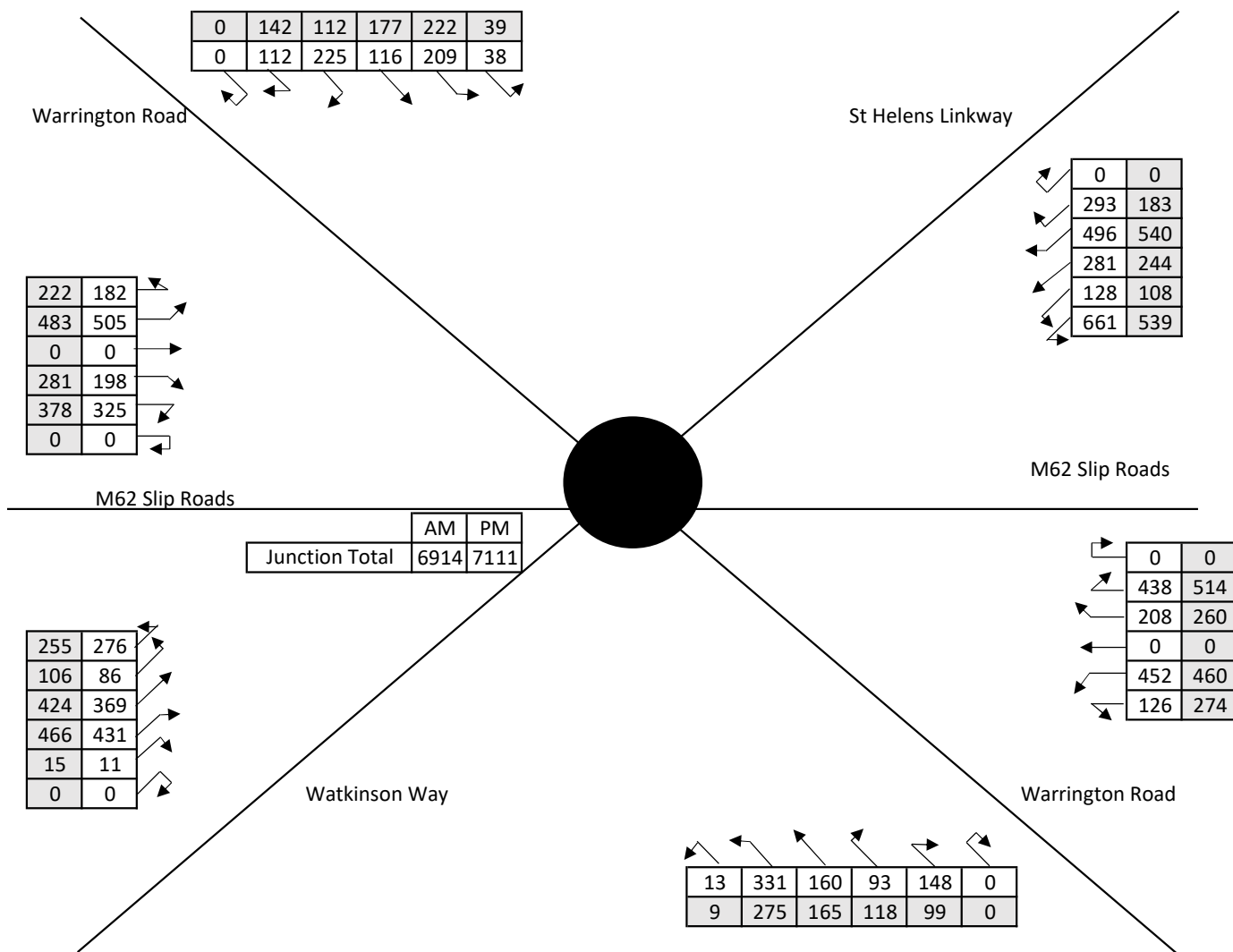
&

2025 + Cumulative + Development PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



2025 + Cumulative AM

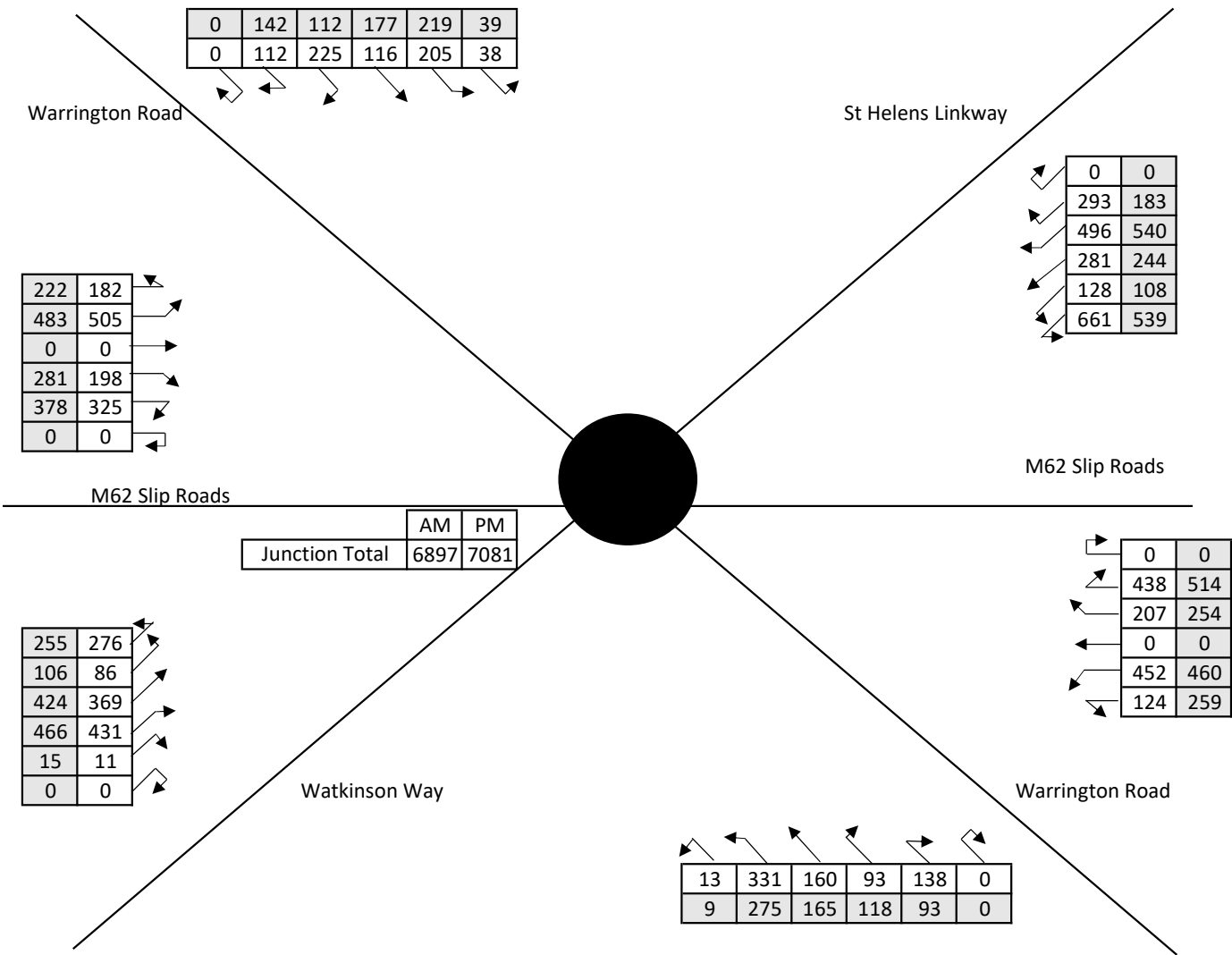
&

2025 + Cumulative PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



2025 + Sensetivity + Development AM

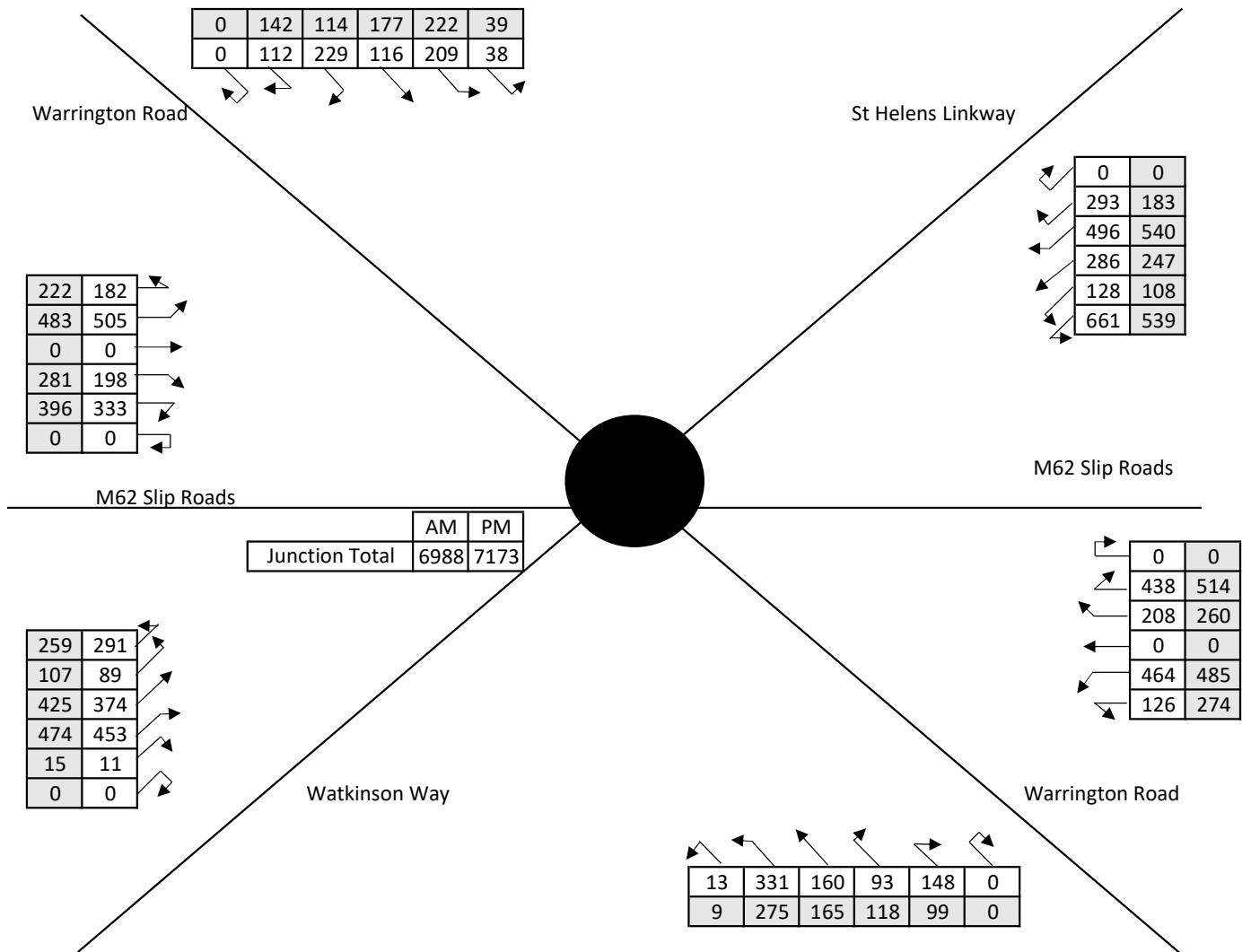
&

2025 + Sensetivity + Development PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



2025 + Sensetivity AM

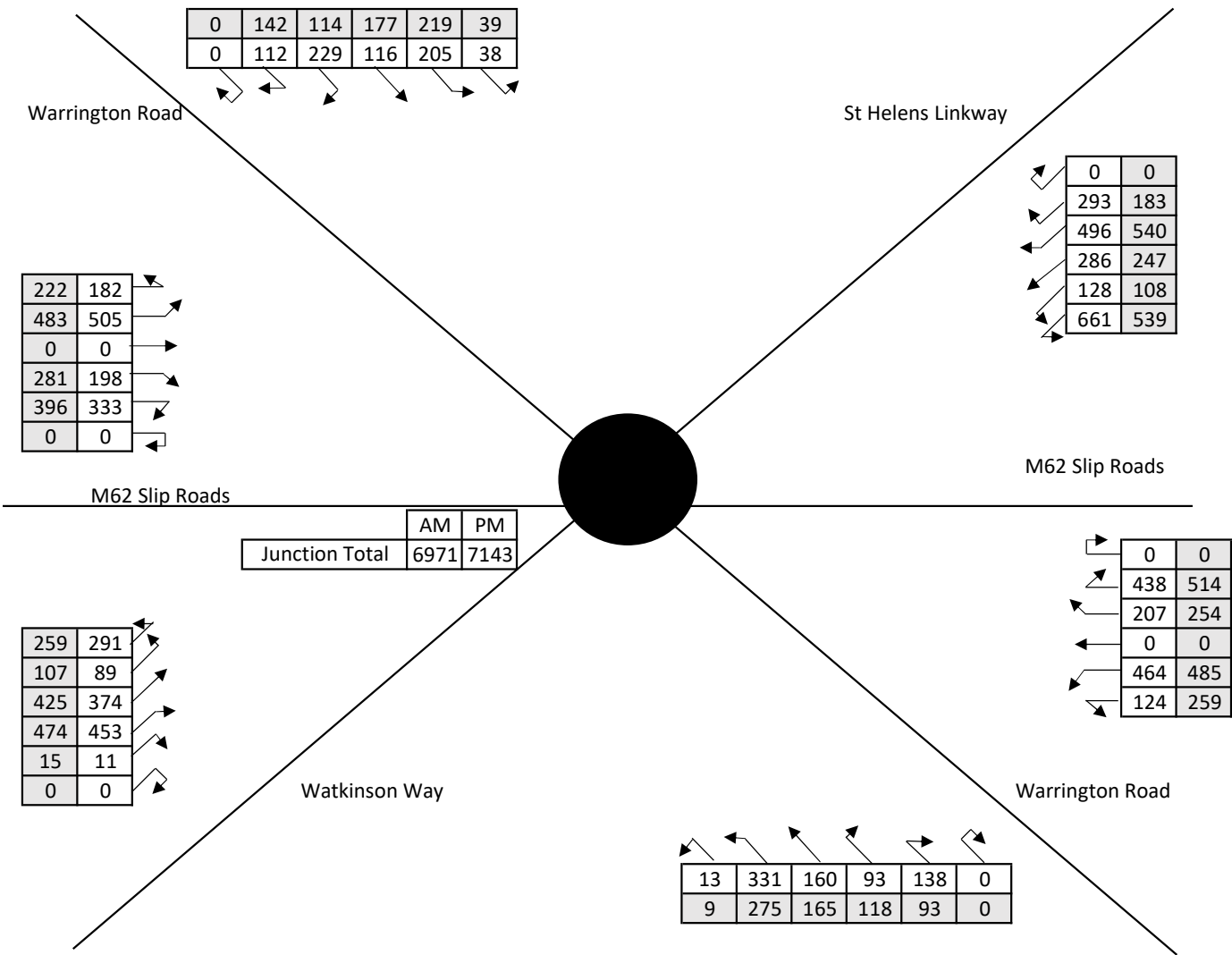
&

2025 + Sensetivity PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



2025 Opening Year AM - Vehicles

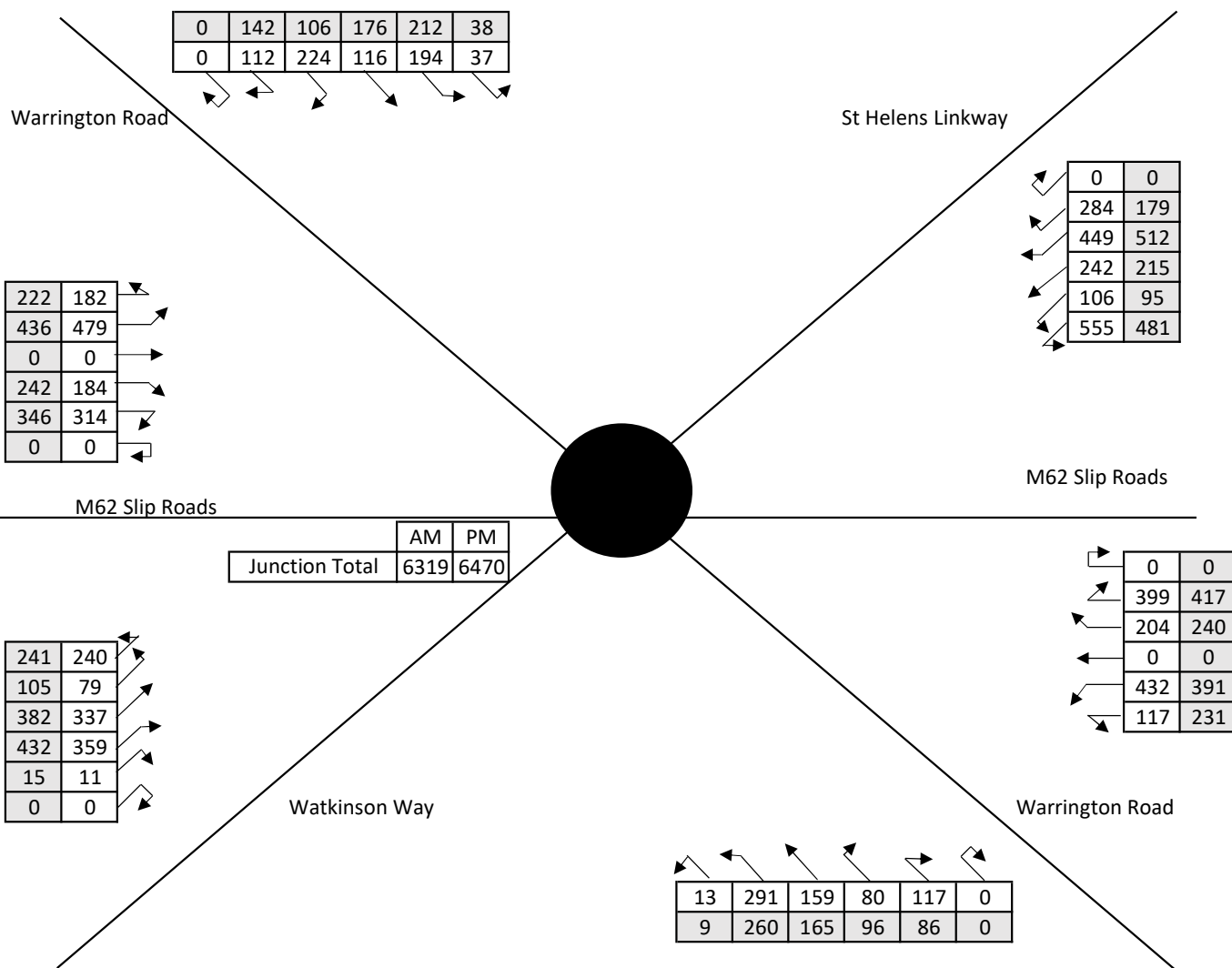
&

2025 Opening Year PM - Vehicles

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Sensetvity AM

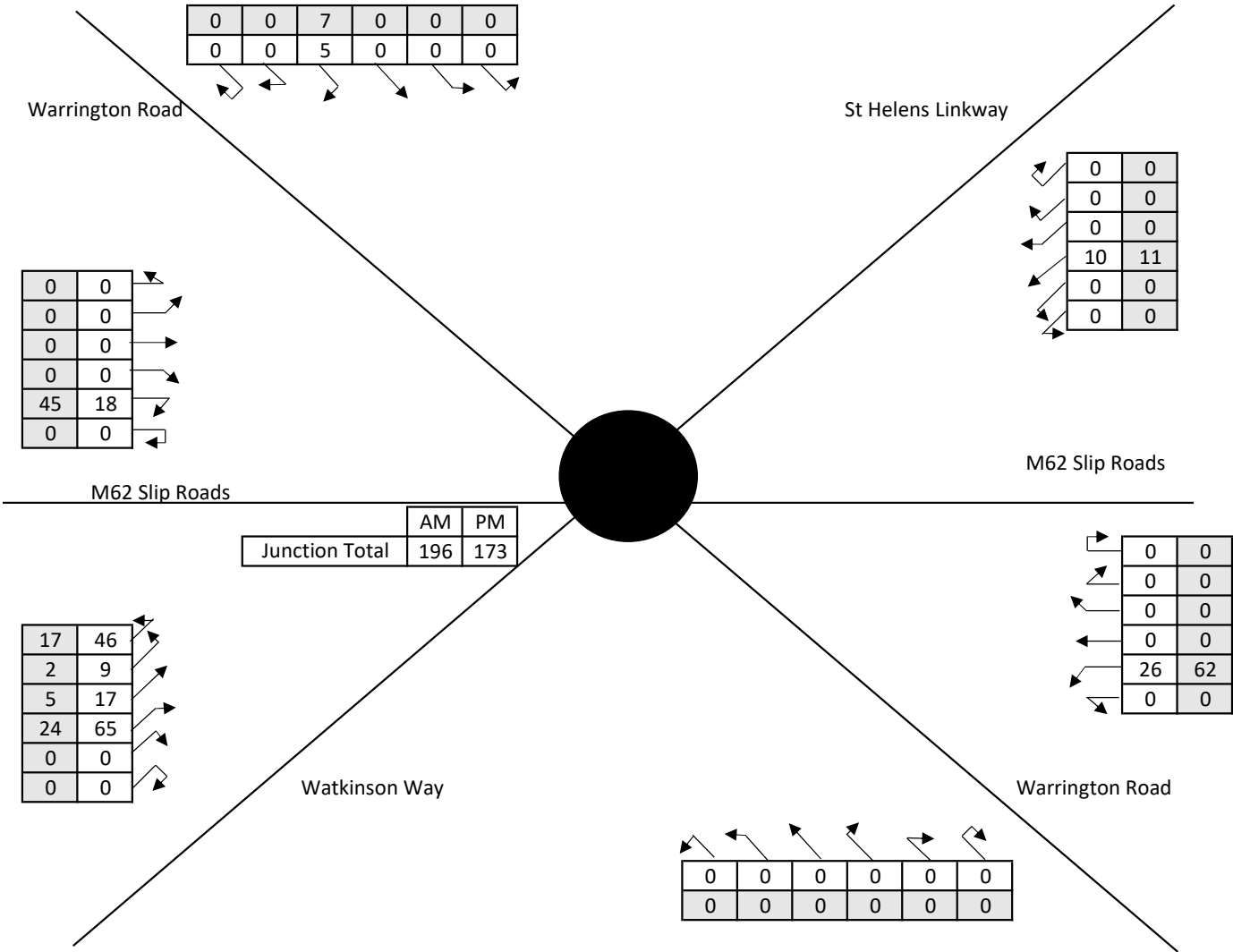
&

Sensetvity PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Sutton Heath - AM

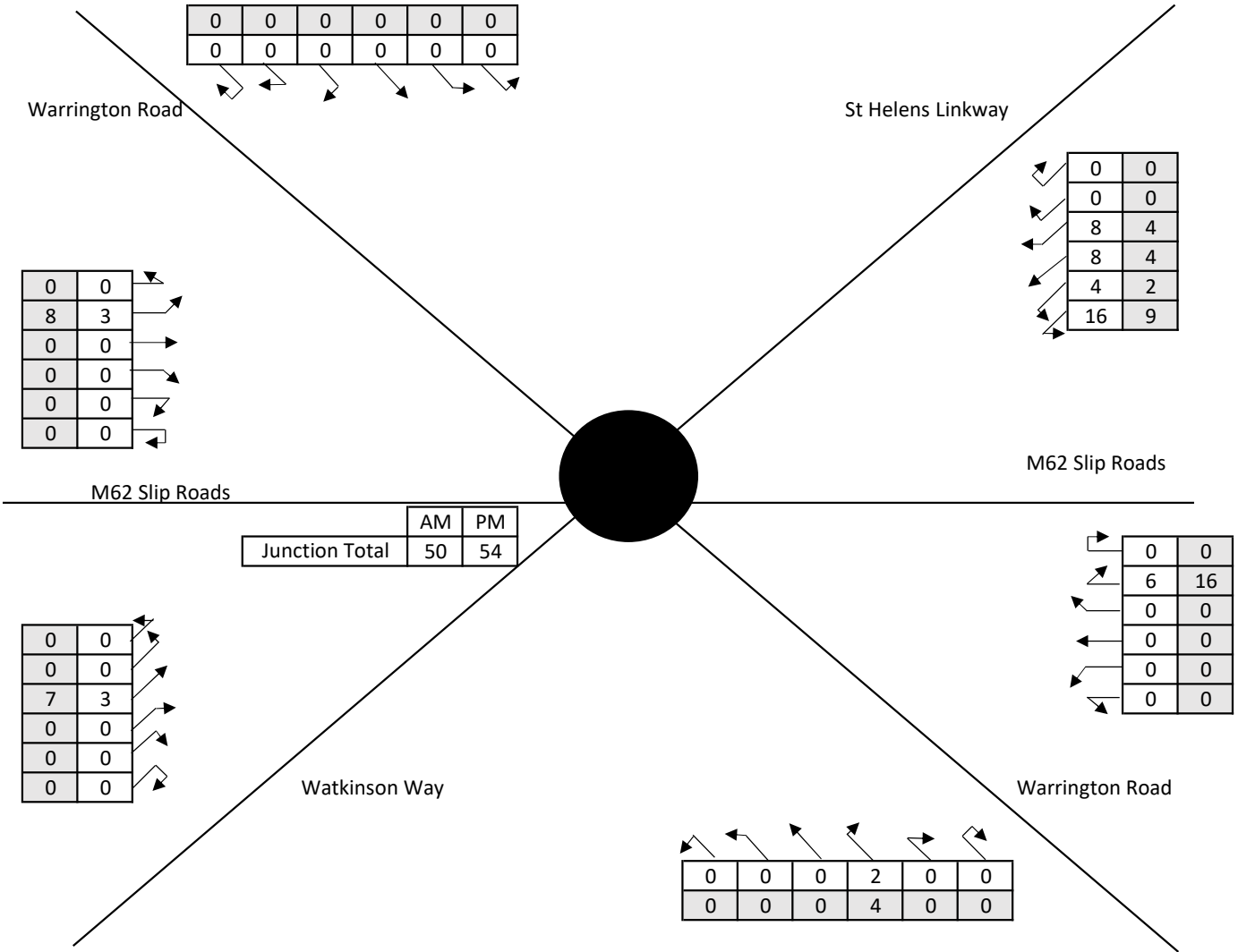
&

Sutton Heath - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



Total Committed AM

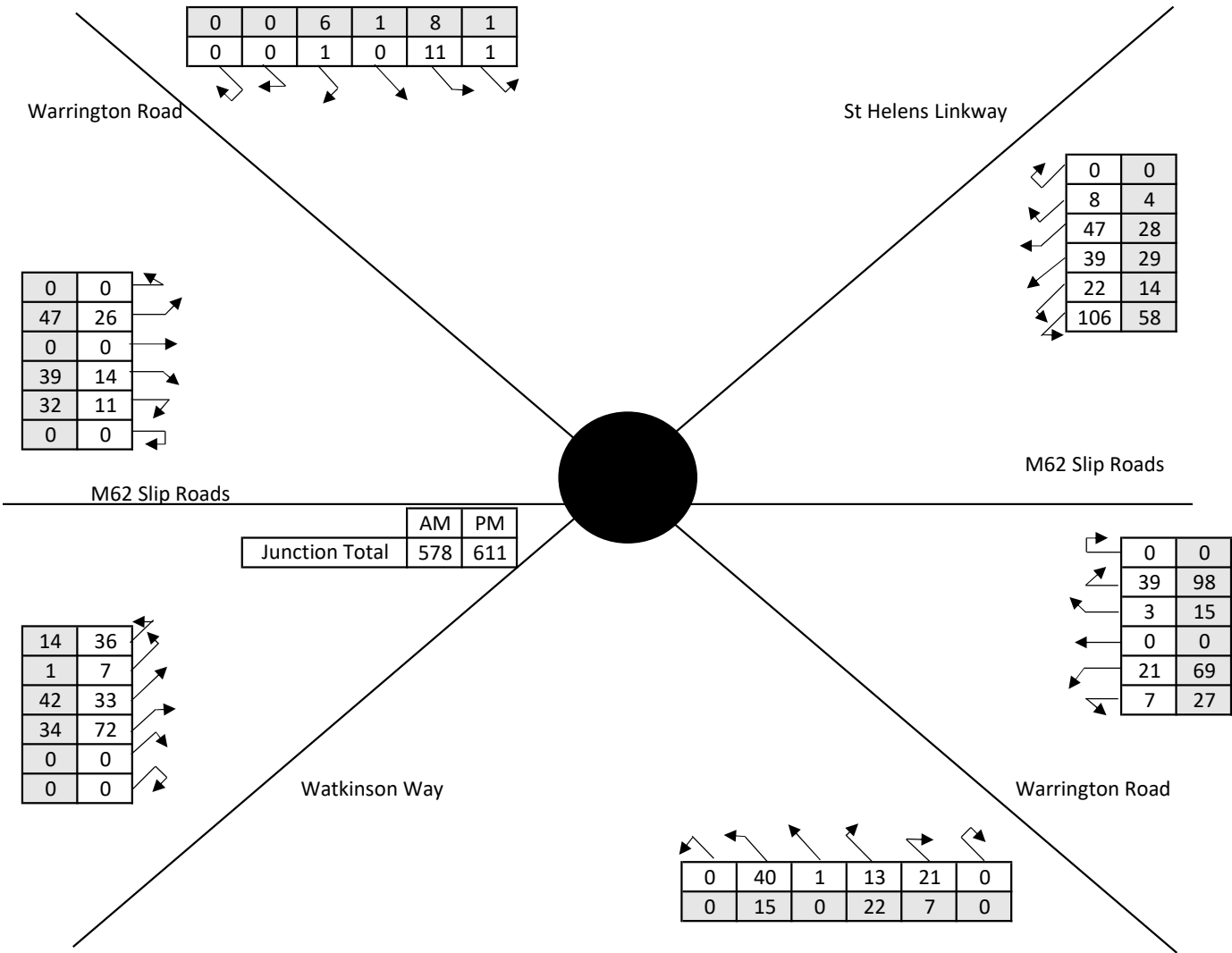
&

Total Committed PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W9 - Mill Green Farm - AM

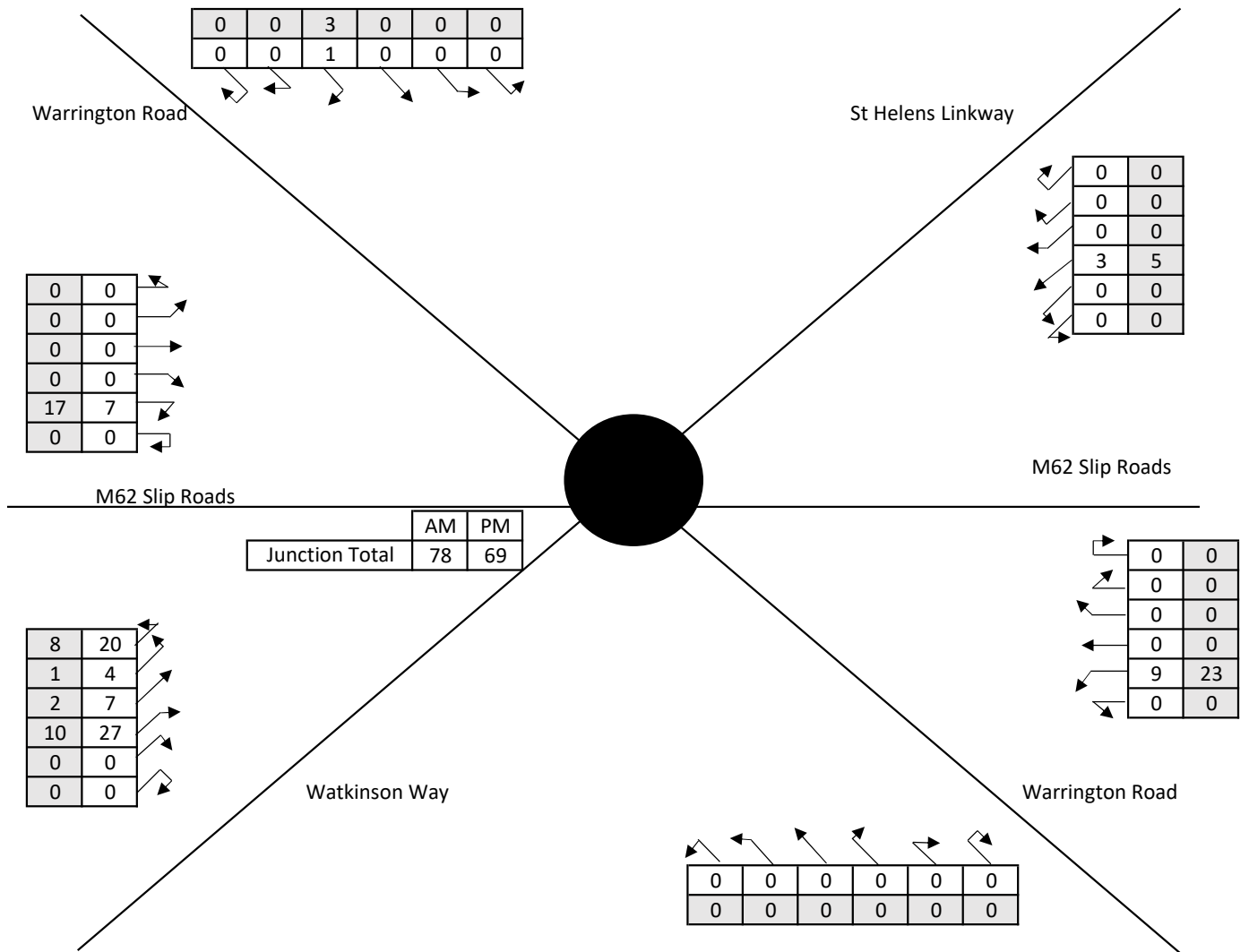
&

W9 - Mill Green Farm - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W10 & W11 - Remaining Allocation AM (Sens)

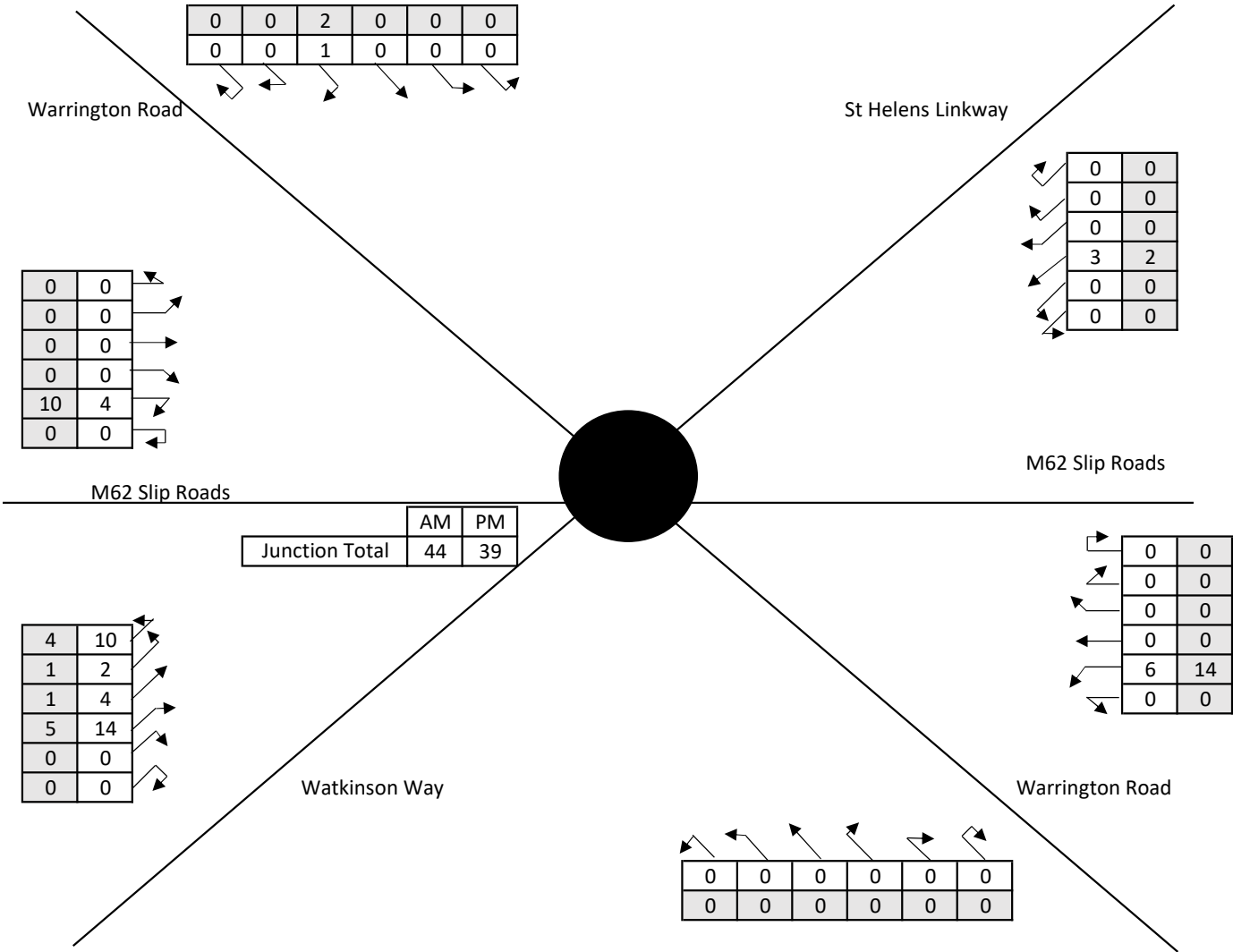
&

W10 & W11 - Remaining Allocation PM (Sens)

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W10 & W11 - Remaining Allocation - AM

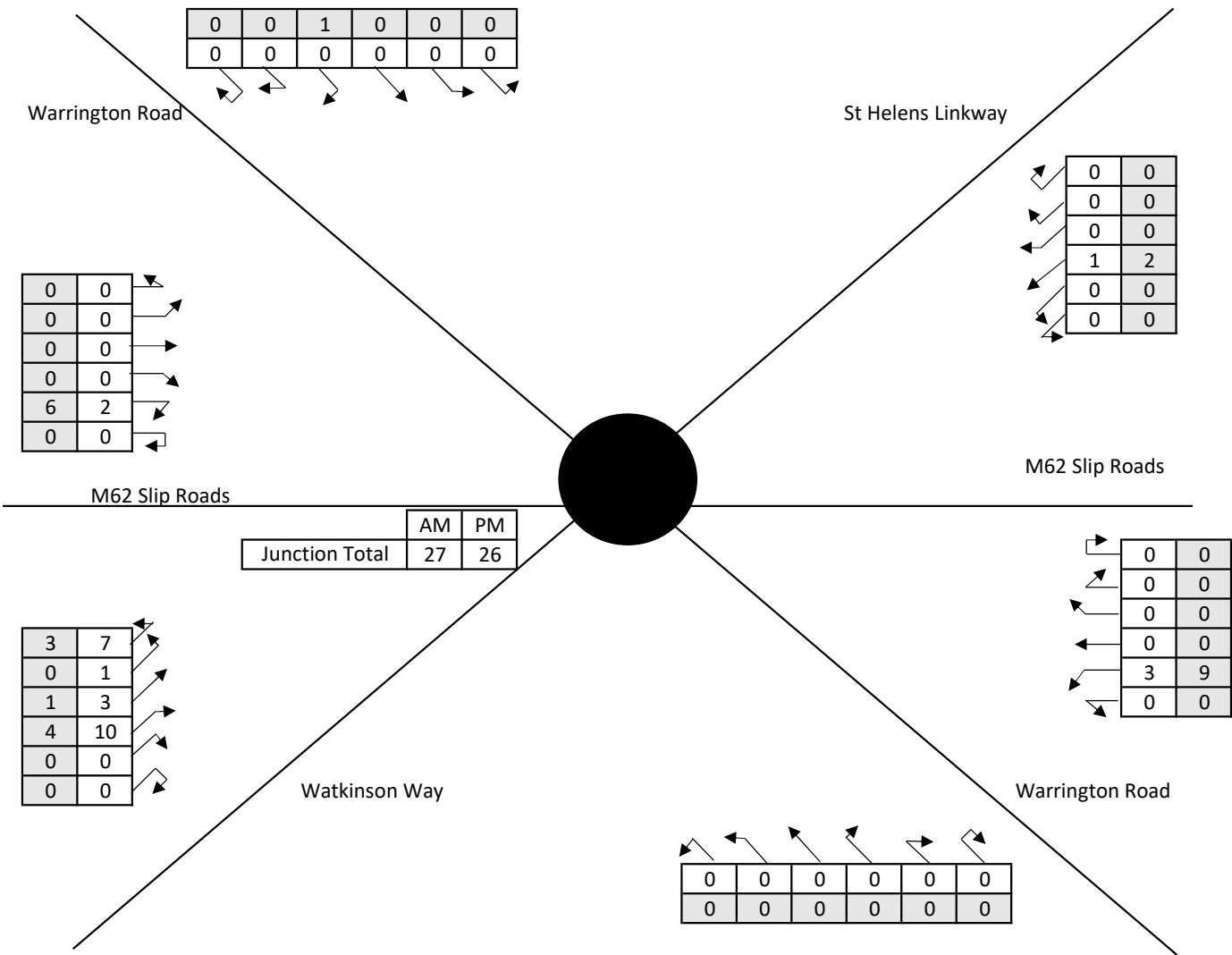
&

W10 & W11 - Remaining Allocation - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W11 Prospect Homes AM (Sens)

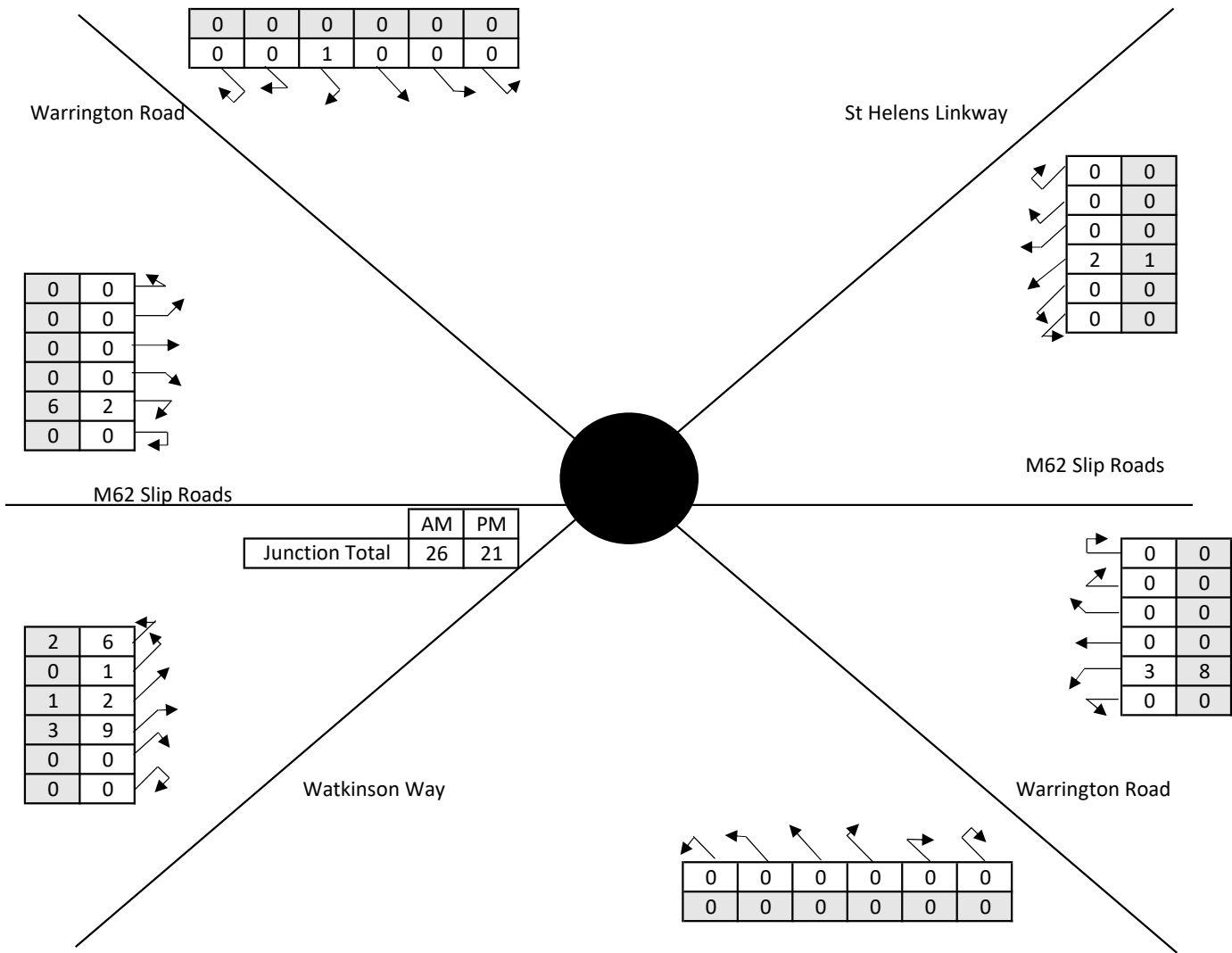
&

W11 Prospect Homes PM (Sens)

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W11 - Prospect Homes - AM

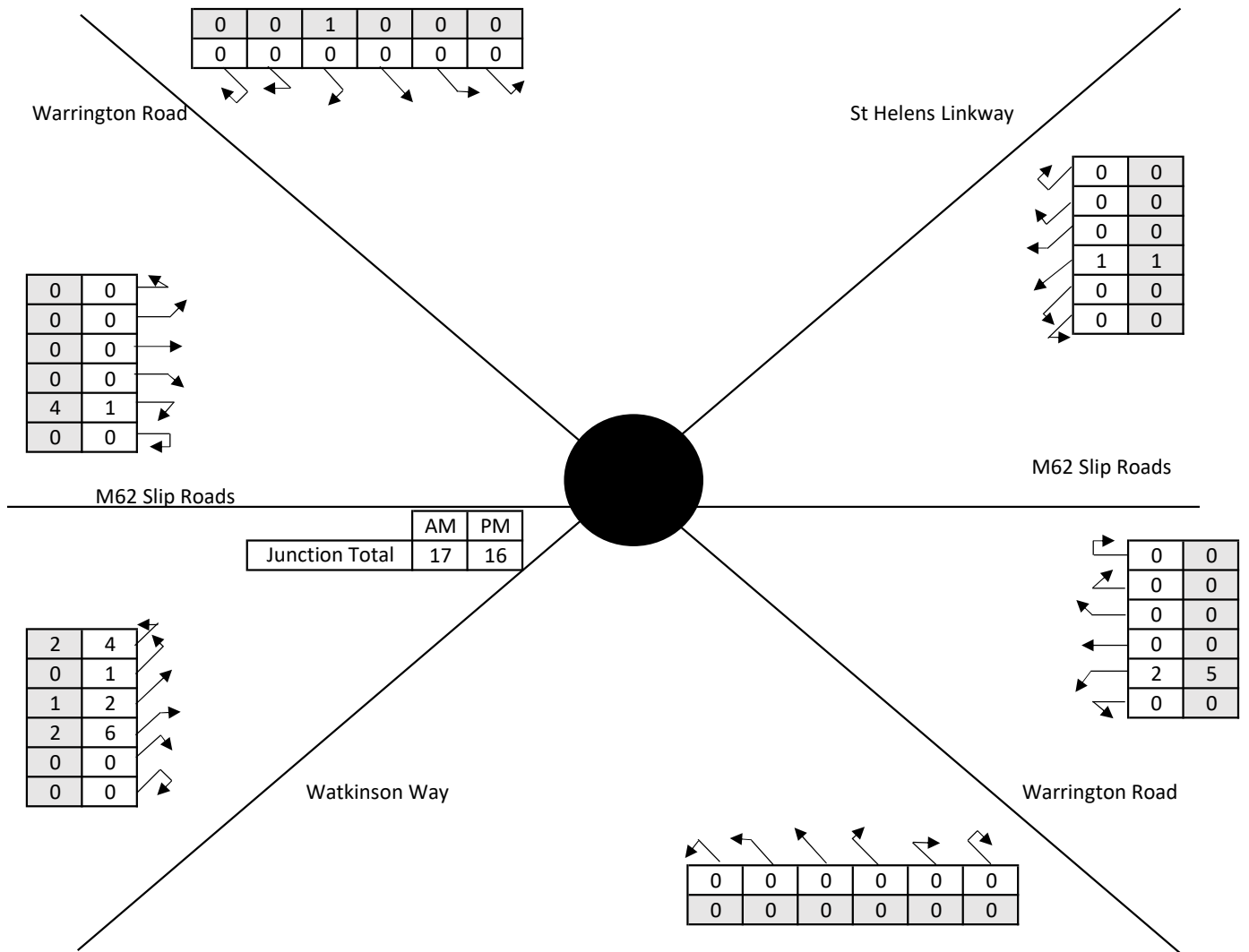
&

W11 - Prospect Homes - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W40 - Watkinson Way Apartments - AM

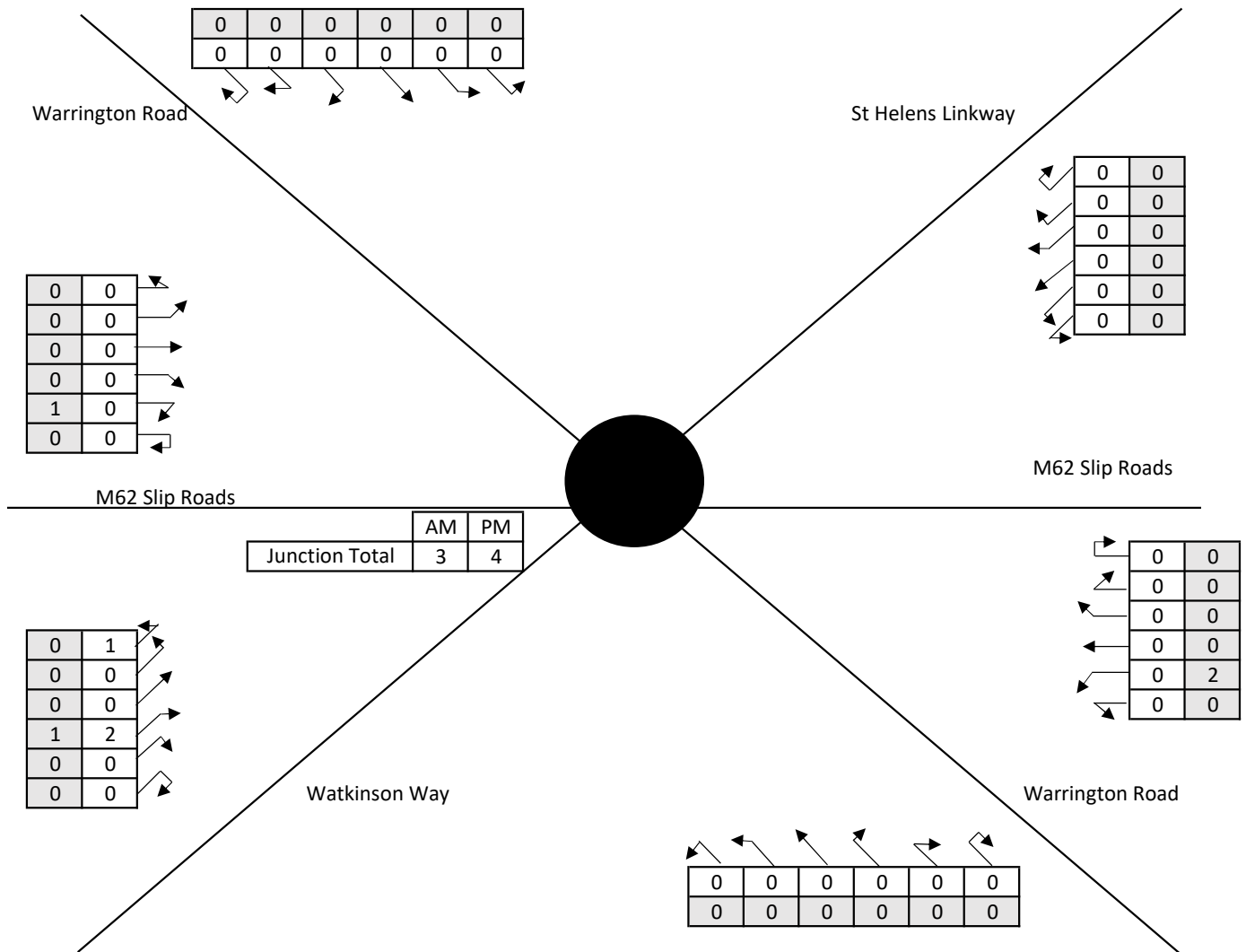
&

W40 - Watkinson Way Apartments - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W49 - Lunts Heath Road - AM

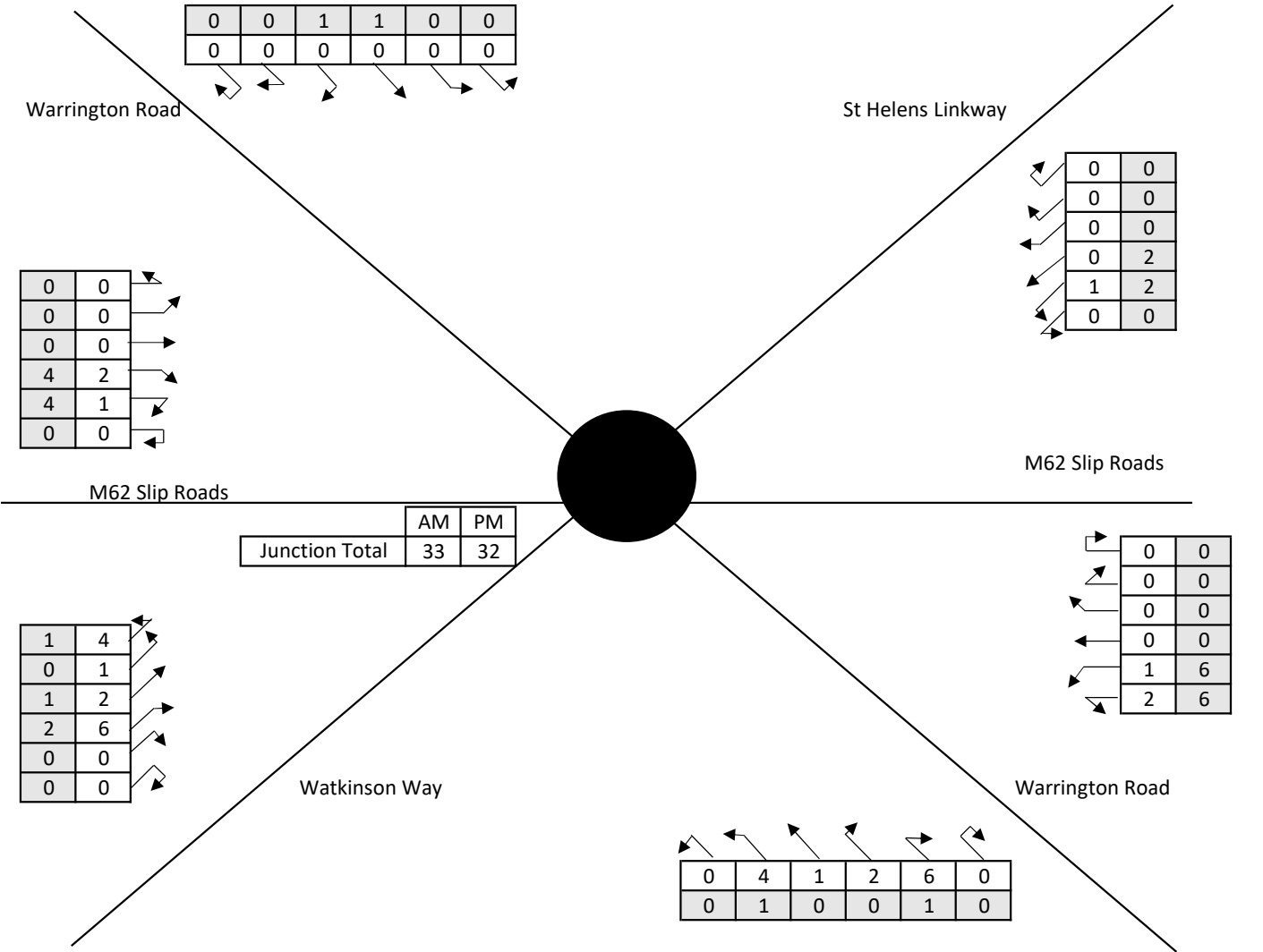
&

W49 - Lunts Heath Road - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour



W49 - Lunts Heath Road - AM

&

W49 - Lunts Heath Road - PM

M62 J7 - Rainhill Stoops Interchange

AM Peak Hour

PM Peak Hour

Warrington Road

St Helens Linkway

M62 Slip Roads

M62 Slip Roads

	AM	PM
Junction Total	33	32

Warrington Road

Watkinson Way

Appendix F

From: [Ben Stone](#)
Sent on: 27 March 2024 10:57:37
To: [Tom Monk](#)
Subject: FW: Chapel Lane, Widnes - M62 J7

Ben Stone
Principal Transport Planner -- Transport and Mobility Planning

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M +44 7535578045
E ben.stone@slrconsulting.com

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Ground Floor Belmont House, Churchill Way, Cardiff, United Kingdom CF10 2HE



From: Jonathan Farmer <Jonathan.Farmer@halton.gov.uk>
Sent: Monday, February 19, 2024 10:33 AM
To: Ben Stone <ben.stone@slrconsulting.com>
Subject: RE: Chapel Lane, Widnes - M62 J7

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Thanks Ben – yes that’s acceptable

Regards

Jon

Jonathan Farmer
Service Manager - Highway Development
Halton Borough Council, Municipal Building, Kingsway, Widnes WA8 7QF
Tel: 0151 511 7572
jonathan.farmer@halton.gov.uk

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Friday, February 16, 2024 1:44 PM
To: Jonathan Farmer <Jonathan.Farmer@halton.gov.uk>; Andrew Blackburn <Andrew.Blackburn@halton.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>
Subject: RE: Chapel Lane, Widnes - M62 J7

Hi Jon

Thanks for the response.

I've checked with i-Transport and the base flows are derived from turning count data in Nov 2021.

We can also use the sensitivity trip rates in the more recent i-Transport tech note.

With regards to Fiddlers Ferry – we will mention this to NH in our response but agree this site will unlikely be in the 2025 scenario.

Is considered acceptable?

Thanks

Ben Stone

Senior Transport Planner -- Transport and Mobility Planning

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From: Jonathan Farmer <Jonathan.Farmer@halton.gov.uk>
Sent: Friday, February 16, 2024 10:29 AM
To: Ben Stone <ben.stone@slrconsulting.com>; Andrew Blackburn <Andrew.Blackburn@halton.gov.uk>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>
Subject: RE: Chapel Lane, Widnes - M62 J7

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Hi Ben

A few thoughts below on this:

- Could you/ i transport confirm if the base flows used at junction 7 are derived from count data or the Halton DALP model?

- The note appears to pre date the further sensitivity analysis which was done by I transport to include increased trip generation for the Mill Green and oak villa sites – I would expect this to be included in the J7 analysis
- Clearly (similar to the Motts studies on Norlands Lane/Black Horse) the chapel lane development would then be added to this
- Provided Chapel Lane and all SRL7 sites are considered, there are no other committed development sites in Halton to include.

There are a few live applications in the area for drive through and non allocated housing, as well as Fiddlers Ferry (technically in Warrington but close to HBC boundary). These are not yet approved/committed and so I would suggest they would not be included in a 2025 assessment although we may need to consider them for future assessments. Fiddlers Ferry Phase 1 is commercial so may to some extent be picked up by application of growth (even if the original I transport methodology of removing housing growth were followed).

Regards

Jon

Jonathan Farmer

Service Manager - Highway Development

Halton Borough Council, Municipal Building, Kingsway, Widnes WA8 7QF

Tel: 0151 511 7572

jonathan.farmer@halton.gov.uk

From: Ben Stone <ben.stone@slrconsulting.com>

Sent: Tuesday, February 13, 2024 1:25 PM

To: Andrew Blackburn <Andrew.Blackburn@halton.gov.uk>; Jonathan Farmer <Jonathan.Farmer@halton.gov.uk>

Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>

Subject: Chapel Lane, Widnes - M62 J7

Afternoon Both

We have been requested by National Highways to derive an opening year assessment (2025) at J7 with confirmation from Halton.

I note that I-Transport have already derived 2025 flows for Mill Green Farm with Haltons confirmation, see attached. Can I just confirm if these flows are still applicable? And if there are any other committed developments you would like us to consider, particularly for a 2025 year.

I am aware of the Garstons Lane development in St Helens but any additional information would be much appreciated.

Happy to discuss if easier.

Kind Regards

Ben Stone

Senior Transport Planner -- Transport and Mobility Planning

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E ben.stone@slrconsulting.com

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Appendix G

From: [Ben Stone](#)
Sent on: 27 March 2024 10:58:43
To: [Tom Monk](#)
Subject: FW: M62 J7 - Traffic Flows

Ben Stone
Principal Transport Planner -- Transport and Mobility Planning

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Ground Floor Belmont House, Churchill Way, Cardiff, United Kingdom CF10 2HE



From: Richard Skitt <Richard.Skitt@mottmac.com>
Sent: Tuesday, February 20, 2024 4:21 PM
To: Ben Stone <ben.stone@slrconsulting.com>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Joe Nanson <JoeNanson@sthelens.gov.uk>
Subject: RE: M62 J7 - Traffic Flows

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Hi Ben,

In the context of the following Gov.UK advice, we consider each of the developments mentioned to meet this criteria.

“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years”

The Bold Forest Garden Village site mentioned at the end of the email would not meet this criteria and would only be required in a wider cumulative assessment of allocations, based on National Highways’ assessment requirements.

Regards.

Richard Skitt
Pronouns: he, him, his
Technical Principal
D 0161 274 9903

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Tuesday, February 20, 2024 12:39 PM
To: Richard Skitt <Richard.Skitt@mottmac.com>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Joe Nanson <JoeNanson@sthelens.gov.uk>
Subject: RE: M62 J7 - Traffic Flows

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Hi Richard

Thanks for the input.

At this stage, we are only finding the total flows that will use M62 J7 in 2025 to demonstrate our % impact, so no modelling is currently being undertaken but will keep in mind any improvements.

In terms of a 2025 year, is it likely that all these developments should be included? We can highlight all developments to NH and suggest which ones will come forward by 2025. We will also be highlighting Fiddlers Ferry (Warrington) in our Note but will not be including it in the 2025 flows.

Kind Regards

Ben Stone

Senior Transport Planner -- Transport and Mobility Planning

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From: Richard Skitt <Richard.Skitt@mottmac.com>

Sent: Tuesday, February 20, 2024 10:10 AM

To: Ben Stone <ben.stone@slrconsulting.com>

Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>; Joe Nanson <JoeNanson@sthelens.gov.uk>

Subject: RE: M62 J7 - Traffic Flows

Some people who received this message don't often get email from richard.skitt@mottmac.com. [Learn why this is important](#)

Hi Ben,

Committed development we would recommend you check into including, is as follows:

- P/2021/0232/FUL – Lea Green Station;

- P/2021/0196/FUL – Chester Lane;
- P/2015/0599/FUL) – Former Ibstock Brick Site; and
- P/2023/0075/FUL – Gartons Lane

Please also give due consideration to the transport commitments and infrastructure alterations proposed within some of these development proposals, in particular for Jubits Lane and Clockface Road to Lea Green station.

We would also advise that the following also meets criteria for Committed Development inclusion from St Helens. The transport improvements associated with the 1EA Omega site in particular should be noted.

P/2021/0405/RES – Approved Dec 2022

[P/2021/0405/RES | Application for approval of reserved matters \(layout, scale, appearance and landscaping\) from permission P/2018/0060/FUL for a residential development of 294 dwellinghouses with accesses from Sherdley Road including landscaping, public open space, garages, car parking and associated infrastructure. | Linkway Distribution Park And Adjacent Land Elton Head Road St Helens WA9 5BW](#)

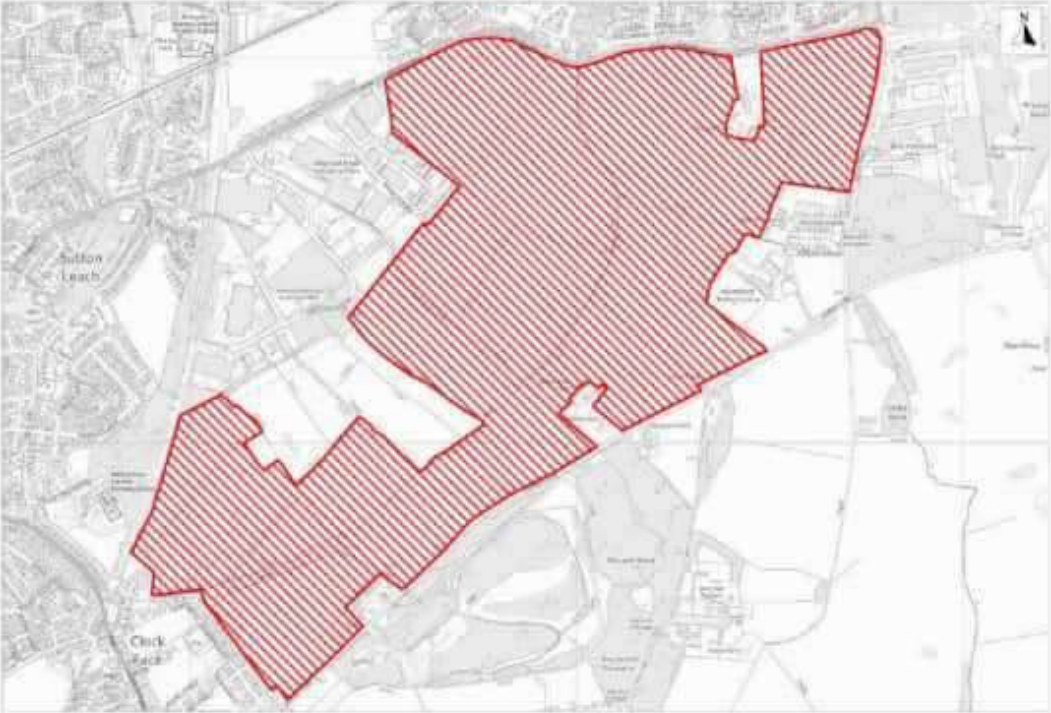
1EA - Omega South Western Extension, Land North of Finches Plantation, Bold

On 11 November 2021, the SoS granted planning permission for land at the Omega South Western Extension, which incorporates this site allocation area (reference P/2020/0061/HYBR).

Safeguarded employment site 1ES – Omega North Western Extension Bold.

Proximity to the Mill Lane development proposals and the speed at which the 1EA site has been brought forward, would justify inclusion of this site as well.

For cumulative assessment purposes in relation to M62 J7, it is recommended that Bold Forest Garden Village site requires inclusion.

LPSD Ref:	4HA - Land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey lane/Crawford Street, Bold (Bold Forest Garden Suburb)	Ward:	Bold
Notional Capacity:	2,988 units	Designation:	Allocate
			
Requirements:			
• See Policy LPA11			

Best regards.

Richard Skitt

Pronouns: [he, him, his](#)

Technical Principal

D 0161 274 9903

From: Ben Stone <ben.stone@slrconsulting.com>
Sent: Tuesday, February 13, 2024 1:19 PM
To: Richard Skitt <Richard.Skitt@mottmac.com>
Cc: Sasha Respini <Sasha.Respini@slrconsulting.com>; Matt Russell <Matt.Russell@slrconsulting.com>
Subject: M62 J7 - Traffic Flows

You don't often get email from ben.stone@slrconsulting.com. [Learn why this is important](#)

Hi Richard

We've been passed on your details from another Taylor Wimpey development and understand that Mott McDonalds are the Highways Consultant for St Helens.

I am working on a Taylor Wimpey site in Halton (ref: 23/00244/OUT) and have been requested by National Highways to derive an opening year assessment (2025) at J7 with confirmation from St Helens Highways.

I note that I-Transport have already derived 2025 flows with St Helens confirmation, see attached. Can I just confirm if these flows are still applicable? And if there are any other committed developments you would like us to consider, particularly for a 2025 year.

I am aware of the Garstons Lane development but any additional information would be much appreciated.

Happy to discuss if easier.

Kind Regards

Ben Stone

Senior Transport Planner -- Transport and Mobility Planning

O [+44 3300 886631](tel:+443300886631)
M [+44 7535578045](tel:+447535578045)
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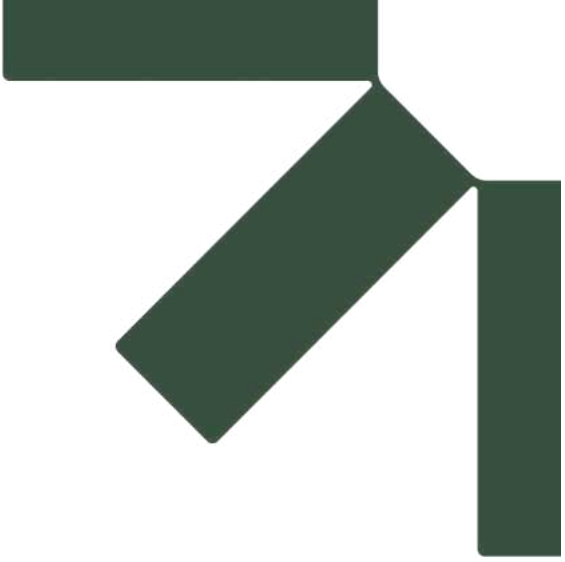
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Appendix C Notice for Lifted Holding Objection

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Amy Williams
Operations Directorate
North West Region
National Highways
PlanningNW@nationalhighways.co.uk

To: Halton Council FAO: Melissa Webster

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 23/00244/OUT

National Highways Ref: NH/23/01489

Location: Land at Chapel Lane, Widnes, Cheshire

Proposal: Outline planning application (with all matters other than access reserved) for the development of up to 350 dwellings and associated works including landscaping. Site access proposals are situated within Knowsley Borough Council authority area. Full permission for the access arrangements only, via a new junction on Chapel Lane, are to be determined by Knowsley Borough Council only. All other proposals are situated within Halton Borough Council authority area and all other matters are to be determined by Halton Borough Council only

Referring to the consultation on a planning application dated 15th June 2023 referenced above, in the vicinity of the M62 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~

d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is / is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 21 st June 2024
Name: Benjamin Laverick	Position: Assistant Spatial Planner
National Highways 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD	

¹ Where relevant, further information will be provided within Annex A.

Annex A ~~**National Highways recommended Planning Conditions /**~~
~~**National Highways recommended further assessment required /**~~
~~**National Highways recommended Refusal**~~

National Highways does not consider that the proposed development would have an adverse impact on the safety of, or queuing on, a trunk road.

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the *build clever and build efficiently* criteria as set out in clause 6.1.4 of [PAS2080](#) (Carbon Management in Infrastructure) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Amy Williams
Operations Directorate
North West Region
National Highways
PlanningNW@nationalhighways.co.uk

To: Knowsley Council FAO: Jo Sheridan

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 23/01037/OUT

National Highways Ref: NH/23/01610

Location: Land to North and East of Rose Farm, Chapel Lane, Widnes, Knowsley / Cheshire

Proposal: Outline planning application (with all matters other than access reserved) (to be determined by Halton Borough Council only) for the development of up to 350 dwellings, public open space, landscaping and associated infrastructure works. Full details for site access arrangements via a new junction on Chapel Lane (to be determined by Knowsley Borough Council only) and emergency access via Sandy Lane (to be determined by Halton Borough Council).

Referring to the consultation on a planning application dated 15th June 2023 referenced above, in the vicinity of the M62 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) ~~recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is / is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 21 st June 2024
Name: Benjamin Laverick	Position: Assistant Spatial Planner
National Highways 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD	

¹ Where relevant, further information will be provided within Annex A.

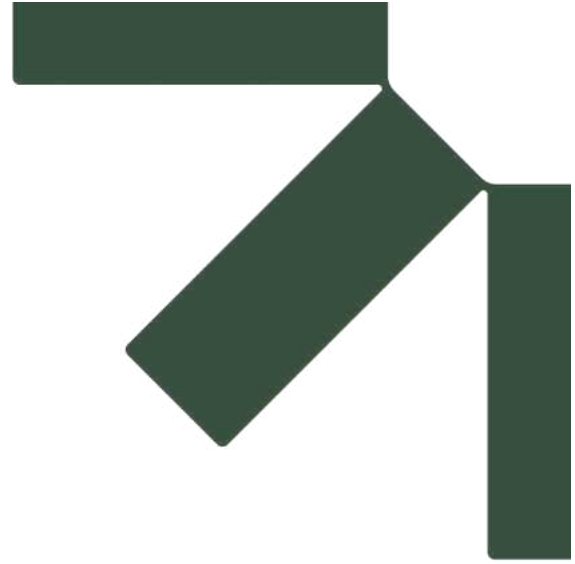
Annex A ~~**National Highways recommended Planning Conditions /**~~
~~**National Highways recommended further assessment required /**~~
~~**National Highways recommended Refusal**~~

National Highways does not consider that the proposed development would have an adverse impact on the safety of, or queuing on, a trunk road.

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the *build clever and build efficiently* criteria as set out in clause 6.1.4 of [PAS2080](#) (Carbon Management in Infrastructure) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



Appendix D 2023/09 Council Meeting Notes

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Meeting Minutes

Client: Taylor Wimpey

Project: Chapel Lane, Halton

Subject: Highways Post-submission with Halton Borough Council and Knowsley Council

Date: Friday 29th September 2023 - 13:00-14:30

Location: Knowsley Council, Invest Knowsley, Civic Way, Huyton, Knowsley, L36 9GD

Attendees

AM – Anthony Morley (Knowsley Council Highways)
 KF – Kevin Foster (Knowsley Council Highways)
 JF – Jonathan Farmer (Halton Borough Council Highways)
 AB - Andrew Blackburn (Halton Borough Council Highways)
 MW - Melissa Webster (Halton Borough Council Planning)
 BC – Brian O'Connor (Lichfields)
 AK – Abigail Knowles (Lichfields)
 MR – Matt Russell (Vectos / SLR)
 SR - Sasha Respini (Vectos / SLR)
 VE – Vanessa Eggleston (iTransport)

1. Chapel Lane Access / Internal

MR explained that the single access is appropriate for this development, and it was discussed that the ghost island RT lane is an over engineered arrangement that is perhaps not in-keeping with the remainder of Chapel Lane and may have the adverse effect on speed of traffic. It was agreed that the capacity at the site access is acceptable an alternative option may be signalisation to assist with peds and cyclists. The proposed junction is not helpful for cyclists, and as such there is the opportunity to focus on active travel modes at the access with a modified layout.

AB stated that the current access arrangement for cyclists could be considered confusing as drivers may not expect this manoeuvre and would want cycle routes to be introduced along the site frontage; however, MR answered that the provision is not consistent along Chapel Lane, and this could potentially be more confusing for cyclists. AM suggested development frontage onto Chapel Lane would assist in improving the environmental for active travel users. AM confirmed that Knowsley use a very large refuse vehicle and therefore the required swept vehicle paths of each turning movement should be confirmed to ensure the radii are appropriate within any revised access arrangement.

The existing character of Chapel Lane was discussed and how the footway is a substandard width to the north of the access, especially on the bend. It was discussed whether consideration could be given to reducing the road width, potentially to single way working, taking space from the carriageway, and reassigning it to the footway, ideally with the aim of providing a 2m footway, which would connect the two existing PRowWs.

AB confirmed that there was no specific guidance setting out thresholds when multiple accesses were required for a development, just inherent officer views, which is typically over 100 houses triggering the requirement for an emergency / secondary access and over 300 houses would trigger the introduction of loops within the site, but this is not set out anywhere. JF agreed that there was no consistency in terms of the number of dwellings that are currently served from a single point of access.

The illustrative masterplan was tabled and it was identified that loops could be incorporated into the current layout, VE questioned if multiple loops were introduced to the internal layout, would this help to alleviate Halton's concerns regarding providing a single access for the development? AB confirmed that loops in the site would alleviate some concerns relating to a single access as residents would then have more route choices if any emergency situations were to arise.

JF confirmed that the reference to the need to provide additional detail on levels within the site is a matter that can be addressed at Reserved Matters stage.

When asked if he was in favour of the development, JF confirmed he would prefer full allocation to come forward simultaneously and connect to and provide an access onto Queensbury Way. However, it was confirmed that a spur could be designed into the internal layout which could provide a future link through to the rest of the allocation and potential future development, and therefore this development would not prejudice any future connections to Queensbury Way. This link could be shown on the masterplan as indicative arrows, given this is an outline application.

Action: SLR rework the access arrangements to include appropriate provision for cyclists.

2. Chapel Lane Traffic Calming Scheme

It was discussed and agreed that traffic calming on Chapel Lane would change the environment and slow vehicles. TW / SLR are keen to work with officers at Halton and Knowsley to design an appropriate traffic calming scheme on Chapel Lane, which is sensitive to the local environment, whilst reducing vehicle speeds and providing a betterment to the current situation.

AM explained that a scheme should be drawn up, but the scheme will not be formally consulted on before the end of the planning determination period and stated that an informal consultation arranged by the Developer could be held with residents to gauge opinions, and any formal consultation, led by Knowsley Council, would be undertaken post determination.

The scheme should provide fluidity along Chapel Lane as the north and the south currently have different characteristics. The scheme should improve the environment for active travel users as priority, whilst slowing speeds. The scheme could include, but not be limited to, a gateway feature, reallocating carriageway space and footway widening, raised tables / crossing points and new signing and lining.

Given the need for consultation, AM would not want to see a specific scheme included within the application, but any works within the vicinity of the proposed access would need to be shown on the plans submitted for approval. Additional works beyond the access could be shown within an appendix to the TA – either a suggested scheme or potential options – with the extent of these works shown hatched on the access plan to make it clear that these elements are not a fixed design, but would be subject to a planning condition.

Action: SLR to design a traffic calming scheme which considers the changing environment on Chapel Lane, that will slow traffic and improve it for pedestrians and cyclists.

3. Sandy Lane Crossover and Treatment

MR explained that the single access is appropriate for the size of development given the wider active mode connectivity provided by Sandy Lane to Cronton Road, Queensbury Way and Upton Rocks etc. Officers agreed that connectivity and improving connections to the wider area was imperative and note that Active Travel England (ATE) were very supportive of Sandy Lane being used as an active travel link at an earlier meeting. MR explained that a crossover arrangement has been designed but will be updated to cross Sandy Lane that is sympathetic to the surroundings and provides priority to north / south active travel users on Sandy Lane whilst still allowing emergency access. Bollards or similar restraints can be agreed.

MR also confirmed that Sandy Lane would not be used as a secondary route for residents, it would only be used for emergency vehicles. It was also discussed whether an emergency vehicle could access the site via Sandy Lane from the north, as the current proposals are to provide access from the south via Old Upton Lane, which is a more convoluted route.

Action: AM to pass on details of the Council's lighting team so TW can discuss a sensitive lighting scheme on Sandy Lane to discuss what is appropriate and avoid an objection on environmental / ecology grounds. However, it is likely that the lighting scheme will be subject to a condition by Knowsley Highways.

Action: SLR to investigate emergency vehicles travelling on Sandy Lane via Cronton Road.

4. Offsite Active Travel Improvements and Need for Cumulative Assessment

VE stated that in terms of the need for a cumulative assessment, HBC should accept that this was effectively a 'means to an end' in that in relation to previous applications, this effectively led to the identification of a package of off-site active travel improvements along key corridors. JF confirmed whilst the Council have identified various issues on the wider network, he agreed that active travel measures would go some way to addressing these. MR explained that TW are happy to commit to offsite improvements as it improves the environment for future residents of this site but also improve for the wider community, as long as proportional and reasonable for the scale of development proposed.

VE asked whether there were any current schemes at the design or concept design stage that TW could provide a S106 or LIF contribution towards, rather than spend time developing alternative schemes which may not be consistent with HBC's proposals and thus avoid any abortive design work.

JF confirmed that there were no schemes that were far enough advanced to be shared with TW, but identified gaps in the network including routes towards Cronton Sixth Form College and Ormiston Chadwick Academy; and the Liverpool Road junction and Prescott Road. Whilst there are potential routes through Hough Green, it was agreed that improvement works on the railway bridge (on the route towards Ormiston Chadwick Academy) was not deemed as proportionate to the size and scale of development proposed and therefore would not be reasonable to expect TW to offer improvements in this location.

JF stated that the LCWIP work in Halton is ongoing and the Widnes side is due to be completed by the end of the year, it would therefore be wise to undertake own work in the meantime.

Again, MR stated that TW are keen to provide offsite improvements which could include a crossing on Cronton Road, within the vicinity of Sandy Lane, crossings on Queensbury Way and Chapel Lane within the vicinity of Parklands. VE noted that the team would go away and review potential improvements along routes to key destinations and would share these with Halton and Knowsley in due course. Officers at Halton and Knowsley both agreed with this approach.

Action: TW / E-scape to add the PRoW to Cronton on the masterplan.

5. Bus Improvements

The appropriateness of the distances to the existing bus stops on Queensbury Way was discussed. MR explained that the distances were taken from the centre of the site and notwithstanding the development will improve routes to the bus stops, by providing a footway and a crossing on Queensbury Way, which AB was in favour of. MR continued to explain that SLR have spoken to local bus operators who have no desire for diverting buses into the site for such a low quantum of development and the existing services were already on such tight timescales. JF noted that anything that could be offered which would reduce walking distances to bus stops would be helpful.

Action: JF to speak to colleagues in the transport coordination department to confirm any specific requirements.

Action: SLR to produce a plan illustrating 400 metres from the bus stops.

6. Update on Strategic Model/s & Cumulative Assessment

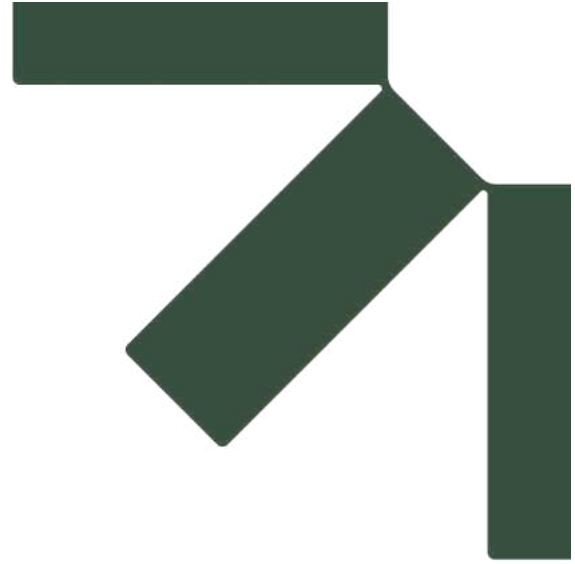
JF clarified that the validation report and forecast model for the Halton Saturn model has not been signed off by the City Region yet. JF noted that the purpose of the model was principally for the assessment of schemes in the region and not for development control purposes.

JF noted that it might be helpful for TW to conduct a similar cumulative assessment to that undertaken for the nearby SRL7 sites. VE noted that it would not be appropriate to conduct the same cumulative assessment as the Chapel Lane site adds traffic to different areas of the network and noted that there is only one junction (Black Horse Roundabouts) which is common to the assessment area for the SRL7 sites and the Chapel Lane site. Furthermore, the traffic data used in that assessment belongs to Redrow Homes.

JF explained that the SRL7 developments have agreed to contribute a sum in the S106 towards active mode improvements along the Lunts Heath Lane corridor which includes modifying the mini roundabout at the Black Horse junction into a priority junction. JF confirmed that Mott MacDonald had conducted an assessment of the operation of the revised junction operation, taking account of the cumulative impact of all of the SRL7 sites – this does not include the Chapel Lane site. JF confirmed that it would be sensible to ask Mott MacDonald to re-run their model to include the Chapel Lane development traffic, such that the combined effects of all of the nearby developments could be established. JF estimated that this would be completed within a circa 6 week lead time.

JF confirmed that any contribution towards off-site active mode improvements would be pro-rated using the total number of dwellings within the current application against those that could be accommodated within the full allocation.

Action: JF to ask Mott MacDonald to rerun model and share results.



Appendix E 2023/11 Council Meeting Notes

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Meeting Minutes

Client: Taylor Wimpey

Project: Chapel Lane, Halton

Subject: Highways Catch up with Halton Borough Council

Date: Tuesday 21st November 2023 – 11:45-12:30

Location: TEAMS

Attendees

AB - Andrew Blackburn (Halton Borough Council Highways)
 JF – Jonathan Farmer (Halton Borough Council Highways)
 BS – Ben Stone (SLR)
 MR – Matt Russell (SLR)
 SR - Sasha Respini (SLR)
 VE – Vanessa Eggleston (iTransport)

1. S106 Contribution / Liverpool Road Junction Mitigation

JF stated that the S106 contribution from the sites within the SRL7 allocation will be appropriate for mitigation at the Black Horse / Norlands Lane double mini-roundabout junction at Lunt's Heath as those sites will have more impact here. The main area of concern with the Chapel Lane site is the Liverpool Road junction, to the south of the site.

MR stated that there is not much scope to improve this junction in capacity terms due to its constraints. There is potential to reallocate some road space to active travel users and JF said that the principles of this have been discussed, but no scheme has been drawn up yet. He will be able to provide a sketch plan. AB indicated that the north – south corridor is the main concern when mitigating the Chapel Lane development by providing inviting and seamless active travel journeys by enhancing the slightly weaker sections. Links could include, through Cradley and Radnor Drive to the schools, Prescott Road (including bridge over railway), and as well as connecting a series of greenways, which would continue to Widnes town centre. It was agreed that the improvements should be beneficial as well as being reasonable and proportionate to the impact of the site.

Action: JF to circulate sketch plan of Liverpool Road junction.

2. Wider Saturn Model

JF confirmed that the validation for the borough -wide Saturn model has been approved by the Combined Authority (CA), however they are cautious to release it for the purpose of extract flows directly out of it. An email from Motts outlining the details will be circulated.

He agreed that the TA approach was more robust and confirmed no further assessment work using the wider City Region model is required.

Action: JF to circulate email from Motts.

3. Traffic Calming on Chapel Lane

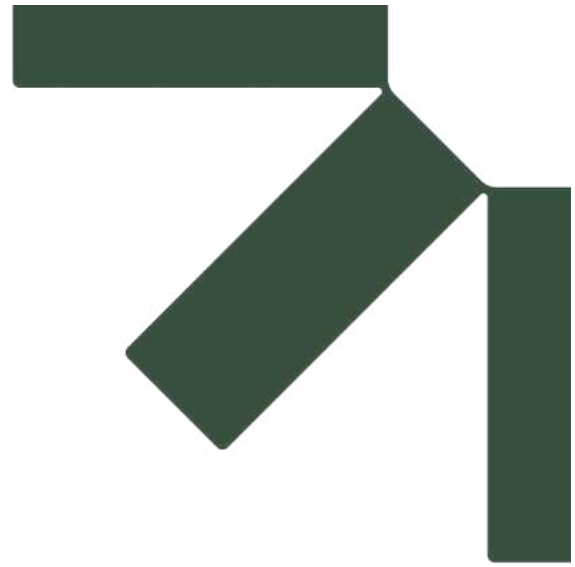
AB stated that the northern and southern sections of Chapel Lane are different in character and could be treated slightly different, but it should be consistent. A narrowing could work at the point where there is a pinch point, however it may not be appropriate for the whole of Chapel Lane, in case of future bus routes etc.

He stated that Knowsley C may have already progressed schemes for the northern part of Chapel Lane, given it is more rural in character. SLR to check with Anthony Morley (AM) at KC.

Action: SLR to discuss with KC and investigate potential schemes.

4. AOB

- Friday 1st December is a potential date for the onsite meeting. This will be circulated amongst attendees and agreed asap.
- SLR to obtain adopted highway boundary data for the corridor south of the site from Rick Wakefield at Halton.



Appendix F Email from HBC

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Sasha Respini

From: Jonathan Farmer <Jonathan.Farmer@halton.gov.uk>
Sent: 27 November 2023 11:40
To: Sasha Respini; Andrew Blackburn; Matt Russell; Ben Stone; Vanessa Eggleston
Subject: FW: Blackhorse Junction Assessment
Attachments: 100113190-MMD-XX-XX-DR-C-0103 - Sheet 3 of 12.pdf

Hello all

Thanks for the discussion last week

Further this I said I would send info from Motts with their considerations of the cumulative impact of the North Widnes developments, including Chapel Lane upon the Norlands Lane and Black Horse junctions which includes tests for the proposed SRL7 section 106 improvements.

Please see this info in emails below.

I confirm this covers the cumulative impact considerations in this area for this development and no further consideration is required of Halton Traffic Model Flows. I note that discussions regarding the Liverpool Road junction are still ongoing, but it is considered that the future operation of the junctions along this N-S (Prescot Road) route is reflected adequately in the TA (usual development/committed/growth) and no further consideration of Halton model flows is necessary here.

Happy to discuss further

Kind regards

Jon

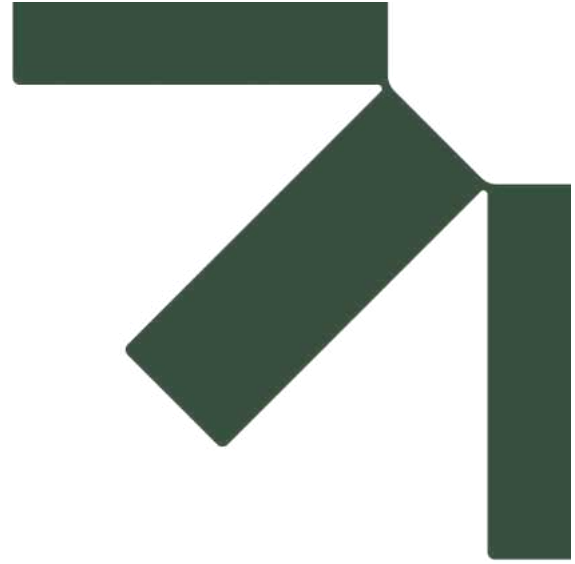
Jonathan Farmer

Service Manager - Highway Development
Halton Borough Council, Municipal Building, Kingsway, Widnes WA8 7QF
Tel: 0151 511 7572
jonathan.farmer@halton.gov.uk

From: Paul Walton [REDACTED]
Sent: Monday, October 30, 2023 3:01 PM
To: Jonathan Farmer <Jonathan.Farmer@halton.gov.uk>
Cc: Andrew Blackburn <Andrew.Blackburn@halton.gov.uk>
Subject: RE: Blackhorse Junction Assessment

Hi Jonathan

See responses below in red and attachments referenced. Hopefully all makes sense, let me know if you want to discuss.



Appendix G Drawing 216175-SK100- B

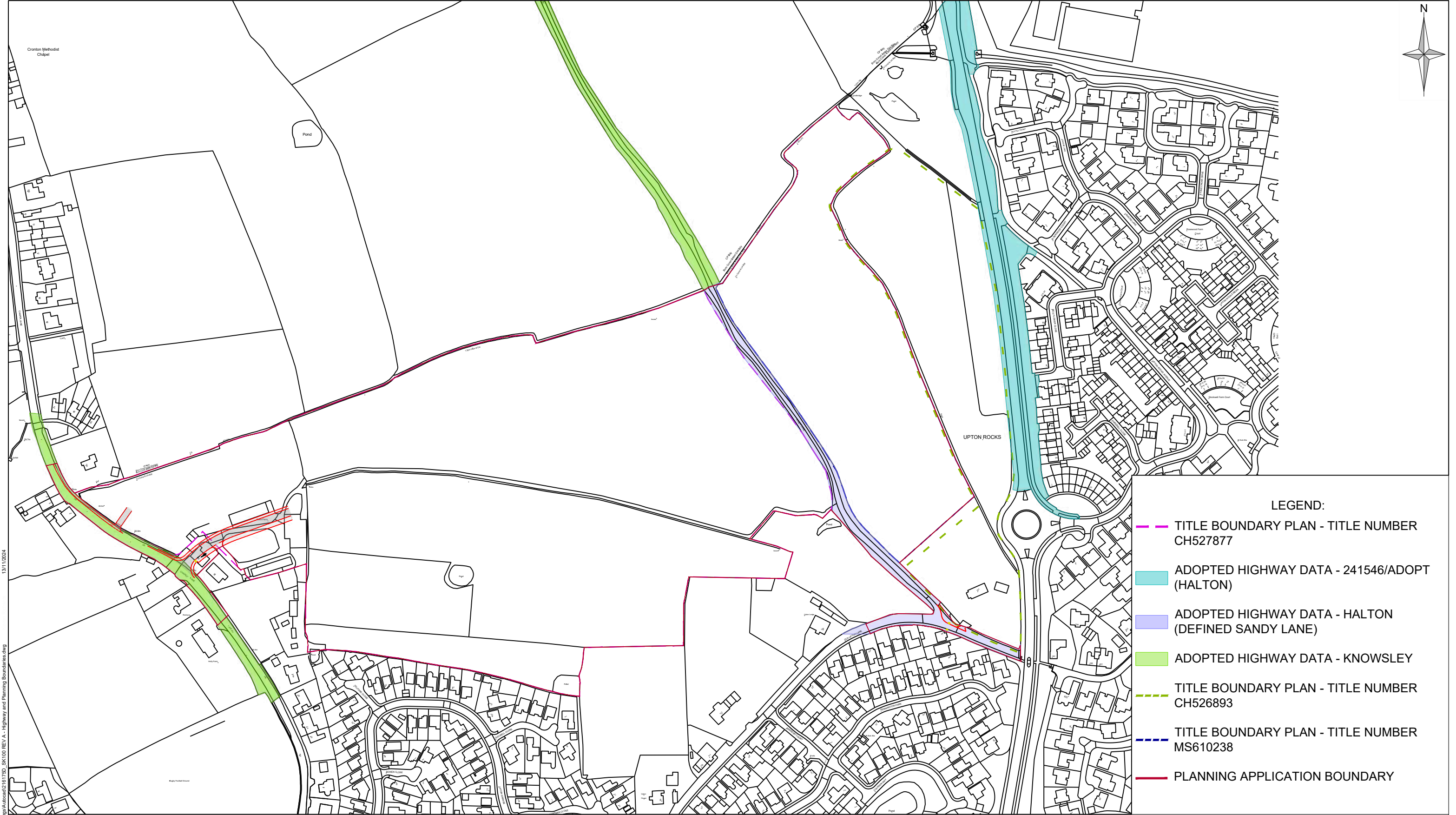
Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



LEGEND:

TITLE BOUNDARY PLAN - TITLE NUMBER CH527877

ADOPTED HIGHWAY DATA - 241546/ADOPT (HALTON)

ADOPTED HIGHWAY DATA - HALTON (DEFINED SANDY LANE)

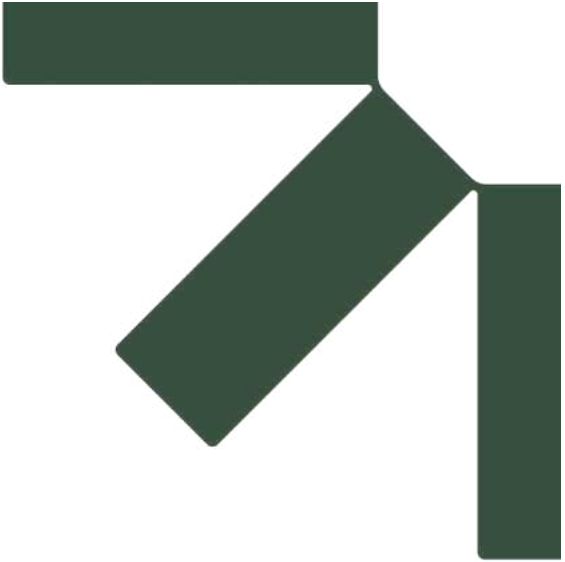
ADOPTED HIGHWAY DATA - KNOWSLEY

TITLE BOUNDARY PLAN - TITLE NUMBER CH526893

TITLE BOUNDARY PLAN - TITLE NUMBER MS610238

PLANNING APPLICATION BOUNDARY

 www.slrconsulting.com				Client TAYLOR WIMPEY																Notes: 1.																					
Drawing Status & Suitability Code				Project CHAPEL LANE, HALTON																																					
<table><tr><td>Designed</td><td>Drawn</td><td>Checked</td><td>Authorised</td></tr><tr><td>-</td><td>KR</td><td>SB</td><td>MR</td></tr><tr><td>Date</td><td>Date</td><td>Date</td><td>Date</td></tr><tr><td>-</td><td>06.09.25</td><td>06.09.25</td><td>06.09.25</td></tr></table>				Designed	Drawn	Checked	Authorised																	-	KR	SB	MR	Date	Date	Date	Date	-	06.09.25	06.09.25	06.09.25	Drawing Title LAND OWNERSHIP EXTENTS AND ADOPTED HIGHWAY BOUNDARIES					
Designed	Drawn	Checked	Authorised																																						
-	KR	SB	MR																																						
Date	Date	Date	Date																																						
-	06.09.25	06.09.25	06.09.25																																						
Drawing Number SK100				Rev. B		Scale NTS @ A3		SLR Project No. 216175		<table><tr><td>Rev</td><td>Amendments</td><td>Date</td><td>By</td><td>Chk</td><td>Auth</td></tr><tr><td>B</td><td>PLANNING APPLICATION BOUNDARY AMENDED</td><td>13.11.24</td><td>KR</td><td>SR</td><td>MR</td></tr><tr><td>A</td><td>PLANNING APPLICATION BOUNDARY ADDED</td><td>26.09.24</td><td>KR</td><td>SB</td><td>MR</td></tr></table>				Rev	Amendments	Date	By	Chk	Auth	B	PLANNING APPLICATION BOUNDARY AMENDED	13.11.24	KR	SR	MR	A	PLANNING APPLICATION BOUNDARY ADDED	26.09.24	KR	SB	MR	<table><tr><td>Rev</td><td>Amendments</td><td>Date</td><td>By</td><td>Chk</td><td>Auth</td></tr></table>				Rev	Amendments	Date	By	Chk	Auth
Rev	Amendments	Date	By	Chk	Auth																																				
B	PLANNING APPLICATION BOUNDARY AMENDED	13.11.24	KR	SR	MR																																				
A	PLANNING APPLICATION BOUNDARY ADDED	26.09.24	KR	SB	MR																																				
Rev	Amendments	Date	By	Chk	Auth																																				



Appendix H 2024/06 Council Meeting Notes

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Note of Meeting

Client: Taylor Wimpey

Project: Chapel Lane, Halton

Subject: Highways Meeting

Date: Wednesday 26th June 2024 09:45-11:15

Location: TEAMS

ATTENDEES

JF – Jonathan Farmer (Halton Borough Council Highways)

AB - Andrew Blackburn (Halton Borough Council Highways)

BC – Brian O'Connor (Lichfields Planning)

Vanessa Eggleston – (i-Transport)

MR – Matt Russell (SLR)

SR - Sasha Respini (SLR)

1. Overview and Update on application

BC provided a brief update on the current application status, stating that determination has slowed as highways matters and agreements are key in progressing the application. It is envisaged that the updated documents and plans will be resubmitted in July.

2. Chapel Lane Access & Traffic Calming

216175_SK13 Rev A – Indicative Traffic Calming – Priority Access was shared, and AB questioned why the current access proposal is being modified, given that it has an RSA Stage 1 and are considered acceptable by KC.

MR explained that the new arrangement was prepared following the onsite meeting in December 2023 (Anthony Morley and Mark McCartney) and that there are no fundamental changes to the junction, other than the removal of the right-hand turn lane. This helped to address the comments from ATE and would allow further investigation into traffic calming measures on Chapel Lane to improve the pedestrian and cycle environment and provide greater connectivity onto Chapel Lane.

AB/JF were not opposed to the modified proposals, however suggested using the ATE Route Check Tool and applying it to both proposals. AB also suggested an updated RSA was undertaken for strength and consistency when presenting the proposals to committee, and that they would consider the new access and provide comments. JF also mentioned the proposals should be LTN 1/20 compliant and this needs to be evidenced.

AB stated that the traffic calming proposals must be consistent, given the difference in nature between the north and south of Chapel Lane. From Cronton Road, the character of Chapel Lane is very rural whereas the further south it becomes more urban and as such the traffic calming features and pedestrian enhancements need to reflect this.

VE / MR explained that the design shown is possibly not the final traffic calming scheme and is an indication of what could be achieved, as it is not a requirement to formally submit the traffic calming scheme as part of the application, as discussed at the round-table meeting with Halton and Knowsley late last year.

The traffic calming consultation process was discussed given it is cross boundary and JF explained that Knowsley would take the scheme through consultation, as the Highway Authority, whilst consulting Halton residents.

VE stated that it will need to be clear which works will be included within the S278 works and which would form part of the traffic calming works. JF stated that it is likely that the access would be delivered by the developer, and the traffic calming is delivered by the authorities via developer contribution, to be discussed between HBC and KC. VE agreed that this approach is in line with the Derby Road / Lunt's Heath Road corridor schemes and consistent with the way access / off-site works were dealt with for the SRL7 sites.

AB asked which access scheme would be progressed? MR/VE confirmed that we were keen to seek views from both LHA on the two access options such that it can be agreed which access will form the basis of the application. VE stressed that whilst Knowsley Council (KC) has confirmed that the submitted access arrangement is acceptable, they haven't identified a preference between either access option.

Action: SLR to send through the proposed access and traffic calming on Chapel Lane for review and comment. HBC to provide initial comments prior to RSA / ATE Route Check being completed.

3. Sandy Lane

VE gave an overview of the proposed Sandy Lane scheme and shared the i-Transport Sandy Lane plan. She stressed that the design must be commensurate with the scale of development and the lighting is a costly sum and may not be consistent with the area, noting that both HBC and KC confirmed at the on-site meeting in December that they would want to retain the rural character of the route. AB confirmed that, having lived locally and used Sandy Lane, he wouldn't want this to be 'over engineered'.

AB suggested perhaps reducing the number of signs and instead including street furniture such as benches instead. He also raised concerns regarding the nature of the northern section of Sandy Lane and the section within the red line boundary. AB referred to previous comments raised and expected the character and layout of Sandy Lane to be quite different for the Knowsley section compared to the Halton section that sits within the redline.

AB indicated that barriers or similar should be provided at the interface with Knowsley. He continued, stating that he would expect active frontages and several NMU crossings on Sandy Lane [within the red line], incorporating Sandy Lane into the site design, avoiding a 'rear alley' effect. But this can be considered in detail at the Reserved Matters stage.

VE stated that Sandy Lane would generally remain rural in nature but confirmed there would be more activity within the section of the red line and will allow connectivity for pedestrians and cyclists and that the indicative masterplan shows dwellings facing Sandy Lane, allowing for natural surveillance along this section. JF also noted that if there was an opportunity for the section of the lane within the red line boundary to be lit from internal residential streets / private drives, this would be helpful and would avoid the need for lighting on Sandy Lane itself.

4. Offsite Active Travel Improvements

216175_PD15 Rev B - Old Upton Lane Toucan Crossing / 216175_PD16 Rev B - Queensbury Way Signalised Crossing / 216175_PD17 Rev C – Cronton Lane Zebra Crossing were shared.

JF stated the need to consider LTN 1/20 into the designs of the crossing points and ensuring that the crossings proposed are appropriate in terms of evidence based on pedestrian and vehicle flows.

JF suggested that the route south to the Prescott Road / Liverpool Road junction is improved. This would need to consider how pedestrians cross at Parklands / the Queensbury Road Roundabout / Arley Drive through Cradley / through the linear park and could include minor changes such as signage and widening of footways. However, MR countered this and questioned whether the Chapel Lane development would need to consider this route given the offsite works currently being proposed and is this fair and reasonable and directly related to the development.

MR further raised the point that it is not clear if this is a reasonable route for future residents of the development, and whether it would be used regularly or whether the impact would be diluted at this point. He also asked, which scheme should be taking priority, is this scheme more important than the local offsite works proposed?

JF responded that they were trying to be pragmatic and accept that one offsite scheme may have to be prioritised over another, for example the Queensbury Way proposals could be downgraded. He recommended that some narrative is provided to accompany the offsite highway proposals and how the improvements help modal shift and takes pressure from the Liverpool Road junction, as this will assist HBC presenting the Chapel Lane development to Committee. AB also asked whether the indicative costings of the schemes will be provided along with the drawings such that HBC can assess the overall scale of cost? MR noted that the costings can be supplied.

VE continued that contributions need to be mindful of what other developers are being asked to contribute and inline with other sites in Widnes to ensure TW are being asked to contribute fairly and proportionately.

JF also explained there is currently an active HBC scheme to improve the footway widths on the Prescott Road bridge.

Action: SLR to send through a suite of drawings for AB and JF to consider and provide comment on and supply details of the costings.

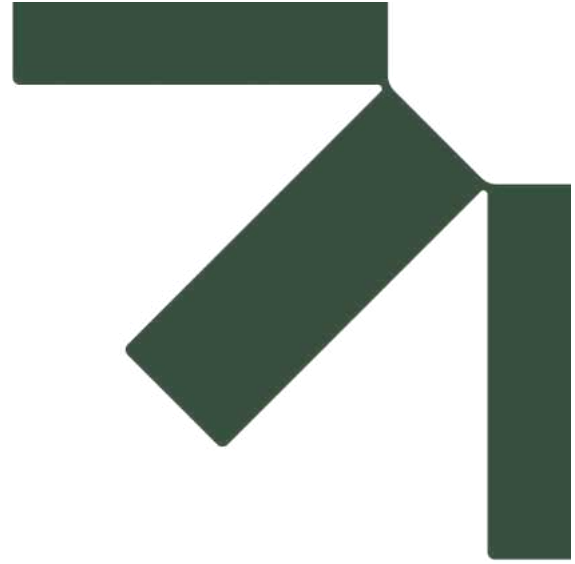
5. Outstanding matters

- Using the Route Selector Tool to appraise both access options and undertake a new Road Safety Audit on the access arrangements without the right hand turn lane.
- Preparing a package of offsite measures (in line with LTN 1/20), that are proportionate and in line with the SRL7 sites and evidencing the types of crossings proposed.

6. Knowsley Council / National Highways responses

MR explained that Anthony Morley of Knowsley Highways accepted the current access arrangements before he left the Authority. SLR are now liaising with Jo Sheridan the planning officer to continue discussions.

National Highways have lifted the Holding Objection on the scheme and have sent updated consultation responses to both HBC and KC.



Appendix I Masterplan

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Key

Site Boundary

n*ORTH

0m 20m 40m 60m 80m 100m

Scale 1:2,500 (@A3)

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e*SCAPE

urbanists

Project Title

Chapel Lane, Widnes

e*SCAPE Job No.

022-009

Client

Taylor Wimpey North West

Drawing Number

022-009-P005

Revision

REV G

Drawing Title

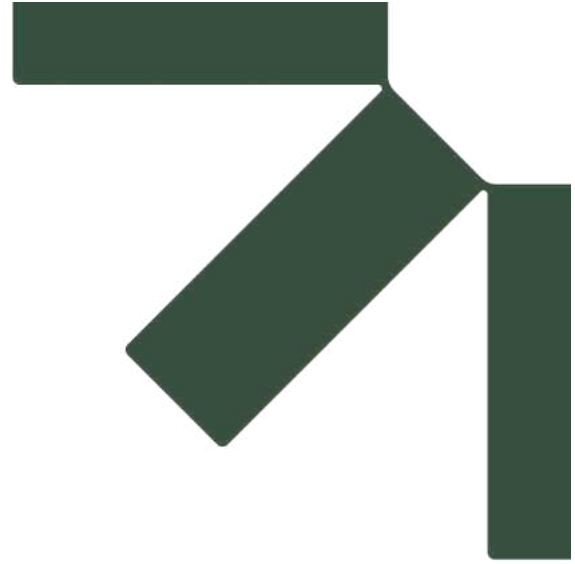
Illustrative Masterplan

Scale

1:2,500 @ A3

Date

December '24



Appendix J Drawing 216175-PD100- C

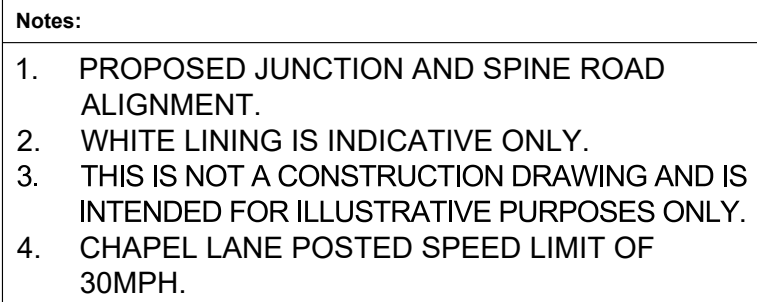
Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



— PLANNING APPLICATION BOUNDARY

HALTON ADOPTED HIGHWAY DATA

9.13' EXISTING DIMENSION

9.13' PROPOSED DIMENSION

CARRIAGEWAY

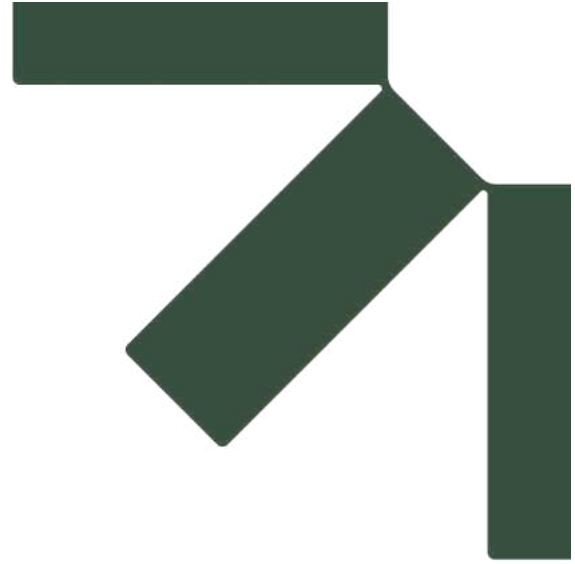
FOOTPATH/SHARED ROUTE

2.4M X 50.8M BASED ON 34MPH
SOUTHBOUND 85TH PERCENTILE
SPEEDS

2.4M X 53.5M BASED ON 35.2MPH
NORTHBOUND 85TH PERCENTILE
SPEEDS

50.8M RIGHT TURNING VEHICLE
VISIBILITY SPLAY TO ONCOMING
VEHICLES

				
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Drawing Status & Suitability Code				
Client TAYLOR WIMPEY				
Project CHAPEL LANE, HALTON				
Drawing Title PROPOSED SIMPLE PRIORITY JUNCTION GENERAL ARRANGEMENT AND VISIBILITY ASSESSMENT				
Scale 1:250	@ A1		SLR Project No. 216175	
Designed KR	Drawn KR	Checked SR	Authorised MR	
Date 06.09.24	Date 06.09.24	Date 06.09.24	Date 06.09.24	
Drawing Number PD100			Rev. C	



Appendix K Drawing 216175-PD102-B

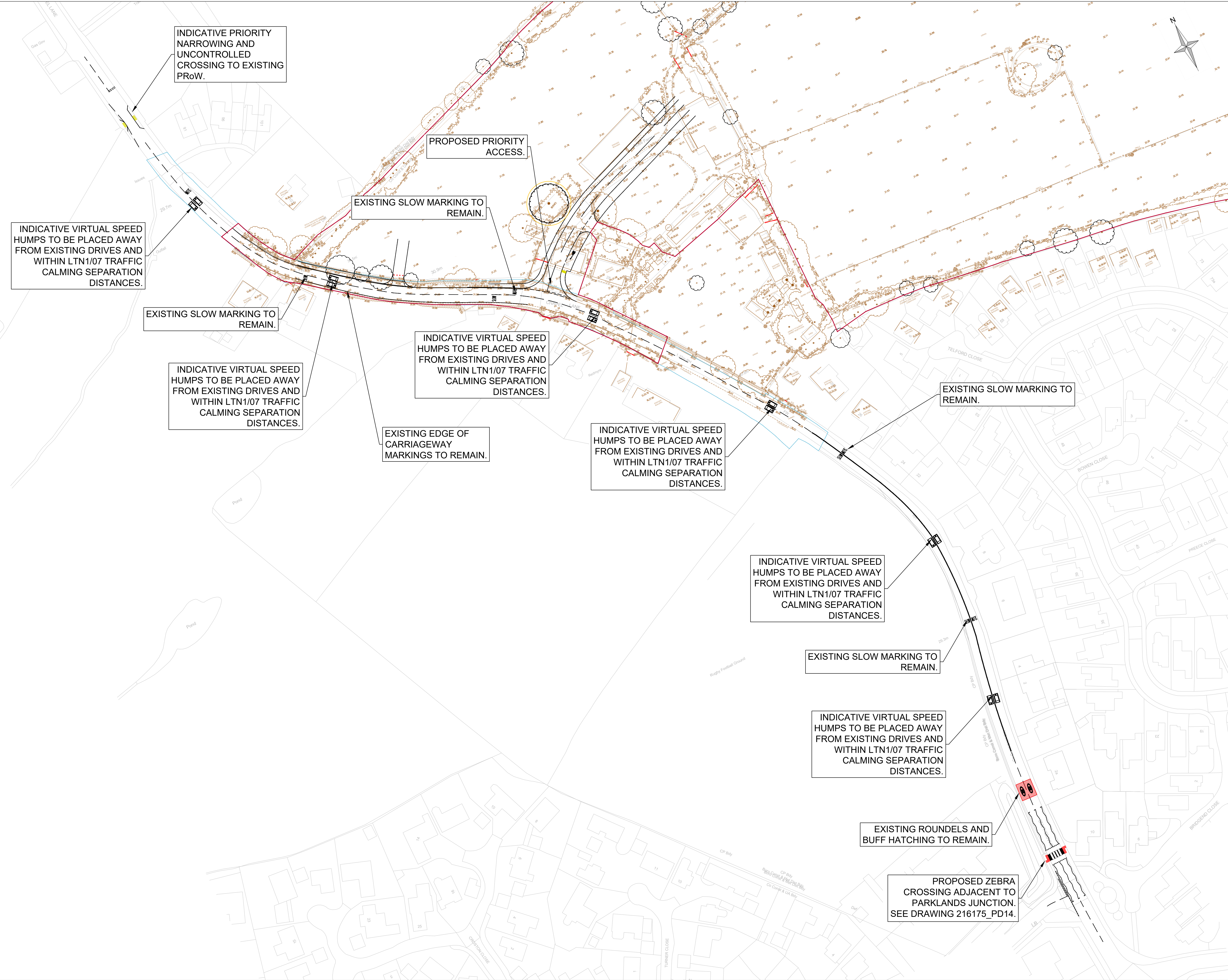
Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



- Notes:
1. PROPOSED JUNCTION AND SPINE ROAD ALIGNMENT.
 2. WHITE LINING IS INDICATIVE ONLY.
 3. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
 4. CHAPEL LANE POSTED SPEED LIMIT OF 30MPH.

Legend:

B	PLANNING BOUNDARY AMENDED	13.11.24	KR	SR	MR
A	EMERGENCY ACCESS ADDED	26.09.24	KR	SB	MR
Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
TAYLOR WIMPEY

Project
CHAPEL LANE, HALTON

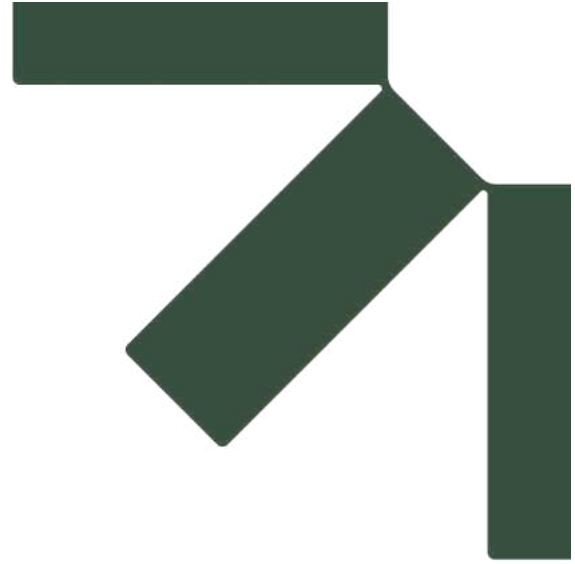
Drawing Title
CHAPEL LANE
INDICATIVE TRAFFIC CALMING STRATEGY

Scale:
NTS @ A1

SLR Project No.
216175

Designed KR	Drawn KR	Checked SR	Authorised MR
Date 06.09.24	Date 06.09.24	Date 06.09.24	Date 06.09.24

Drawing Number PD102	Rev B
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Appendix L Site Access Modelling Results

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.2.1013						
© Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL:						
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: 216175-Site Access Updated V1.j9

Path: H:\Projects\W210000\216175 - Chapel Lane, Halton\Technical\I - Post Submission\Modelling\Picady

Report generation date: 10/09/2024 09:27:46

»2025 + Com + Dev, AM

»2025 + Com + Dev, PM

»2028 + Com + Dev, AM

»2028 + Com + Dev, PM

»2033 + Com + Dev, AM

»2033 + Com + Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 + Com + Dev						
Stream B-AC	0.5	10.79	0.35	0.2	8.42	0.15
Stream C-AB	0.0	5.22	0.03	0.3	6.28	0.16
2028 + Com + Dev						
Stream B-AC	0.5	10.84	0.35	0.2	8.45	0.15
Stream C-AB	0.0	5.21	0.03	0.3	6.27	0.16
2033 + Com + Dev						
Stream B-AC	0.5	10.94	0.35	0.2	8.49	0.15
Stream C-AB	0.0	5.19	0.03	0.3	6.26	0.16

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	21/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\ben.stone
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 + Com + Dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2028 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 + Com + Dev	PM	ONE HOUR	16:15	17:45	15	✓
D7	2033 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 + Com + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.40			40.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.79	33	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	597	0.107	0.270	0.170	0.386
B-C	763	0.115	0.291	-	-
C-B	597	0.227	0.227	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	271	100.000
B		ONE HOUR	✓	162	100.000
C		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	27	244
	B	110	0	52
	C	297	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	10.79	0.5	B	149	223
C-AB	0.03	5.22	0.0	A	19	29
C-A					265	398
A-B					25	37
A-C					224	336

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	30	554	0.220	121	0.0	0.3	8.296	A
C-AB	14	4	705	0.020	14	0.0	0.0	5.215	A
C-A	219	55			219				
A-B	20	5			20				
A-C	184	46			184				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	36	536	0.272	145	0.3	0.4	9.200	A
C-AB	19	5	727	0.025	18	0.0	0.0	5.081	A
C-A	260	65			260				
A-B	24	6			24				
A-C	219	55			219				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	512	0.348	178	0.4	0.5	10.751	B
C-AB	25	6	758	0.033	25	0.0	0.0	4.909	A
C-A	316	79			316				
A-B	30	7			30				
A-C	269	67			269				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	512	0.348	178	0.5	0.5	10.790	B
C-AB	25	6	758	0.033	25	0.0	0.0	4.911	A
C-A	316	79			316				
A-B	30	7			30				
A-C	269	67			269				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	36	536	0.272	146	0.5	0.4	9.246	A
C-AB	19	5	727	0.026	19	0.0	0.0	5.085	A
C-A	260	65			260				
A-B	24	6			24				
A-C	219	55			219				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	30	554	0.220	122	0.4	0.3	8.354	A
C-AB	14	4	705	0.020	14	0.0	0.0	5.217	A
C-A	219	55			219				
A-B	20	5			20				
A-C	184	46			184				

2025 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 + Com + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	361	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	101	260
	B	43	0	27
	C	226	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.42	0.2	A	64	96
C-AB	0.16	6.28	0.3	A	86	130
C-A					180	270
A-B					93	139
A-C					239	358

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	552	0.095	52	0.0	0.1	7.193	A
C-AB	65	16	654	0.100	64	0.0	0.2	6.101	A
C-A	153	38			153				
A-B	76	19			76				
A-C	196	49			196				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	532	0.118	63	0.1	0.1	7.664	A
C-AB	83	21	667	0.124	83	0.2	0.2	6.163	A
C-A	178	44			178				
A-B	91	23			91				
A-C	234	58			234				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	505	0.153	77	0.1	0.2	8.409	A
C-AB	111	28	685	0.162	111	0.2	0.3	6.270	A
C-A	208	52			208				
A-B	111	28			111				
A-C	286	72			286				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	505	0.153	77	0.2	0.2	8.418	A
C-AB	111	28	685	0.162	111	0.3	0.3	6.279	A
C-A	208	52			208				
A-B	111	28			111				
A-C	286	72			286				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	532	0.118	63	0.2	0.1	7.678	A
C-AB	83	21	667	0.125	83	0.3	0.2	6.177	A
C-A	178	44			178				
A-B	91	23			91				
A-C	234	58			234				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	552	0.095	53	0.1	0.1	7.211	A
C-AB	65	16	655	0.100	66	0.2	0.2	6.118	A
C-A	153	38			153				
A-B	76	19			76				
A-C	196	49			196				

2028 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	274	100.000
B		ONE HOUR	✓	162	100.000
C		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	27	247
	B	110	0	52
	C	301	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	10.84	0.5	B	149	223
C-AB	0.03	5.21	0.0	A	20	29
C-A					269	403
A-B					25	37
A-C					227	340

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	30	553	0.221	121	0.0	0.3	8.317	A
C-AB	14	4	706	0.020	14	0.0	0.0	5.203	A
C-A	222	55			222				
A-B	20	5			20				
A-C	186	46			186				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	36	535	0.272	145	0.3	0.4	9.231	A
C-AB	19	5	729	0.026	19	0.0	0.0	5.068	A
C-A	264	66			264				
A-B	24	6			24				
A-C	222	56			222				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	510	0.350	178	0.4	0.5	10.806	B
C-AB	25	6	761	0.033	25	0.0	0.0	4.894	A
C-A	320	80			320				
A-B	30	7			30				
A-C	272	68			272				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	510	0.350	178	0.5	0.5	10.841	B
C-AB	25	6	761	0.033	25	0.0	0.0	4.898	A
C-A	320	80			320				
A-B	30	7			30				
A-C	272	68			272				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	36	535	0.272	146	0.5	0.4	9.277	A
C-AB	19	5	729	0.026	19	0.0	0.0	5.072	A
C-A	264	66			264				
A-B	24	6			24				
A-C	222	56			222				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	30	553	0.221	122	0.4	0.3	8.376	A
C-AB	14	4	706	0.020	14	0.0	0.0	5.208	A
C-A	222	55			222				
A-B	20	5			20				
A-C	186	46			186				

2028 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028 + Com + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	364	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	101	263
	B	43	0	27
	C	229	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.45	0.2	A	64	96
C-AB	0.16	6.27	0.3	A	87	130
C-A					182	273
A-B					93	139
A-C					241	362

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	551	0.096	52	0.0	0.1	7.207	A
C-AB	65	16	655	0.100	65	0.0	0.2	6.092	A
C-A	155	39			155				
A-B	76	19			76				
A-C	198	50			198				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	531	0.118	63	0.1	0.1	7.683	A
C-AB	83	21	668	0.125	83	0.2	0.2	6.153	A
C-A	180	45			180				
A-B	91	23			91				
A-C	236	59			236				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	503	0.153	77	0.1	0.2	8.437	A
C-AB	112	28	687	0.163	111	0.2	0.3	6.258	A
C-A	211	53			211				
A-B	111	28			111				
A-C	290	72			290				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	503	0.153	77	0.2	0.2	8.445	A
C-AB	112	28	687	0.163	112	0.3	0.3	6.270	A
C-A	211	53			211				
A-B	111	28			111				
A-C	290	72			290				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	531	0.118	63	0.2	0.1	7.694	A
C-AB	83	21	669	0.125	84	0.3	0.2	6.170	A
C-A	180	45			180				
A-B	91	23			91				
A-C	236	59			236				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	551	0.096	53	0.1	0.1	7.227	A
C-AB	66	16	656	0.100	66	0.2	0.2	6.110	A
C-A	155	39			155				
A-B	76	19			76				
A-C	198	50			198				

2033 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	280	100.000
B		ONE HOUR	✓	162	100.000
C		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	27	253
	B	110	0	52
	C	308	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	10.94	0.5	B	149	223
C-AB	0.03	5.19	0.0	A	20	30
C-A					275	412
A-B					25	37
A-C					232	348

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	30	551	0.222	121	0.0	0.3	8.357	A
C-AB	15	4	709	0.021	14	0.0	0.0	5.184	A
C-A	227	57			227				
A-B	20	5			20				
A-C	190	48			190				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	36	532	0.274	145	0.3	0.4	9.289	A
C-AB	19	5	732	0.026	19	0.0	0.0	5.045	A
C-A	270	67			270				
A-B	24	6			24				
A-C	227	57			227				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	507	0.352	178	0.4	0.5	10.900	B
C-AB	26	6	765	0.034	26	0.0	0.0	4.869	A
C-A	328	82			328				
A-B	30	7			30				
A-C	279	70			279				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	45	507	0.352	178	0.5	0.5	10.941	B
C-AB	26	6	765	0.034	26	0.0	0.0	4.872	A
C-A	328	82			328				
A-B	30	7			30				
A-C	279	70			279				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	36	532	0.274	146	0.5	0.4	9.336	A
C-AB	19	5	732	0.026	19	0.0	0.0	5.052	A
C-A	270	67			270				
A-B	24	6			24				
A-C	227	57			227				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	30	550	0.222	122	0.4	0.3	8.416	A
C-AB	15	4	709	0.021	15	0.0	0.0	5.188	A
C-A	227	57			227				
A-B	20	5			20				
A-C	190	48			190				

2033 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033 + Com + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	369	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	101	268
	B	43	0	27
	C	233	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	8.49	0.2	A	64	96
C-AB	0.16	6.26	0.3	A	88	131
C-A					185	278
A-B					93	139
A-C					246	369

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	550	0.096	52	0.0	0.1	7.228	A
C-AB	66	16	657	0.100	65	0.0	0.2	6.082	A
C-A	158	39			158				
A-B	76	19			76				
A-C	202	50			202				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	529	0.119	63	0.1	0.1	7.712	A
C-AB	84	21	670	0.125	84	0.2	0.2	6.144	A
C-A	183	46			183				
A-B	91	23			91				
A-C	241	60			241				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	501	0.154	77	0.1	0.2	8.481	A
C-AB	113	28	689	0.164	112	0.2	0.3	6.246	A
C-A	214	54			214				
A-B	111	28			111				
A-C	295	74			295				

17:00 - 17:15

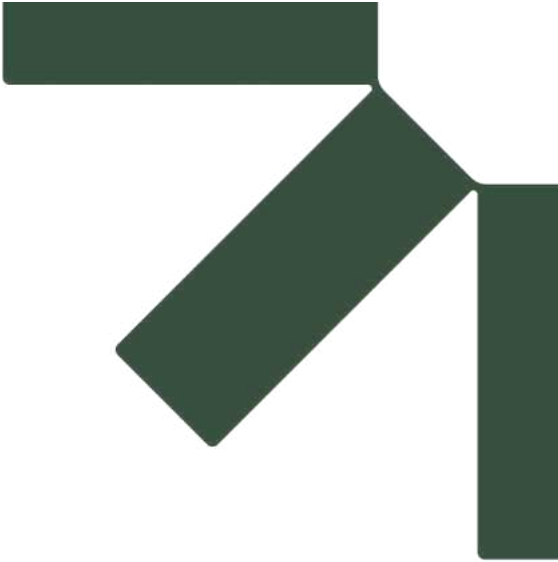
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	501	0.154	77	0.2	0.2	8.489	A
C-AB	113	28	689	0.164	113	0.3	0.3	6.255	A
C-A	214	54			214				
A-B	111	28			111				
A-C	295	74			295				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	529	0.119	63	0.2	0.1	7.725	A
C-AB	84	21	670	0.125	84	0.3	0.2	6.159	A
C-A	183	46			183				
A-B	91	23			91				
A-C	241	60			241				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	550	0.096	53	0.1	0.1	7.249	A
C-AB	66	16	657	0.100	66	0.2	0.2	6.102	A
C-A	158	39			158				
A-B	76	19			76				
A-C	202	50			202				



Appendix M Stage 1 RSA & Designers Response

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



Stage 1 Road Safety Audit Addendum

Chapel Lane, Halton

Taylor Wimpey

Prepared by:

SLR Consulting Limited

Ground Floor Belmont House , Churchill Way, Cardiff,
CF10 2HE

SLR Project No.: 425.001279.00001

Client Reference No: XXXX

8 October 2024

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	8 October 2024	Alastair Pike	Wing Lee	Alastair Pike
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

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Appendices

Appendix A	Site Location Plan
Appendix B	Submitted Documents
Appendix C	Problem Location Plan



Acronyms and Abbreviations

RSA	Road Safety Audit
SRA	Safety Risk Assessment
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis
HGV	Heavy Goods Vehicle
VRS	Vehicle Restraint System



1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit Addendum carried out on Tuesday 8th October 2024. The RSA was carried out on behalf of Taylor Wimpey. The Overseeing Organisation for this Stage 1 RSA is Halton Borough Council.
- 1.2 An Audit Brief was prepared by Sasha Respini of SLR Consulting Ltd on 25th July 2024. January 2024 and by the RSA team on the same date.
- 1.3 This Road Safety Audit team was as follows:
- Alastair pike, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Leader
Head of Road Safety
SLR Consulting Ltd
- Wing lee, BEng (hons), PGCert, MCIHT, MIHE, HE Approved Cert. Comp.
Audit Team Member
Director
Grange Transport Consulting
- 1.4 A site visit was previously undertaken by the Audit Team on Thursday 2nd May 2024, between the hours of 11.00pm and 12.00pm. The weather at the time of the visit was overcast and the carriageway surface was dry. Vehicular traffic levels were considered to be low. There were no pedestrian nor cyclist movements observed during this time. A secondary site visit for the purposes of this addendum was deemed unnecessary by the RSA team at this time.
- 1.5 A site location plan can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B**
- 1.9 The scheme subject to Stage 1 RSA seeks to create a primary site access junction serving a proposed residential development. The access junction is to be arranged as a priority controlled 'T' junction with a shared use cycleway / footway on the north eastern side of the junction. An additional emergency access junction will be provided to the west of the primary site access junction.



Departures from Standards

- 1.10 The Audit Brief states that there are no DfS required have been informed of a series of DfS relating to the original highway design from the RSA Brief document. These are summarised as follows;



2.0 Matters arising from this Stage 1 RSA.

Drawing No. 216175_PD100 REV A - Proposed Simple Priority Junction

2.1 Problem.

Location: General.

Summary: Lack of warning signage may lead to injudicious vehicle movements at the junction potentially causing side swipe / shunt type collisions.

Design drawings do not show any new road layout ahead signage or warning to alert approaching drivers to the presence of the proposed access junction. Failure to provide signage of this type may lead to drivers not assimilating the junction in time potentially leading to side swipe / shunt type collisions.

Recommendation

It is recommended that the appropriate signage is provided on approach to the junction from both directions.

2.2 Problem.

Location: Southbound lane adjacent to proposed access junction.

Summary: Lack of merge facility for cyclists may lead to cyclists crossing the minor arm of the junction injudiciously potentially leading to collisions between cyclists and vehicular traffic.

Design drawings do not show a means for southbound cyclists on the major arm to access the internal shared use cycleway / footway facility provided within the site. This arrangement may lead to southbound cyclists on the major arm entering the site access junction and crossing diagonally to the new shared use facility to continue their journey. This arrangement may lead to injurious crossing movements potentially causing collisions between cyclists and vehicular traffic.

Recommendation

It is recommended that an appropriate merge dropped kerb for cyclists be provided on the northern side of the junction, that would allow cyclists to travel into the site and cross perpendicular into the proposed cycle off slip on the southern side.



2.3 Problem.

Location: Emergency access junction.

Summary: Lack of tactile paving across access junction may lead to collisions between vehicular traffic and pedestrians.

Design drawings show an emergency access junction to the north of Chapel Lane is to be constructed with a bellmouth type arrangement. Dropped kerbs will be required to facilitate access and these will in turn require the appropriate tactile paving installations to ensure pedestrians particularly those with visual impairments are aware of the need to cross the access. Failure to provide the appropriate tactile paving may lead to pedestrians entering the vehicular carriageway at risk of collisions between vehicular traffic and pedestrians.

Recommendation

It is recommended that the appropriate tactile paving facilities are provided at the emergency access junction.



3.0 Audit Team Statement

- 3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Alastair Pike

Signed:



Position: Head of Road Safety

Organisation: SLR Consulting Ltd

Date: 8 October 2024

Road Safety Audit Team Member

Name: Wing Lee

Signed:

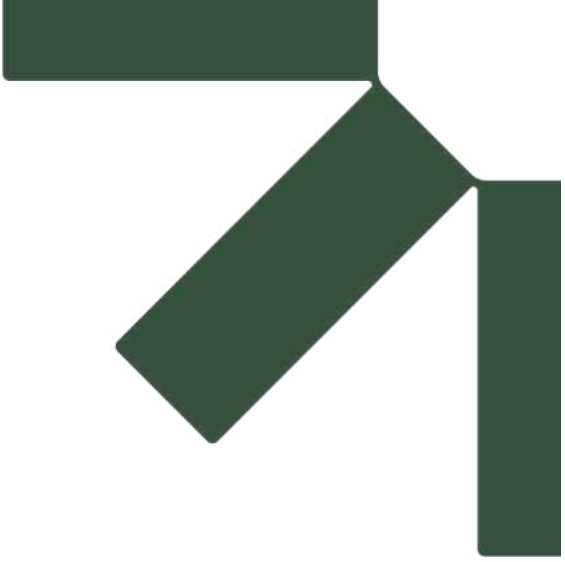


Position: Consultant

Organisation: Independent Road Safety Consultant

Date: 8 October 2024





Appendix A Site Location Plan

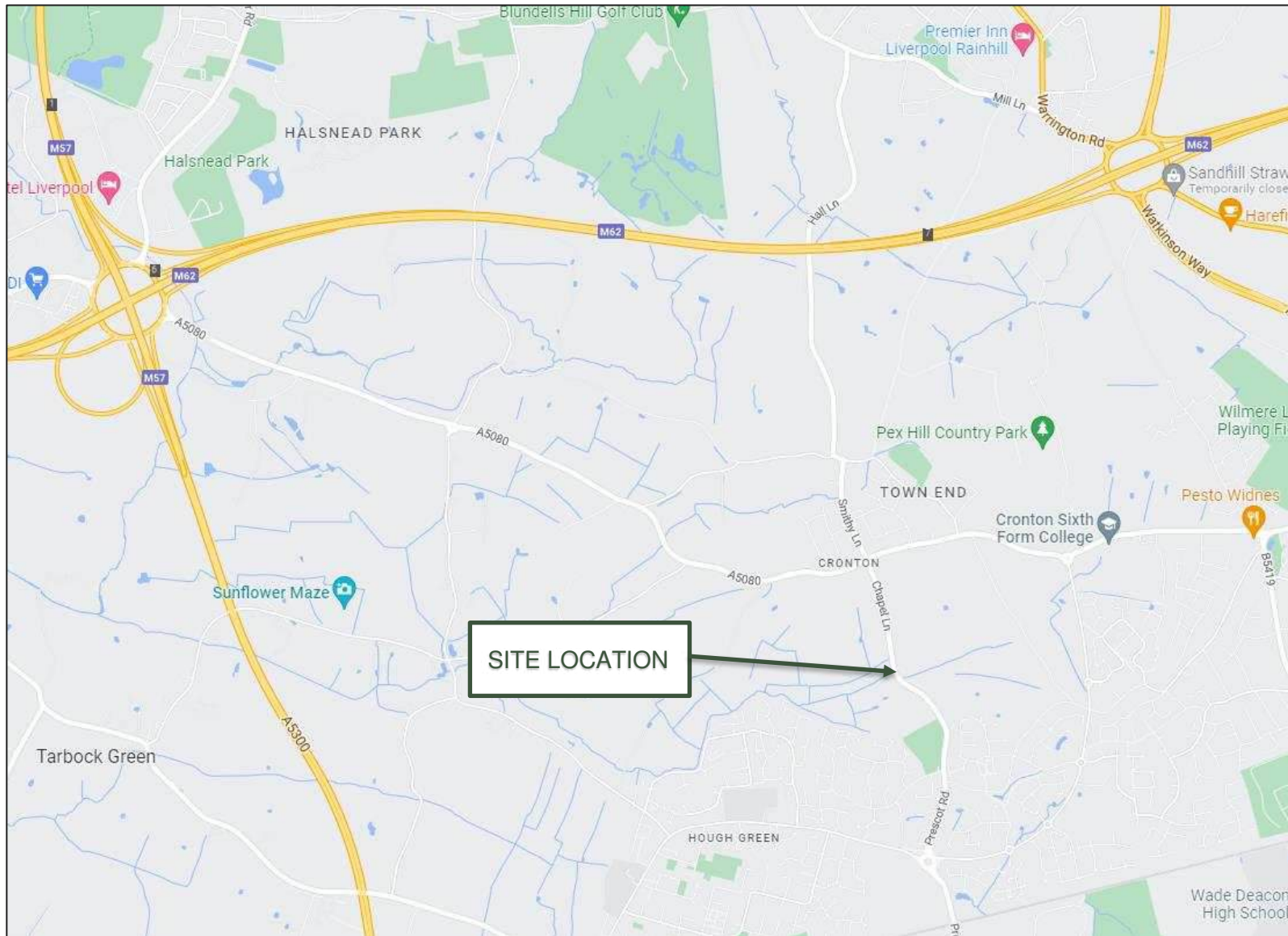
Stage 1 Road Safety Audit Addendum

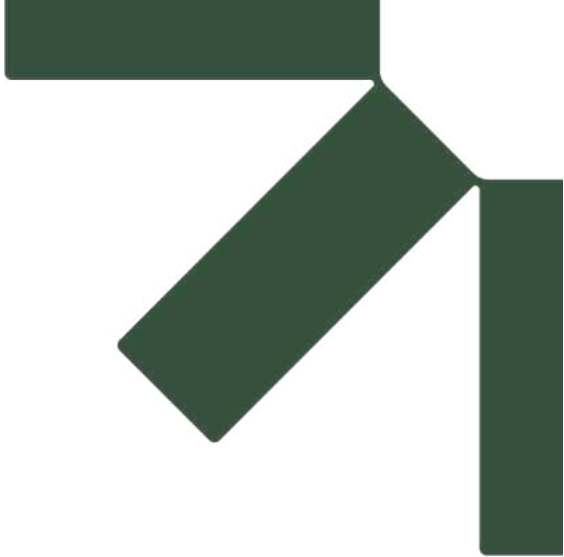
Chapel Lane, Halton

Taylor Wimpey

SLR Project No.: 425.001279.00001

8 October 2024





Appendix B Submitted Documents

Stage 1 Road Safety Audit Addendum

Chapel Lane, Halton

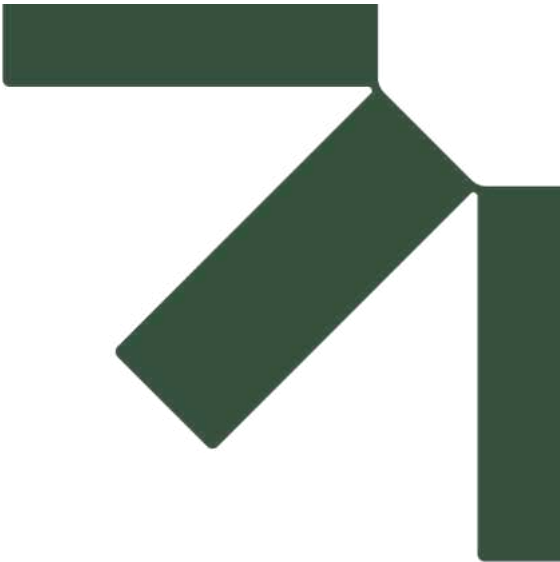
Taylor Wimpey

SLR Project No.: 425.001279.00001

8 October 2024

Document	Document Title
RSA Brief	 216175 - Bungalow priority junction RSA Brief - V2
Design	 216175_PD100 REV A - Proposed Simple Priority Junction
Drawings	 216175_PD100_AT_A01 REV A - Halton Refuse SPA





Appendix C Problem Location Plan

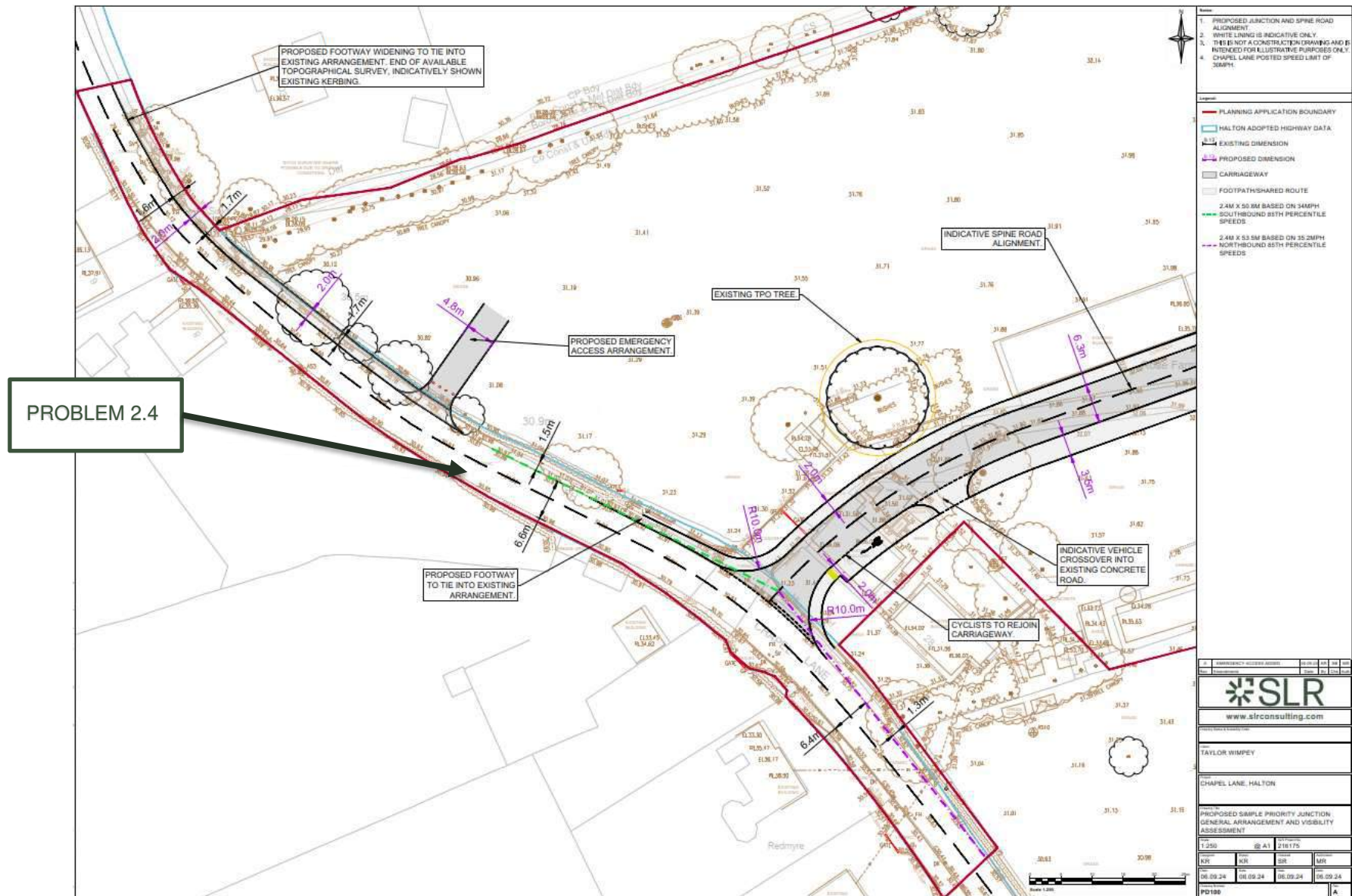
Stage 1 Road Safety Audit Addendum

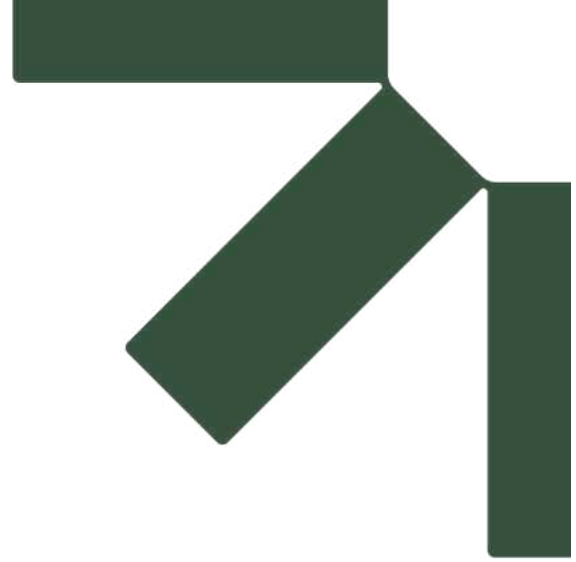
Chapel Lane, Halton

Taylor Wimpey

SLR Project No.: 425.001279.00001

8 October 2024







Making Sustainability Happen



RSA Designers Response

Land at Chapel Lane, Widnes

Taylor Wimpey

Prepared by:

SLR Consulting Limited

Ground Floor Belmont House , Churchill Way, Cardiff,
CF10 2HE

SLR Project No.: 425.001279.00001

13 November 2024

Revision: 01

1 Project Summary

RSA REPORT TITLE	STAGE 1 ROAD SAFETY AUDIT
Date	8 th October 2024
Document Reference and Revision:	RSA 1 V01
Prepared by:	Alastair Pike
On behalf of:	Taylor Wimpey
AUTHORISATION SHEET	
Project:	Land at Chapel Lane, Widnes
Report Title	Designers Response
DESIGNERS RESPONSE PREPARED BY	
Name:	Sasha Respini
Signed:	
Organisation:	SLR Consulting Ltd
Date:	13 th November 2024



2 General Details

GENERAL DETAILS:				
Highway scheme name and road number:		Chapel Lane, Widnes		
Type of scheme:	Priority junction access arrangements			
RSA Stage:	☒ Stage 1	☐ Stage 2	☐ Stage 3	☐ Stage 4
	Interim			
Overseeing Organisation details:		Knowsley Council		
Design organisation details:		SLR Consulting		
Police contact details:		N/A		
Maintaining agent contact details:				
RSA team membership:		Alastair Pike / Wing Lee		
Terms of reference:		GG119		

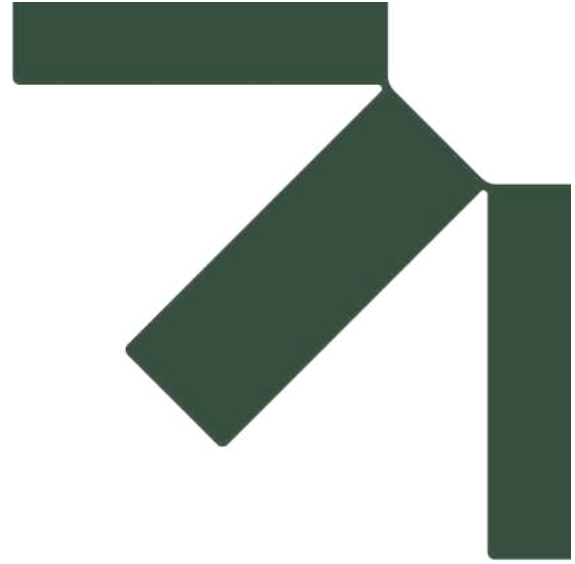


3 Road Safety Audit Decision Log

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
2.1	It is recommended that the appropriate signage is provided on approach to the junction from both directions.	Accepted. Signage will be provided on the approach to the new junction, from both directions. This will be shown on DD plans.		
2.2	It is recommended that an appropriate merge dropped kerb for cyclists be provided on the northern side of the junction, that would allow cyclists to travel into the site and cross perpendicular into the proposed cycle off slip on the southern side.	Not accepted. The proposed emergency access would be used as a shared route and internally link to the proposed 3m shared use route within the site.		
2.3	It is recommended that the appropriate tactile paving facilities are provided at the emergency access junction.	Accepted. Tactile paving will be provided at the emergency access.		







Appendix N Drawing 216175-PD20-C

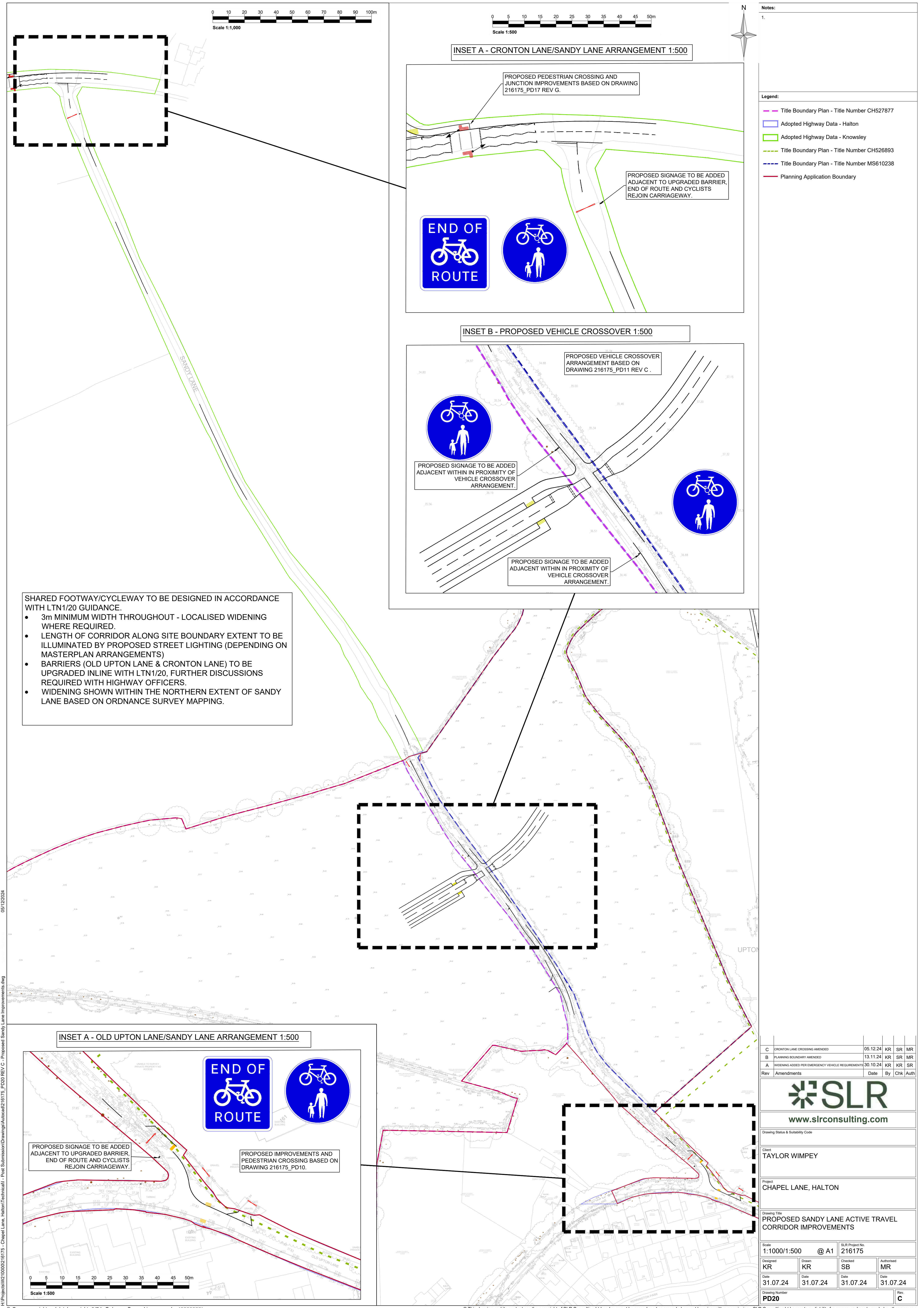
Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

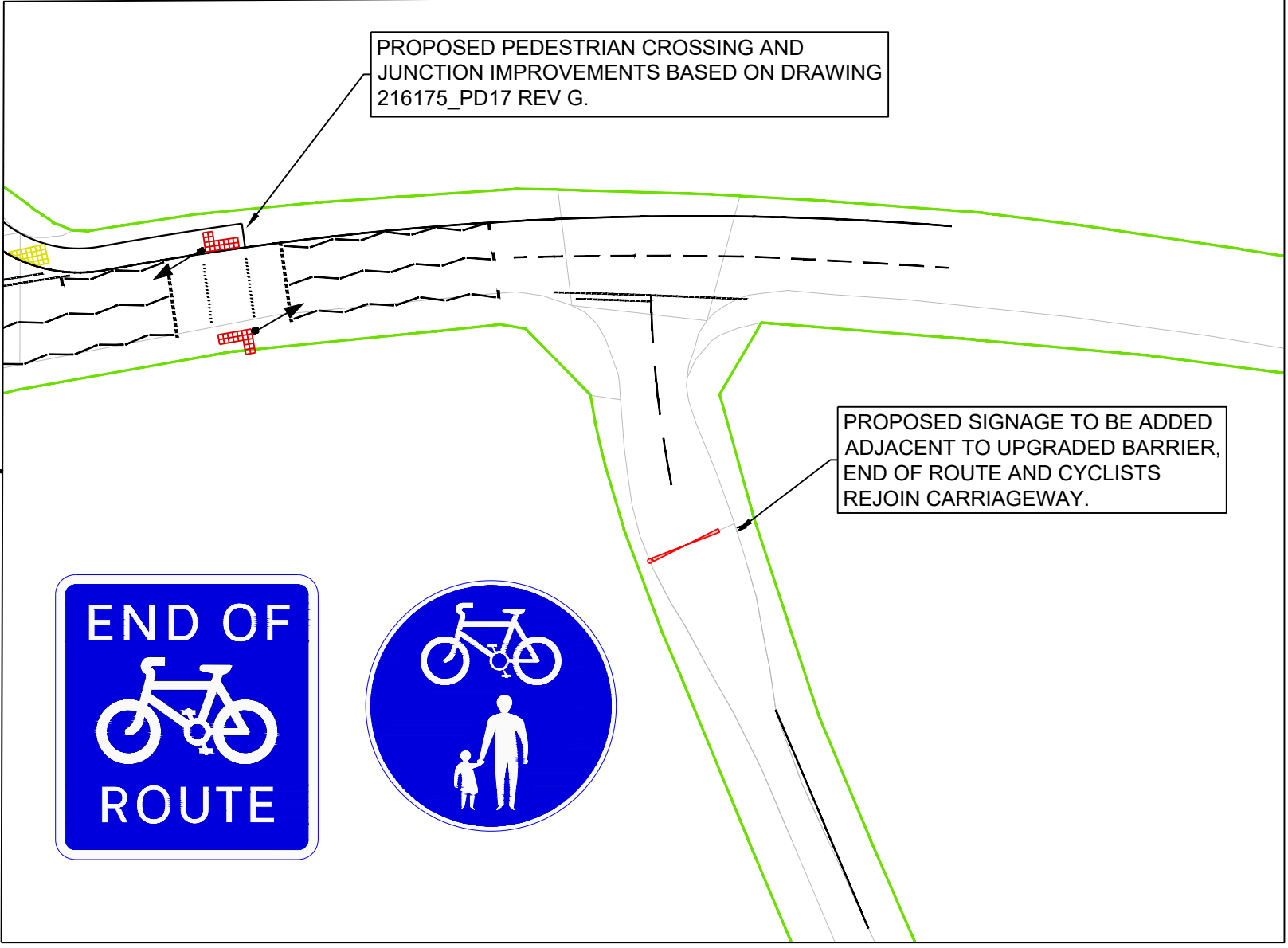
SLR Project No.: 425.001279.00001

12 December 2024

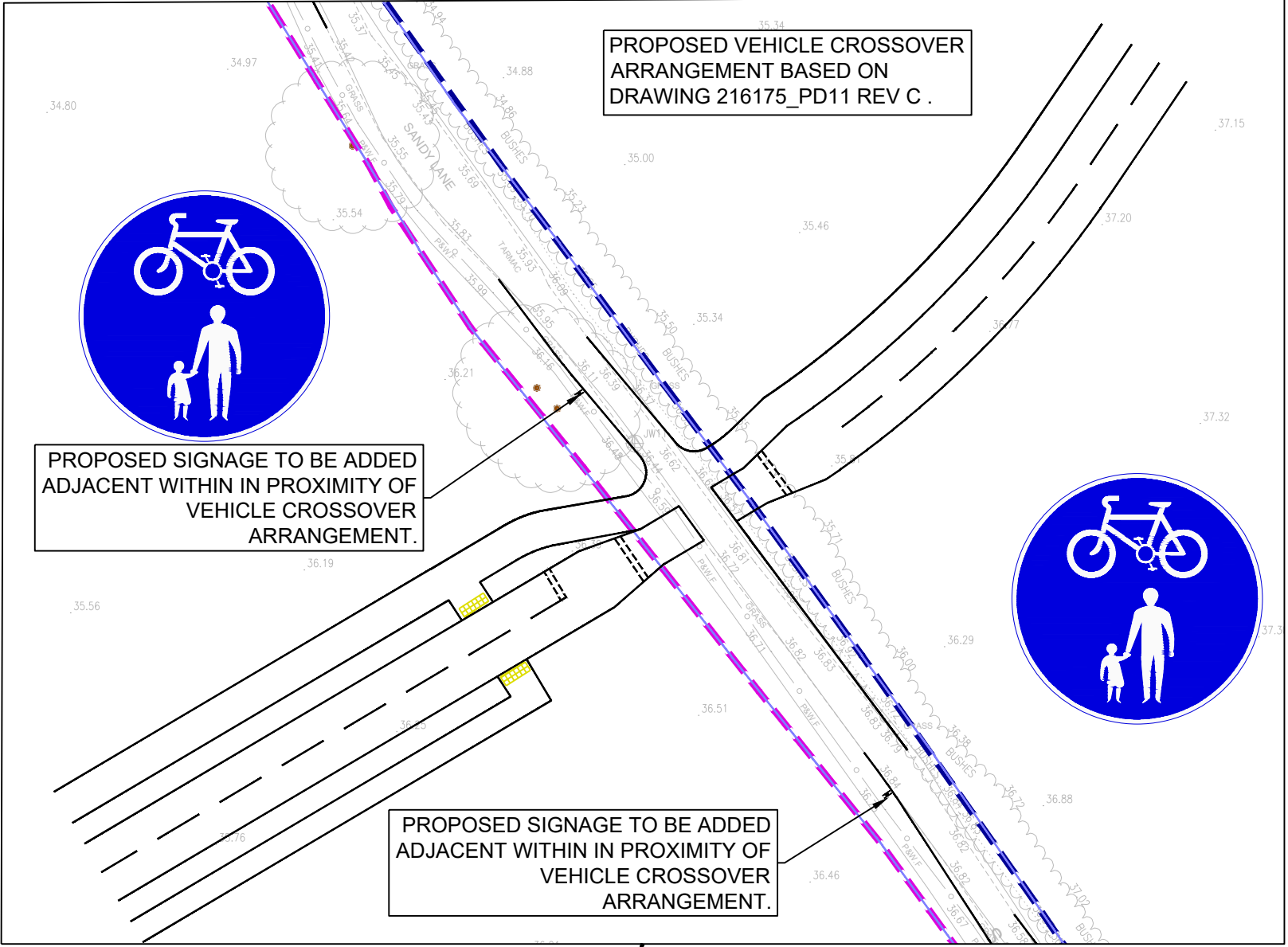


- SHARED FOOTWAY/CYCLEWAY TO BE DESIGNED IN ACCORDANCE WITH LTN1/20 GUIDANCE.
- 3m MINIMUM WIDTH THROUGHOUT - LOCALISED WIDENING WHERE REQUIRED.
 - LENGTH OF CORRIDOR ALONG SITE BOUNDARY EXTENT TO BE ILLUMINATED BY PROPOSED STREET LIGHTING (DEPENDING ON MASTERPLAN ARRANGEMENTS)
 - BARRIERS (OLD UPTON LANE & CRONTON LANE) TO BE UPGRADED INLINE WITH LTN1/20, FURTHER DISCUSSIONS REQUIRED WITH HIGHWAY OFFICERS.
 - WIDENING SHOWN WITHIN THE NORTHERN EXTENT OF SANDY LANE BASED ON ORDNANCE SURVEY MAPPING.

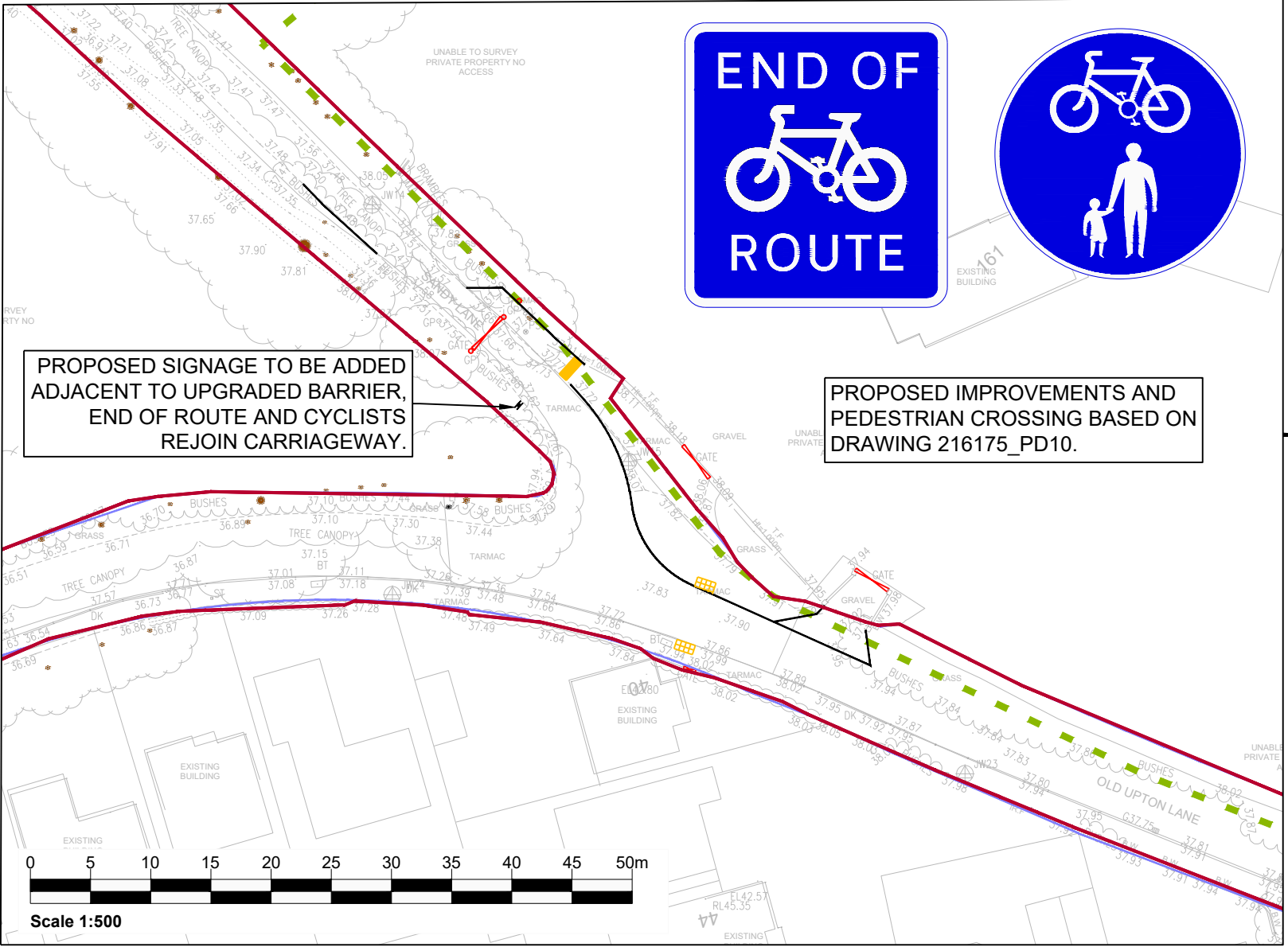
INSET A - CRONTON LANE/SANDY LANE ARRANGEMENT 1:500



INSET B - PROPOSED VEHICLE CROSSOVER 1:500



INSET A - OLD UPTON LANE/SANDY LANE ARRANGEMENT 1:500



Notes:

1.

- Legend:
- Title Boundary Plan - Title Number CH527877
 - Adopted Highway Data - Halton
 - Adopted Highway Data - Knowsley
 - Title Boundary Plan - Title Number CH526893
 - Title Boundary Plan - Title Number MS610238
 - Planning Application Boundary

C	CRONTON LANE CROSSING AMENDED	05.12.24	KR	SR	MR
B	PLANNING BOUNDARY AMENDED	13.11.24	KR	SR	MR
A	WIDENING ADDED PER EMERGENCY VEHICLE REQUIREMENTS	30.10.24	KR	KR	SR
Rev	Amendments	Date	By	Chk	Auth



www.slrconsulting.com

Drawing Status & Suitability Code

Client
TAYLOR WIMPEY

Project
CHAPEL LANE, HALTON

Drawing Title
PROPOSED SANDY LANE ACTIVE TRAVEL CORRIDOR IMPROVEMENTS

Scale
1:1000/1:500 @ A1

SLR Project No.
216175

Designed
KR

Drawn
KR

Checked
SB

Authorised
MR

Date
31.07.24

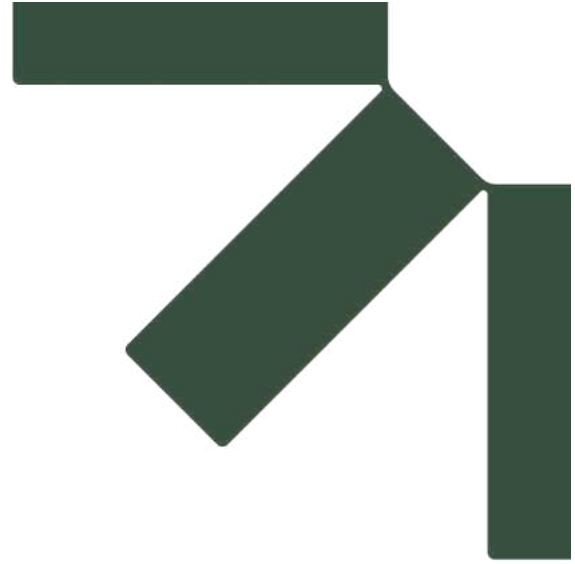
Date
31.07.24

Date
31.07.24

Date
31.07.24

Drawing Number
PD20

Rev
C



Appendix O Drawing 216175-SK101-D

Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Priority Access Amended	KR	SR	01.08.24
B	Priority Access Amended	KR	MR	07.09.24
C	Priority Access Amended	KR	MR	26.09.24
D	Crossings Amended	KR	MR	05.12.24

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

INFORMATION ONLY

Chapel Lane, Halton

Site Location Plan
Proposed Crossing Locations

DRAWN:
KR

CHECKED:
MR

DATE:
09.11.23

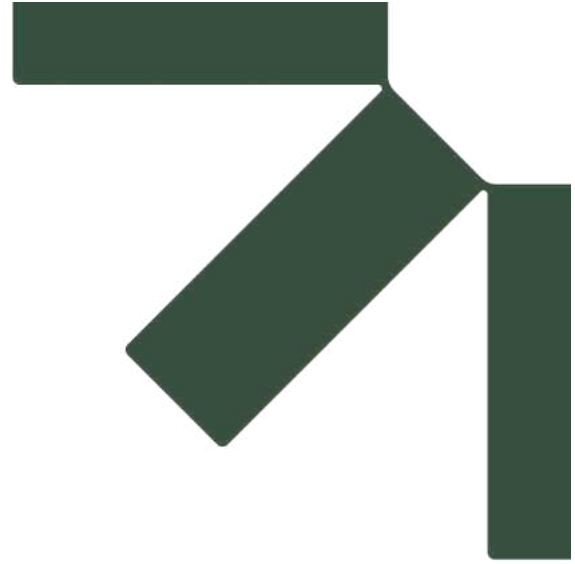
SCALES:
NTS at A3

Taylor Wimpey

SLR

DRAWING NUMBER:
216175_SK101

REVISION:
D



Appendix P Drawing 216175-PD17-G

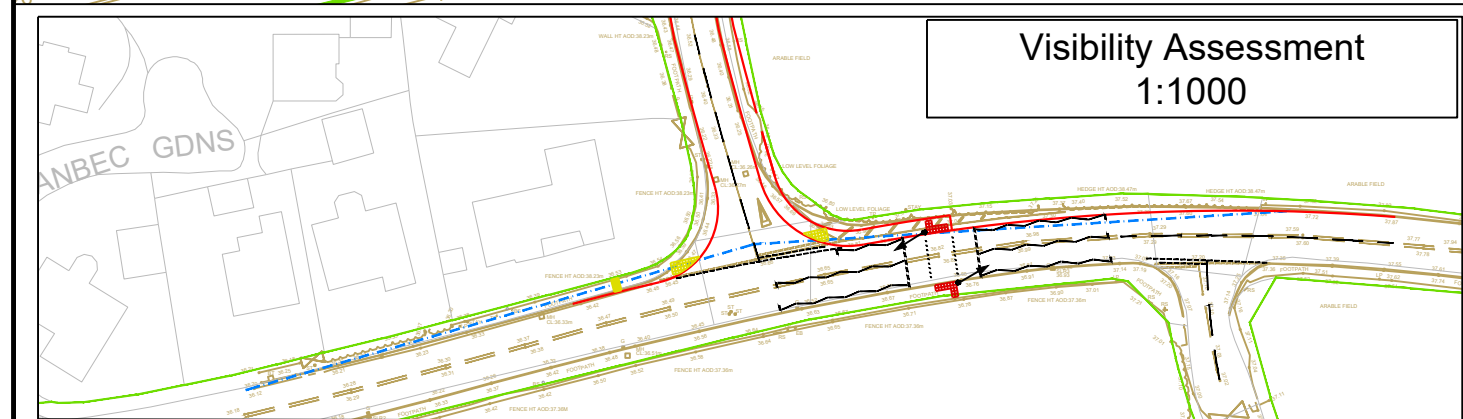
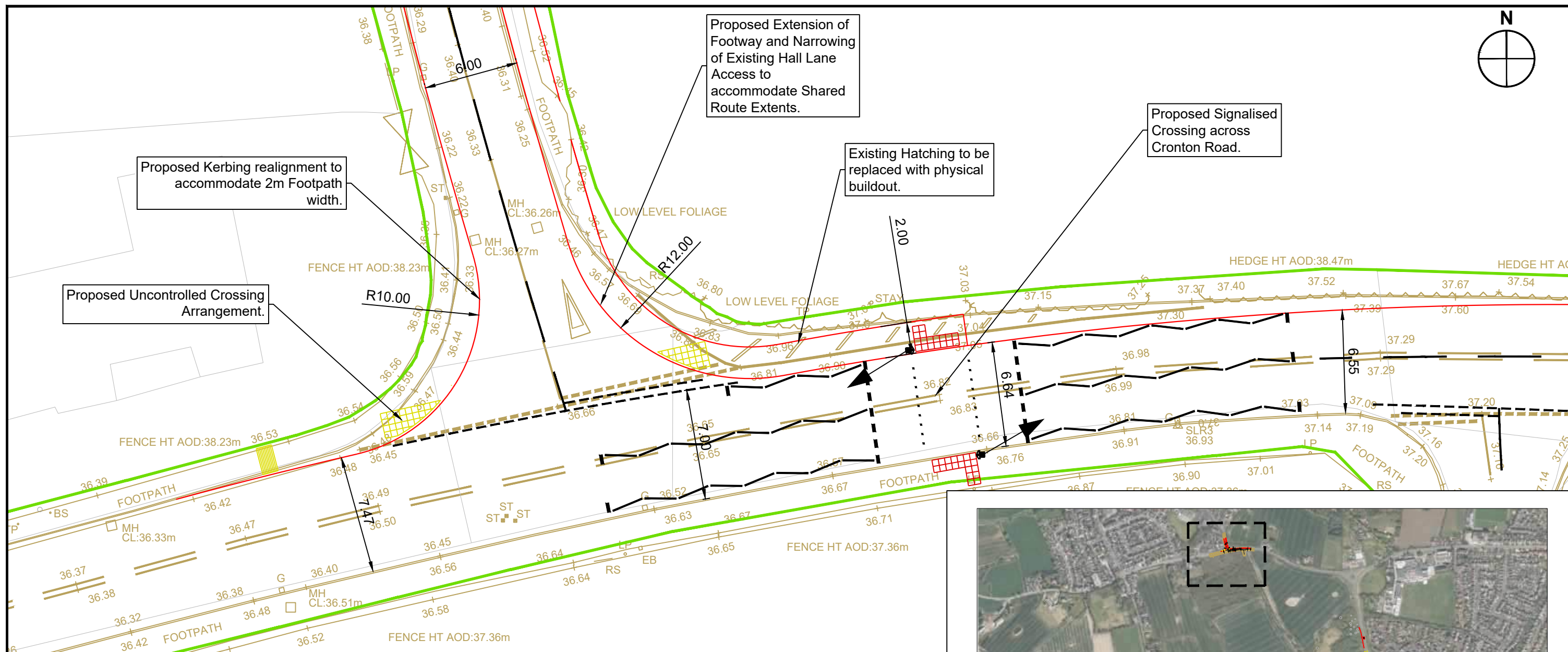
Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



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Site Location Plan NTS

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Pedestrian Refuge Island Added	KR	SR	24.10.23
B	Signalised Crossing Added	KR	MR	12.12.23
C	Amended to suit Topographical Survey	KR	SR	22.02.24
D	Priority Access Amended	KR	SR	01.08.24
E	Priority Access Amended	KR	MR	07.09.24
F	Priority Access Amended	KR	MR	26.09.24
G	Signalised Crossing Added	KR	SR	05.12.24

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:
--- 70m Visibility Splay based on 50kph DMRB
--- Knowsley Adopted Highway Extents

INFORMATION ONLY

Chapel Lane, Halton

Cronton Road/Hall Lane
Proposed Signalised Crossing

DRAWN: KR

CHECKED: MR

DATE: 27.09.23

SCALES: 1:250 at A3

Taylor Wimpey

DRAWING NUMBER: 216175_PD17

REVISION: G

Appendix Q Drawing 216175-PD16

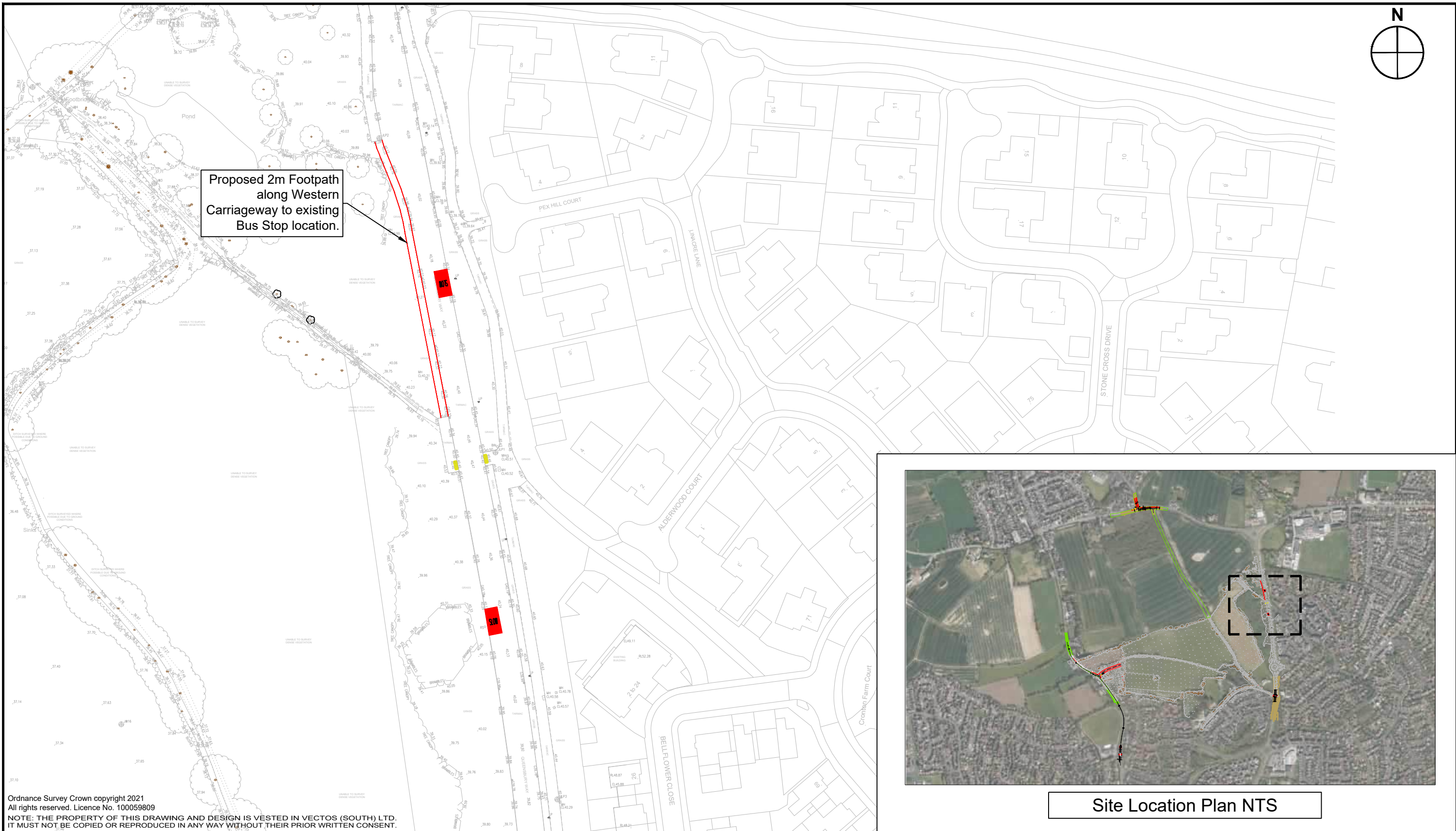
Transport Assessment Addendum

Land at Chapel Lane, Widnes

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12 December 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Footpath added to Bus Stop	KR	SR	17.10.23
B	Topographical Survey Added	KR	SR	23.10.23
C	Priority Access Amended	KR	SR	01.08.24
D	Priority Access Amended	KR	MR	07.09.24
E	Priority Access Amended	KR	MR	26.09.24
F	Uncontrolled Crossing Added	KR	SR	05.12.24

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Chapel Lane, Halton

PRoW - Queensbury Way
Proposed Uncontrolled Crossing

Taylor Wimpey



DRAWN: KR

CHECKED: MR

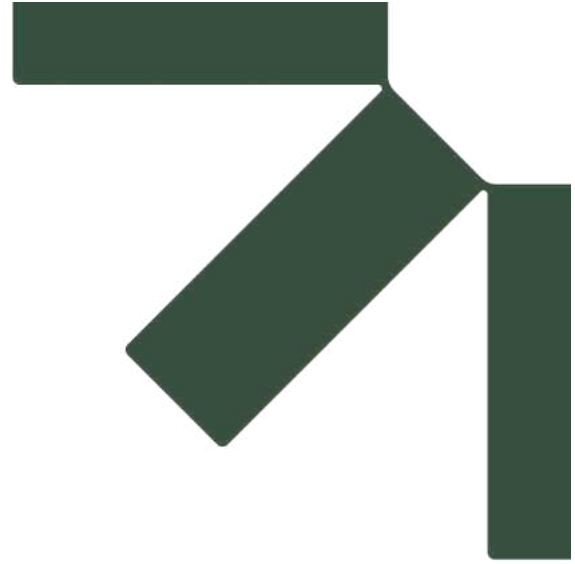
DATE: 27.09.23

SCALES: 1:1000 at A3

DRAWING NUMBER: 216175_PD16

REVISION: F

INFORMATION ONLY



Appendix R Drawing 216175-PD15-F

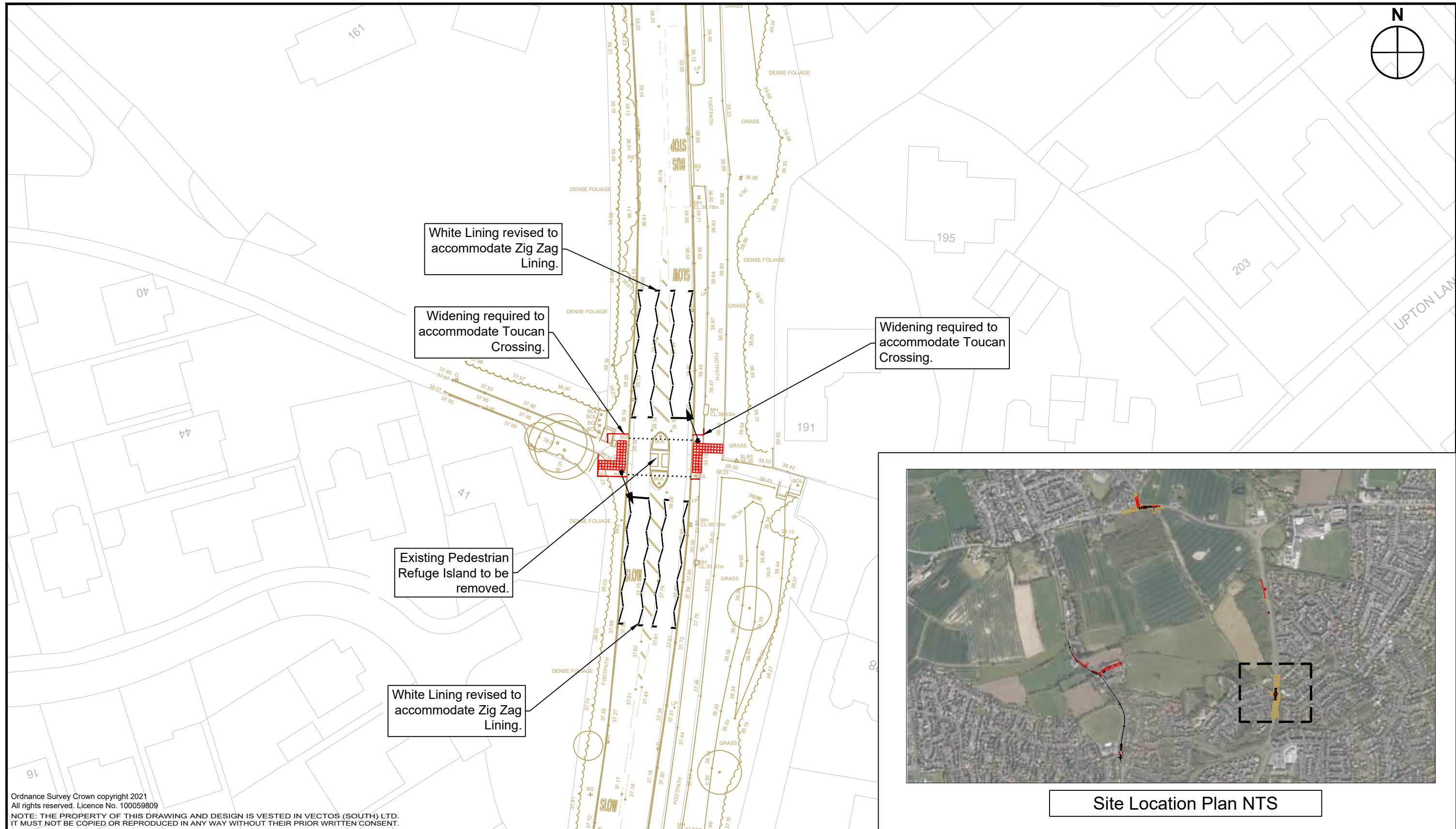
Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

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12 December 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Topographical Survey Added	KR	SB	23.10.23
B	Revised Arrangement on updated Topo Extents	KR	SR	22.02.24
C	Priority Access Amended	KR	SR	01.08.24
D	Priority Access Amended	KR	MR	07.09.24
E	Priority Access Amended	KR	MR	26.09.24
F	Site Overview Amended	KR	SR	12.12.24

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

INFORMATION ONLY

Chapel Lane, Halton

Old Upton Road - Queensbury Way
Toucan Crossing

Taylor Wimpey



DRAWN: KR

CHECKED: MR

DATE: 27.09.23

SCALES: 1:500 at A3

DRAWING NUMBER: 216175_PD15

REVISION: F

Appendix S Drawing 216175-PD14

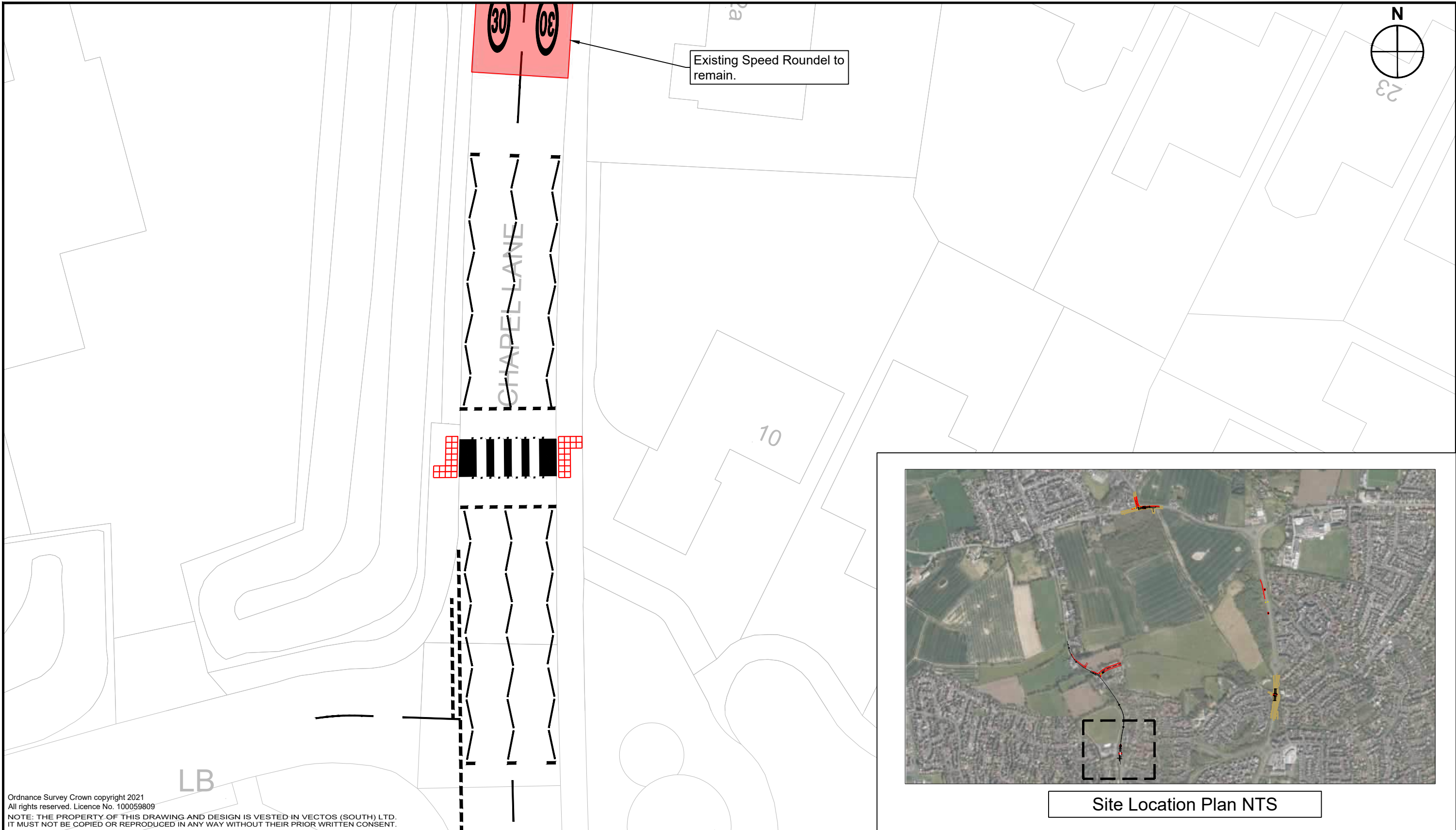
Transport Assessment Addendum

Land at Chapel Lane, Widnes

Taylor Wimpey

SLR Project No.: 425.001279.00001

12 December 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Zig Zag Markings Amended	KR	SR	23.10.23
B	Traffic Calming Added	KR	SR	22.02.24
C	Priority Access Amended	KR	SR	01.08.24
D	Priority Access Amended	KR	MR	07.09.24
E	Priority Access Amended	KR	MR	26.09.24
F	Site Overview Amended	KR	SR	12.12.24

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Chapel Lane, Halton

Taylor Wimpey

Chapel Lane
Traffic Calming Zebra Crossing



DRAWN: KR	CHECKED: MR	DATE: 27.09.23	SCALES: 1:250 at A3	DRAWING NUMBER: 216175_PD14	REVISION: F
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INFORMATION ONLY

