

Briefing Note

Project Name: Indurent Park, Knowsley	Author: Bullard, Ian	
Project Reference: 65215060	Date: 04 November 2025	
Project Manager: Ian Bullard	Document Reference: RSA Brief	Revision: 1

Rev.	Date	Reason for issue	Prepared	Reviewed	Approved
[1]	03-11-2025	First issue	IB	03-11-2025 NJR	03-11-2025 NJR

Indurent Park, Knowsley - RSA1

GG119 Road Safety Audit Brief

Contents

1	Approvals	1
2	General Details	2
3	Scheme Details	3
4	Locality	4
5	Analysis.....	6
6	Checklist	8
	Appendix A – Site Location	9
	Appendix B – Proposed Site Layout	10
	Appendix C – Adopted Highway Extents	11
	Appendix D – Extent of RSA.....	12

1 Approvals

I approve the Road Safety Audit Brief and instruct the Road Safety Audit to take place on behalf of the Overseeing Organisation:

Name: Ian Bullard, Sweco

Signed

Organisation On behalf of – Indurent Management Ltd

Date 03/11/2025

2 General Details

General Details					
Highway Scheme and Road Number	Alchemy Way, Knowsley (342682 , 397119) - SJ 42682 97119				
Type of Scheme	Continuation of Alchemy into new site spine road and provision/reinstatement of footway				
RSA Stage as appropriate	1	1/2	2	3	4
	Interim				
Overseeing Organisation Details	Design organisations details <i>Louise Fortune, Team Leader</i> Highways Development Control Knowsley Council Huyton Library Civic Way Huyton Knowsley				
Police contact details (required for stage 3)	Maintaining agent contact details As above				
Road Safety Audit Team Membership					
<i>Details of members, observers and specialists</i>					
Terms of Reference					
<i>DMRB or local guidance</i>					

3 Scheme Details

Scheme description/objective
General
<i>Construction of a new spine road providing a continuation of the existing Alchemy Way, to provide access into new industrial development. The works include the provision of new footway and re-installment of existing footway to provide a full provision on either side of the existing stub end bell-mouth.</i> <i>For background, the bell-mouth has been in situ for a significant period of time and the existing footway has been overgrown, buried in mud/detritus and in some cases broken up entirely. The stub end will eventually feed a new access into the derelict land to the west of Alchemy Way.</i> <i>A short section of private land, to the full width of the carriageway/footway, will be offered for adoption under S38, to bring the extent of the adopted highway to abut the site red line boundary, north of which will remain private.</i>
Design standards applied to the scheme design
<i>KC local road design guidance, DMRB</i>
Design speeds
<i>30 mph</i>
Speed limits
<i>30 mph signed</i>
Existing traffic flows/queues
<i>Alchemy Way is a cul de sac. Currently zero traffic demand.</i>
Forecast traffic flows
<i>The TA presents the future traffic flows as per the extract below.</i>

Type	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Lights	62	6	68	5	59	64
Heavies	3	2	5	0	0	0
All Vehicles	65	8	73	6	59	65

Table 5.2 –Development Vehicle Trip Estimates

Pedestrian, cyclist and equestrian desire lines

The pedestrian desire line is via Alchemy Way which provides the only publicly accessible route into the site from the highway network. There are no PROW within the site and the development will not create new pedestrian routes, or connections, to other destinations

2m footways are provided throughout the wider area external to the site. Existing shared use ped/cycle paths are provided on both sides of the A580 and the first section of Alchemy Way where cycles rejoin the carriageway south of the roundabout.

Environmental constraints

There are no specific environmental constraints relevant to access. For information, the clear headroom from the overhead cables is more than sufficient for all vehicles to safely pass.

Fly tipping is prevalent given the remote nature of the site. Care is required.

4 Locality

Description of locality

Edge of existing, established Industrial zone, 30mph 7.3m wide roads with street lighting and 2m footways provided throughout with flush kerb / tactiles provided.

Some uncontrolled on-street parking evident on Alchemy Way.

General description

Adopted single carriageway highway. 7.3m carriageway width. 2m footways provided on both sides with 1m verge also present on the western frontage. Footway is not continuous and the development will provide connections across the extent of the stub-end bell-mouth into the proposed development.

The site will be private and the internal highway network will not be offered for adoption. It is likely that the entrance from Alchemy Way will be barriered / gated for security reasons.

Relevant factors which may affect road safety
<i>Due to the B2 / B8 industrial land-uses proposed, the site will attract a higher than average proportion of HGV traffic, although this will be typical of the wider area given the industrial nature of adjacent developments.</i> <i>The highway is however a cul de sac serving only the existing sites and the proposed development, with no through traffic and a review of the latest 5 years accident data shows no historical road safety issues on Alchemy Way (see below).</i> <i>The TA has confirmed that capacity at the signal junction with the A580 and the roundabout on Alchemy Way is well below theoretical maximums.</i>

5 Analysis

Collision data analysis

Personal injury accident data have been obtained from CrashMap for the latest five-year period where data are available (2019-2023 inclusive). The data indicate there were a total of 25 collisions on the adjacent highway network of interest during that period. This includes Alchemy Way, the A580 East Lancashire Road, its junctions with the A5207 and the A5208, and the M57 J4. There were 18 recorded collisions that resulted in a Slight injury, six resulting in a Serious injury and one Fatality.

The respective locations of these collisions are shown in the following Figure:

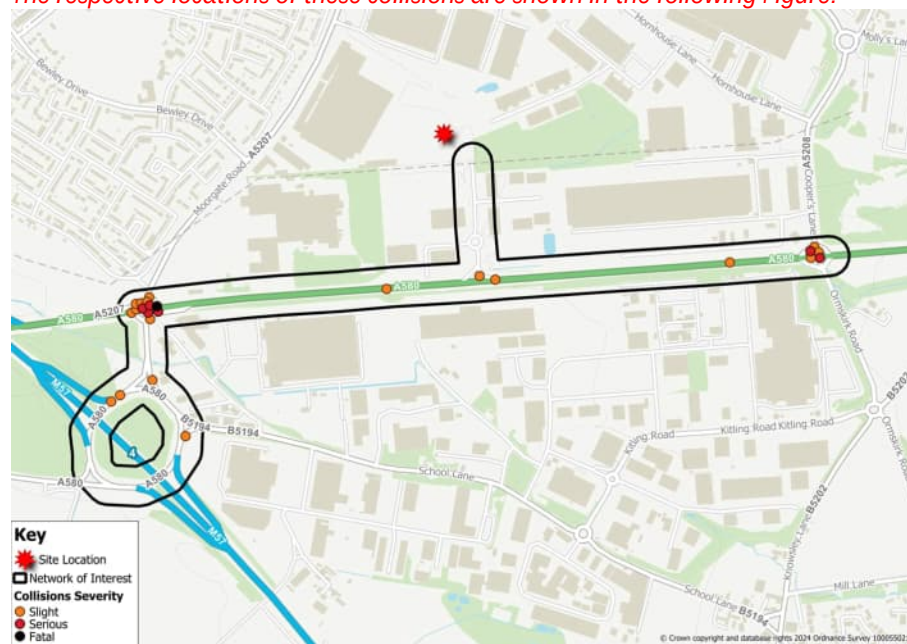


Figure 2.9 – Collision Location Plan

From the above, it can be seen that the main cluster of collisions occurred at, or adjacent to, the A580 / A5207 junction with a total of twelve collisions recorded. This includes seven slight collisions, four serious collisions and one fatality. Two of the serious collisions and the fatal collision involved cyclists. The fatal collision occurred in 2023 and involved a car impacting a crossing cyclist. This occurred during the early morning, and it was noted the road surface was wet. The collision occurred during the pedestrian phase of the traffic signals. Of the other two serious collisions, one involved a motorcyclist, and one involved a collision between two cars.

Another small cluster of collisions is identified at the A580 / A5208 with five

collisions recorded including three slight and two serious. One of the serious collisions involved a motorcyclist, whilst the other involved a collision between two cars

Notably, there are no collisions recorded on Alchemy Way, with only two slight collisions recorded at or near its junction with the A580. One of the slight collisions involved a cyclist, whilst the other involved a collision between two cars and a goods vehicle.

A total of four slight collisions occurred at the M57 J4 junction. Of these, one involved a motorcycle, and another involved a goods vehicle.

Overall, the type and frequency of collisions are typical of what could be expected within a busy transport corridor. Notably, only two collisions involved goods vehicles which were both of slight severity. Whilst there is an increase in collision density recorded at A580 / A5207 junction, this is typical of large, signalised junction. As detailed above, the A580 / A5207 junction is currently undergoing improvements by the Council to provide additional signalised cyclist crossing facilities and to reduce the speed limit. It is reasonable to assume that the scheme has been formulated taking into account road safety as a core design principle and that the revised junction arrangement will further improve road safety.

Departures from standards

none

Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions

none

Strategic decisions

none

List of included documents and drawings

Documents

none

Drawings

App A - Site Location

App B - Proposed Site

App C - Adopted Highway Extent

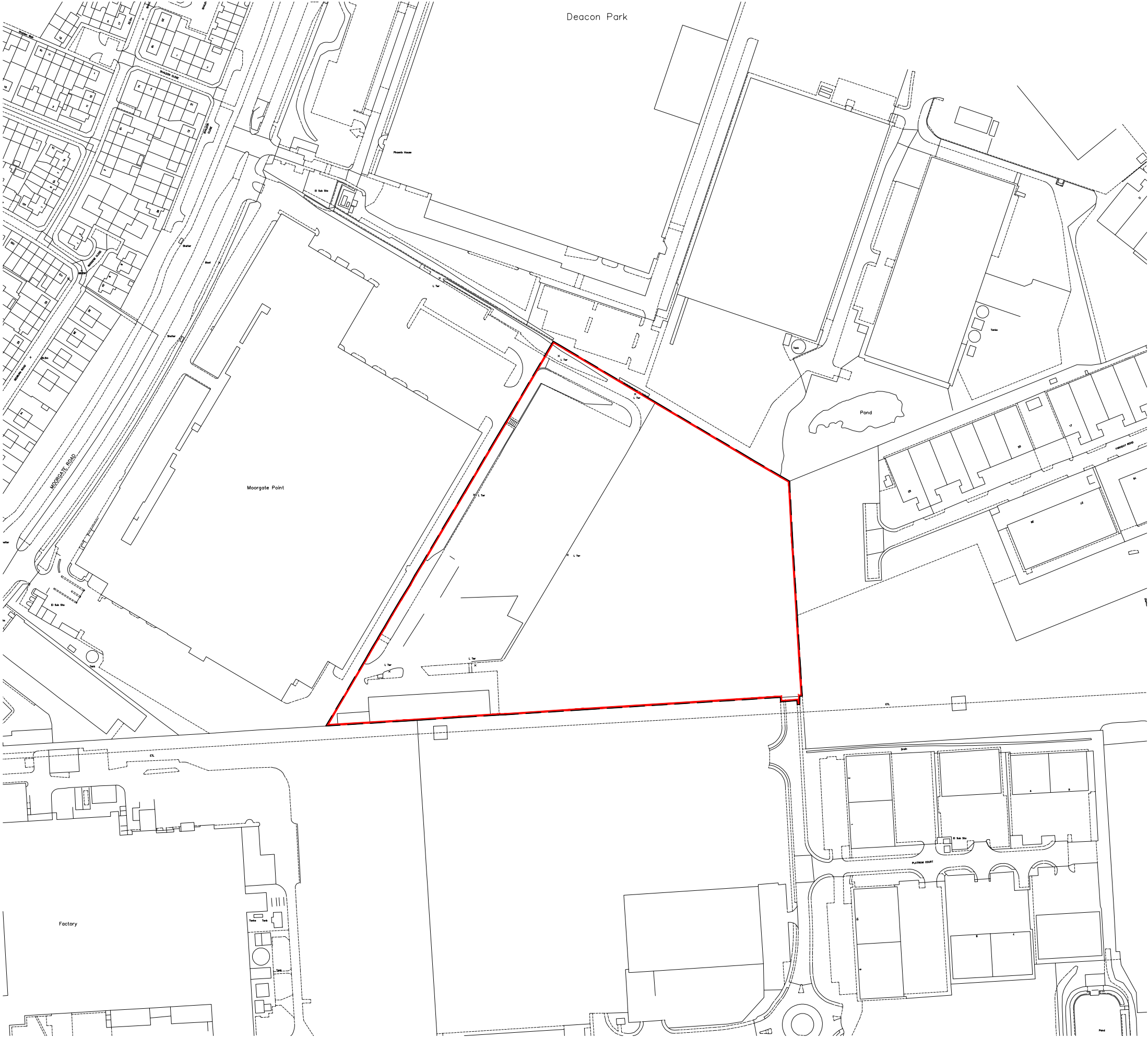
App D - Extent of RSA.pdf

6 Checklist

Tick all that are included and provide reasons for those that are not included

Site location plan	Scale layout plans
Departures and relaxations from standards	Construction / typical details
Previous Road Safety audits	Previous RSA response reports and evidence of agreed actions
Collision data and collision data analysis	Road traffic collision plot
Traffic signal staging	Traffic counts
Speed surveys	Pedestrian, cyclist and horse riding desire lines and volumes
Walking, cycling and horse riding assessment and reviews	Items outside the scope of the RSA/ strategic Decisions
Other factors that may impact on road safety	Design speeds / speed limits
Design Standards Used	Adjacent land uses

Appendix A – Site Location



Application Boundary
11.19 acres (4.53 Ha)

General Notes

- This document is to be used for the stated purpose only and should not be used for any other.
- Dimensions are all in millimetres, unless stated otherwise.
- It is the recipients responsibility to print this document to the correct size & scale.
- All relevant drawings and specifications should be read in conjunction with this document.
- Scaling of this document is not recommended.

North



Document Scale(s)



Project Name

Indurent Park, Moorgate Point, Knowsley

Employer		Project Address		
Indurent		Moorgate Point Liverpool L33 7XW		
RIBA Workstage		Suitability		
3 - Spatial Coordination		S2 - Information		
Drawn	Checked	Created	Size	
LBR	TDA	10.07.2025	A3	
UMC Project Reference		Scale	LOD	LOI
22520		1:2500	1	1

Document Title

Site Location Plan

Document Reference

22520 - UMC - ZZZZ - SI - DR - A - 0503

Revision Note

Scale and paper size amended

Issue Date	Status	Current Revision
24.07.2025	Planning	P03

Appendix B – Proposed Site Layout

- This document is to be used for the stated purpose only and should not be used for any other.
- Dimensions are all in millimetres, unless stated otherwise.
- It is the recipient's responsibility to print this document to the correct size & scale.
- All relevant drawings and specifications should be read in conjunction with this document.
- Scaling of this document is not recommended.

10m SCALE 1:500

Unit K72		
Warehouse Area	65,056 ft ²	(6,044 m ²)
GF Core	708 ft ²	(66 m ²)
1F Office	3,314 ft ²	(308 m ²)
Total GIA	69,078 ft²	(6,418 m²)
Amenity Deck	3,411 ft ²	(317 m ²)
Total GIA (+Exp/Amn)	72,489 ft ²	(6,734 m ²)



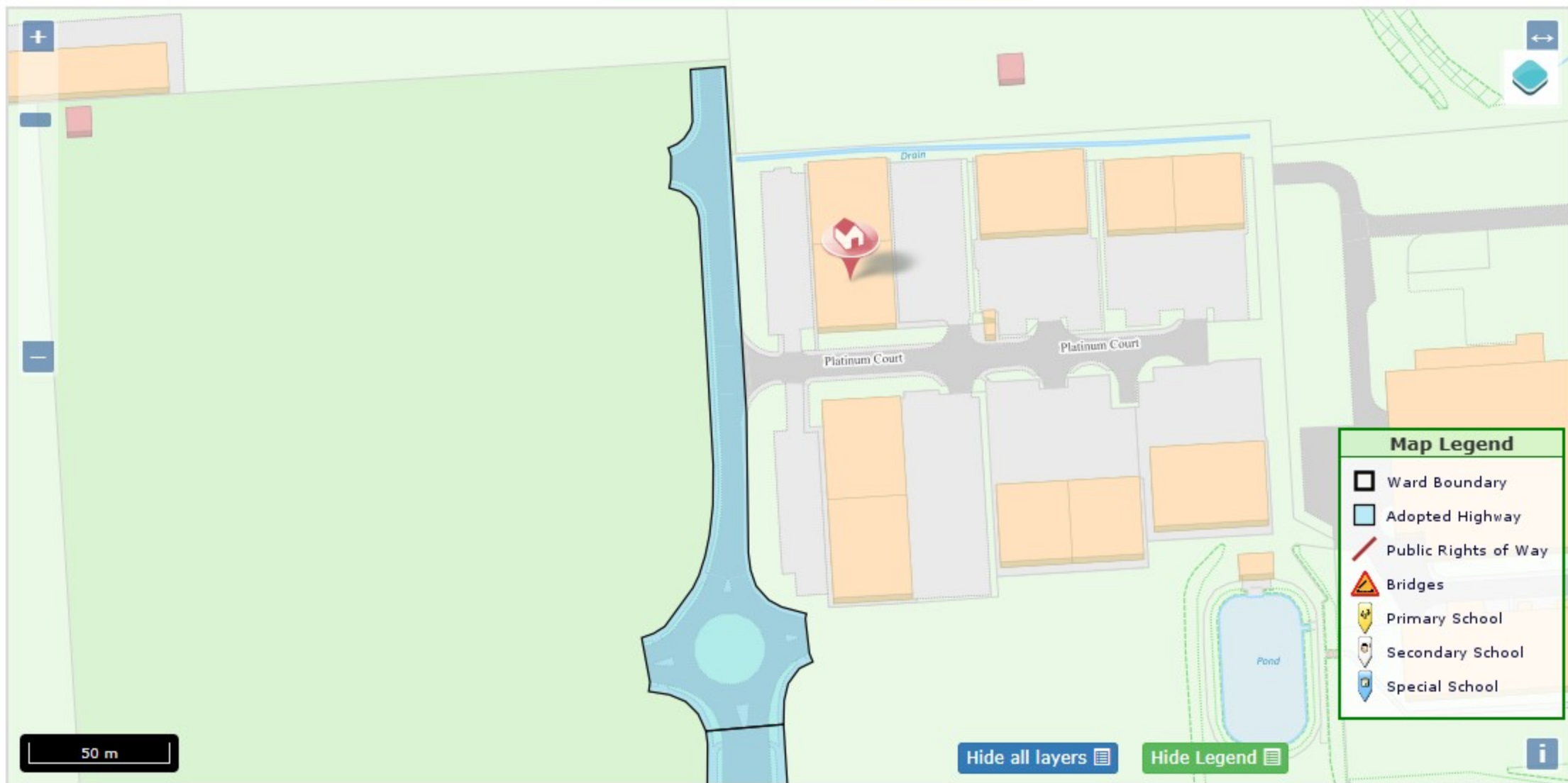
This drawing is to be used for the stated purpose only and should not be used for any other

Appendix C – Adopted Highway Extents

I33 7xn

Search for address 

Map Help 



Appendix D – Extent of RSA

