
Chapel Lane, Widnes: Response to Halton BC and Knowsley Council

Ref: VE/ITM19092-002A
Date: 1 May 2025

SECTION 1 Introduction

- 1.1 This Technical Note responds to highways comments received from Halton Borough Council (HBC) and Knowsley Council (KC) in relation to Taylor Wimpey's development proposals at Chapel Lane, Widnes (Outline Application Ref: 23/00244/OUT (HBC); 23/01037/OUT (KC)). The Council's comments were set out in correspondence dated 13th March 2025.
- 1.2 Given the degree of overlap between the two sets of comments, this note seeks to respond to the issues raised in both authorities' responses. This note considers issues relating to the following aspects of the proposals – each is considered in turn below:
- Off-Site Active Travel Package
 - Proposed Access onto Chapel Lane – Primary Access and Emergency Vehicle Access
 - Internal Site Layout
 - Other Issues

SECTION 2 Off-Site Active Travel Package

Review of Key Connections

- 2.1 Extensive comments have been received in relation to the proposed package of off-site active travel improvements. A comprehensive review of the potential active mode connections from the proposed development to a series of key facilities / local destinations has been undertaken, to understand how the proposed package of measures offers enhanced connections and also where further measures could be delivered to facilitate access to key locations.
- 2.2 This review has focussed on the areas within the immediate vicinity of the site including Cronton, Upton Rocks, Lunt's Heath, Widnes Sixth Form College, Fir Park, and Hough Green where it is expected that active travel modes could provide a realistic choice for everyday journeys from the development.
- 2.3 A series of plans showing the existing provision and the proposed package of off-site active mode measures that would be delivered as part of the development is enclosed at **Appendix A**.
- 2.4 These plans highlight the extensive existing networks surrounding the site and set out where enhanced active mode provision is proposed and demonstrate that future residents of the site will have excellent accessibility to a range of local services and facilities on foot and by cycle.
- 2.5 The following summarises the comments received from HBC and KC in relation to the package of active travel measures.

- i Additional off-site active travel measures are required, focussing on the connections southwards from the site along Chapel Lane / Prescott Road and connections to Widnes Sixth Form College. Comments regarding the connectivity for pedestrians / cyclists travelling along Cronton Road.* Further detail on the proposed enhanced package of measures is set out below.
- ii Concerns regarding the proposed zebra crossing on Chapel Lane, which it is noted lies within an area for which HBC and KC have joint responsibility.* As set out below, the proposed zebra crossing meets current design standards, has been the subject of a Stage 1 Road Safety Audit and has been designed to fit a key pedestrian desire line and forms part of the wider package of traffic calming measures along Chapel Lane. Further details on the proposed crossing are set out below.
- iii General concerns regarding the proposed indicative package of traffic calming measures along Chapel Lane.* The proposed indicative package of traffic calming measures has also been enhanced following the review. Details are set out below.

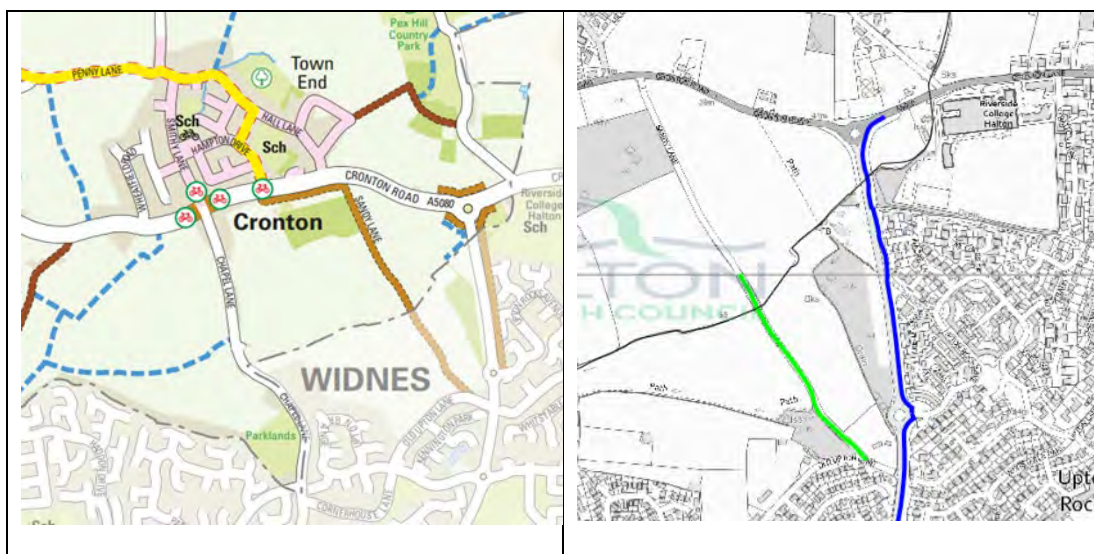
- iv **Conflicting views regarding the need to provide lighting along Sandy Lane.** HBC and KC have provided conflicting responses with regard to the potential need to light Sandy Lane. KC has requested lighting along the route and HBC has noted that it is content with the current proposals. Both authorities identify the existing lane as a suitable cycle route within their Borough-wide cycle maps (as set out below) and the route is wide, surfaced and traffic free. The existing route is suitable to accommodate pedestrians and cyclists, connecting into the existing and proposed provision at Cronton Road and Queensbury Way. Further details are set out below.
- v **KC has stated that it does not propose to amend the existing TRO in place along the section of Sandy Lane which falls within Knowsley and it would require sight of any proposed changes to the section which falls within Halton.** The only changes proposed to the TRO along Sandy Lane are to allow vehicles to cross the lane between the two parcels of the site, but would not allow general traffic to travel along, Sandy Lane. This change would relate to the section of Sandy Lane which falls within Halton Borough and there is no intention to amend the TRO that relates to the section which falls within Knowsley.
- vi **Comments regarding the ability to cross between PROW CR/11/1 in Knowsley and PROW W/16 in Halton.** The proposed traffic calming scheme along Chapel Lane includes enhanced crossing provision in the form of a build-out and tactile paving at the intersection of PROW CR/11/1 and the footway on the eastern side of Chapel Lane. Pedestrians will then be able to use the footway on the eastern side of Chapel Lane to access PROW W/16 which routes through the site. Additional contrasting surfacing is proposed at the crossing as set out below.
- vii **Queries regarding the calculation of the costs of the proposed package of measures.** The cost of the proposed measures is set out below.

2.6 Dealing with the various outstanding issues raised in turn:

Enhanced Package of Off-Site Measures

2.6.1 With regard to the connectivity of the site to key destinations / key corridors as shown on the plans contained at **Appendix A**, the following are noted:

- i Sandy Lane is designated as an off-road cycle track on Knowsley's cycle mapping (prepared by Merseysideroadsafety.org) – as shown on the extract of the plan below – and on Halton's cycle map.



- ii Pedestrians and cyclists will be able to use Sandy Lane to access facilities within Cronton, utilising the proposed crossing on Cronton Road. The existing Sandy Lane route will be enhanced with additional signage and road markings to highlight the shared provision and new crossings are proposed at Cronton Road and Queensbury Way, for onward connecting to existing routes and nearby facilities. It is not considered that street lighting is necessary for the route.
- iii Existing footways along Chapel Lane and the proposed traffic calming scheme along Chapel Lane will allow pedestrians and cyclists to use this route, making use of the existing signalised crossing facilities at the junction of Chapel Lane / Cronton Road to the north.
- iv Connections to Upton Rocks and Fir Park to the east will be enhanced through the delivery of the proposed toucan crossing on Queensbury Way, close to Old Upton Lane, which will lead into the existing pedestrian/cycle route on Upton Lane and will connect to the existing footway / cycleway on the eastern side of Queensbury Way.
- v An additional signalised pedestrian crossing is now proposed on Queensbury Way close to the position of the W/12 PROW route. This will assist in facilitating access to Cronton Sixth Form College – via the existing entrance onto Queensbury Way – and will also provide access to the existing bus stops on Queensbury Way and onward connection to Upton Rocks. A short section of footway along Queensbury Way is proposed between PROW W/12 and the existing northbound bus stop.

- vi Facilities within Lunt's Heath will be accessible via Upton Lane, an advisory cycle route, or via Cronton Road utilising the existing footway/cycleway provision at the roundabout with Queensbury Way, the existing footway on Cronton Road and the proposed footway / cycleway provision along the Cronton Road / Lunt's Heath Road corridor.
- vii The existing retail, health and leisure facilities in Fir Park will be accessible via the existing footway/cycleway along Queensbury Way – using the proposed toucan crossing near Old Upton Lane. The proposed signalised crossing on Chapel Lane will also help to facilitate east-west movements between Parklands and Fir Park via Cornerhouse Lane and Upton Grange.
- viii In terms of links to the south, the proposed enhanced traffic calming scheme along Chapel Lane will assist in creating a more attractive environment for pedestrians and cyclists; the proposed signalised crossing on Chapel Lane (set out in detail below) will facilitate access to Parklands and areas to the west and will also help control vehicle speeds on the approach to the site.

As part of the enhanced package of measures, it is now also proposed that on-street cycle lanes are provided along Chapel Lane / Prescott Road between the junction of Chapel Lane / Parklands and the Queensbury Way roundabout. This provision will take the form of protected on-road cycle lanes, created by removing the existing central hatching along this section of the route and protected using 'armadillo' lane separators. The proposals are illustrated in Drawing ITM19092-GA-018 Rev A (**Appendix B**).

These enhanced links will tie into the existing cycle provision along Hough Green Road and Queensbury Way and provide connections to the facilities within Hough Green including the station, local shops and also routes to the existing secondary schools. Existing footway provision along Prescott Road also offers pedestrian connections to the schools to the south.

- 2.7 Overall, the enhanced off-site active mode provision will ensure that future residents of the site can access a wide range of facilities locally on foot and by cycle. The cost of the enhanced package is set out below.

Proposed Zebra Crossing on Chapel Lane

- 2.8 KC has raised concerns regarding the proposed zebra crossing on Chapel Lane citing vehicle speeds, a lack of footway space, reduced visibility / sight lines to the crossing and the proximity of the side road junction (with Parklands). The following points are noted:

- The 85th percentile vehicle speeds on Chapel Lane were recorded as 35mph northbound and 34mph southbound. National design guidance (TSM Chapter 6) confirms that zebra crossings are suitable on roads with 85th percentile speeds up to 35mph.
- With regard to visibility / sight lines, Drawing ITM19092-GA-015 contained at **Appendix C** shows that the required forward visibility to the crossing and pedestrian visibility splays from the crossing can be comfortably achieved in both directions at the crossing, taking account of the observed vehicle speeds. Appropriate maintenance of the vegetation along Chapel Lane (as picked up in the Road Safety Audit) will need to be undertaken to ensure that this does not encroach into the footway, thus maximising the available visibility for vehicles and pedestrians. It would also be possible to locate the zebra crossing on a raised table, both to highlight its location and also to assist in reducing vehicle speeds within the vicinity of the crossing, as shown on the drawing.
- The location of the zebra crossing was chosen to align with the commencement of the footway on the western side of Chapel Lane, and links with the pedestrian route from Cornerhouse Lane. This provides direct access to the sports club, café and beyond into Parklands and is on a natural desire line for pedestrians travelling to / from the development and the north. TSM Chapter 6 also recommends that where crossings are placed near side road junctions that there is sufficient space for at least one waiting vehicle between the crossing and the junction, which can be achieved in the proposed location.
- The zebra crossing would form part of the overall traffic calming scheme along Chapel Lane, designed to reduce vehicle speeds and encourage active travel movements. The future vehicle speeds are therefore expected to be lower than current observations and therefore the provision of a zebra crossing needs to be viewed within the context of the future conditions along Chapel Lane.

2.9 SLR has conducted a Stage 1 Road Safety Audit of the proposed zebra crossing and also prepared a Design Team Response – both documents are contained in **Appendix D**. These confirm that there are no safety-related concerns regarding the design or location of the proposed zebra crossing subject to appropriate maintenance of vegetation being undertaken.

2.10 It is therefore concluded that the proposed zebra crossing would provide an appropriate form of crossing on Chapel Lane, on a key desire line, and that the design meets the required design standards.

- 2.11 Notwithstanding this, given KC's position that they would not support a zebra crossing in this location, consideration has been given to the provision of a signalised pedestrian crossing in this same location. Drawing ITM19092-GA-016 presented at **Appendix E** shows a signalised pedestrian crossing located to the north of the Parklands junction. The drawing demonstrates that the required vehicular and pedestrian visibilities can be achieved and that a vehicle turning out of Parklands would have sufficient space to wait on Chapel Lane at the crossing.
- 2.12 There is also scope for the proposed crossing to be placed on a raised table, which would further assist in reducing vehicle speeds along this section of Chapel Lane and further highlight the location of the crossing to drivers. This has been allowed for within the costings.
- 2.13 The cost estimate of the overall package of off-site active mode measures has been amended to reflect the increased cost of providing a signalised crossing in this location – as set out below – and therefore this alternative crossing type could be implemented as part of the wider traffic calming scheme, should both highway authorities agree with the provision in this location.

Chapel Lane Traffic Calming Scheme

- 2.14 KC has stated that the proposed indicative traffic management plan is unacceptable in its current form but has not indicated their preferred form of traffic calming along Chapel Lane.
- 2.15 Drawing ITM19092-GA-017 Rev A enclosed at **Appendix F** shows the full extent of the proposed traffic calming scheme. This includes the addition of two chicane/build-outs on Chapel Lane, between Parklands and the proposed primary site access and the reinforcement of the proposed build-out at the PROW crossing to the north of the proposed access, with coloured surfacing.
- 2.16 Overall, the proposed traffic calming scheme – which would need to be subject to separate approvals and consultation with the highway authority, as noted in the draft Conditions, would include the following measures over the c.550 metre section of Chapel Lane between the PROW and Parklands:
- 3no. chicane / build-outs with shuttle working operation for traffic including contrasting surfacing at the PROW crossing.
 - 4no. pairs of virtual speed cushions.
 - 4no. pairs of (existing) SLOW markings on the carriageway.
 - Creation of 1no. primary access and 1no. EVA into the development site.
 - 30mph speed limit carriageway roundels.
 - A proposed signalised pedestrian crossing on a raised table at the southern end of the scheme.

2.17 It is concluded that the extensive range of measures along this section of Chapel Lane, together with the introduction of the development and associated turning vehicles into and out of the site, will have the effect of reducing vehicle speeds along the Chapel Lane corridor.

2.18 As set out above, the proposed enhanced cycle provision along Chapel Lane / Prescott Road to the south of Parklands will also assist in reducing vehicle speeds on the approach to the crossing and the traffic calmed section of Chapel Lane as the available carriageway width for vehicles will have been reduced.

Updated Cost Estimates for Enhanced Package of Off-Site Active Mode Measures

2.19 The proposed cost estimates have been updated to reflect the enhanced package of off-site active travel measures, as described above. The costings therefore include the following package of measures:

- Upgrading the proposed Chapel Lane zebra crossing to provide a signalised pedestrian crossing.
- Proposed toucan crossing on Queensbury Way at Old Upton Lane.
- Proposed signalised crossing at Cronton Road.
- Improvements to Sandy Lane including signage, road markings and enhanced barriers at either end of the route.
- Extended traffic calming works along Chapel Lane.
- Additional signalised pedestrian crossing on Queensbury Way, close to PROW W/12.
- On-road cycle lanes on Chapel Lane / Prescott Road, protected by 'armadillo' lane separators.

2.20 As noted above, the cost estimates have also been updated to reflect the percentage multipliers to reflect allowances as requested by HBC.

2.21 The cost estimates of the proposed package of off-site works have been updated to include a series of multipliers agreed by HBC, including allowance for preliminaries, traffic management, design fees, statutory undertakers' equipment and risk / contingencies. KC has requested that the cost estimates are compared against their Term Maintenance Contractor's schedule of rates. As KC is unable to supply details of the rates for commercial reasons, the detailed cost estimates have been supplied for KC for comparison.

- 2.22 The overall package of measures is forecast to cost c.£816k which equates to a cost per dwelling of c.£2,330 based on an assumed 350 dwellings. This represents a substantial uplift to the previously proposed contribution and represents a significant enhancement of the active travel provision within the vicinity of the site. Further details of the proposed cost estimates are set out in **Appendix G**.
- 2.23 A further contribution is also proposed towards improving bus access, as set out in Section 5 below.

SECTION 3 Proposed Access onto Chapel Lane

3.1 Principle of the Proposed Access Strategy

- 3.2 The proposed access strategy for the development includes the provision of a primary access to the site from Chapel Lane to the west of the development. The proposed access has been designed with a width of 6.3 metres, with a footway / cycleway to the south and a footway to the north. The width of the proposed route will enable two cars to pass each other even in the event of a parked / broken down vehicle, or to cater for routine maintenance along the primary spine road through the site.
- 3.3 The proposed access has been shown to work comfortably within its capacity with the forecast traffic flows, meets current design standards in terms of widths, radii, swept path movements and junction visibilities taking account of observed vehicle speeds on Chapel Lane.
- 3.4 In addition to this primary access, two further emergency vehicle accesses are proposed – one onto Sandy Lane, within the centre of the development and one onto Chapel Lane to the west. The Chapel Lane emergency vehicle access has been designed to allow use by general vehicular traffic in the event of emergencies – at the request of HBC. Additional pedestrian and cycle connections to Chapel Lane, Sandy Lane and Queensbury Way via PROW W/16 are also provided.
- 3.5 HBC and KC have now confirmed that the proposed access strategy for the site is acceptable.

3.6 Primary Access

- 3.6.1 In response to comments received from HBC, the proposed primary all-movements site access onto Chapel Lane has been amended to include additional cycle provision at the access, easing movements for cyclists entering the site to access the proposed shared cycle / footway on the southern side of the access road. Please see SLR Drawing 216175-PD100 Rev F in **Appendix H**.
- 3.6.2 It is noted that KC has requested a raised junction table be included at the proposed access junction to reduce vehicle speeds on both approaches. Taylor Wimpey is happy to provide such a raised table at the proposed access but note that HBC has raised concerns with the provision of a raised table at the junction, citing potential maintenance issues. As the access straddles both highway authorities' jurisdictions, a consensus needs to be reached on whether a raised table should be provided.

3.6.3 Notwithstanding this, it is noted that KC has confirmed that the proposed access is approved in principle and that a decision on the provision of a raised table (or otherwise) can be confirmed at the Section 278 stage.

3.7 Emergency Vehicle Access (EVA)

3.7.1 Both authorities have requested confirmation that the forward visibility achievable for cyclists / vehicles wishing to turn right into the proposed EVA onto Chapel Lane is acceptable. SLR Drawing 216175-PD100 Rev F in **Appendix H** demonstrates that visibility of 50.8 metres is achievable to an oncoming vehicle, which is consistent with the observed southbound vehicle speeds.

3.7.2 HBC has noted that that they assume that three-way traffic management would be required on Chapel Lane to control the use of the EVA in the event of an emergency. In almost all instances, the EVA would only need to be used by emergency vehicles and therefore it is not considered that any form of temporary traffic management / signal control would be necessary.

3.7.3 The proposed spine road has been designed with a width of 6.3 metres, allowing two cars to pass even if a third vehicle was broken down / parked at the side of the road. Furthermore, a comprehensive series of loops will be created within the development, offering a choice of route for vehicles across the site – as described in Section 4 below. These features will help to cater for the majority of incidents involving accidents, broken down vehicles and routine maintenance within the site.

3.7.4 However, in the unlikely event that an emergency arose which required the EVA to be used by general traffic for a limited period of time, it is likely that some form of traffic management would be needed. Drawing ITM19092-GA-019 enclosed at **Appendix I** shows how signal-controlled traffic management could be installed at the access and demonstrates that the required forward visibility to the proposed temporary signal heads would be acceptable. Tapers have been added to either side of the access to enable a fire tender to enter the site whilst vehicles are queuing at the signals within the site.

3.7.5 It is also noted that an appropriate form of wording will be required to control the use of the EVA from Chapel Lane, to ensure that use of this access is kept to an absolute minimum.

SECTION 4 Proposed Internal Site Layout

4.1 The illustrative masterplan has been updated to address a number of comments made in relation to the masterplan submitted in support of the application. A copy of the updated masterplan is contained within **Appendix J**. The following changes have been made:

- A series of additional loops have been created within the development, maximising the permeability of the site, reducing traffic levels across the site and providing alternative routes in the event of an emergency within the site. These loops would be available for use by all site users.
- The EVA connection from Chapel Lane will be controlled by bollards to ensure it is only used by pedestrians and cyclists except in the event of an emergency. This route will be available for use by all vehicles and is shown to connect into a secondary street within the development. A further loop has been created beyond the EVA route to allow vehicles to bypass the initial section of the spine road in the event of an emergency.
- An additional emergency-only link has also been shown on the masterplan, running to the north of the spine road and connecting two internal loops. This route would cross the PROW but would only be available for use by pedestrians and cyclists in the event of an emergency.
- Appropriate barriers / bollards for the EVA routes can be detailed at Reserved Matters stage. These changes to the masterplan address the request from HBC for the Chapel Lane EVA route to connect further into the site and also provides additional pedestrian / cycle links along key desire lines through the site.
- A footway has been provided alongside the initial section of the EVA route from Chapel Lane, as requested by KC.

4.2 The comments made by HBC in relation to the potential for direct frontage access to be provided onto Chapel Lane, as part of the wider traffic calming strategy, are noted. However, comments received from other consultees have noted the requirement to retain as much of the hedgerow running along the site's frontage onto Chapel Lane as possible. The provision of direct frontage access onto Chapel Lane would result in the removal of much of the hedgerow.

4.3 However, as outlined below in Section 2 above, the potential traffic calming strategy has been strengthened with additional measures along Chapel Lane and these, together with the creation of the new access points and the widened footway along the frontage will help to control vehicle speeds along Chapel Lane.

- 4.4 The proposed EVA onto Chapel Lane will be a free-flowing route, albeit with its use restricted except in the event of an emergency. There are a small number of dwellings which would have frontage access onto the EVA, but these would generate very limited traffic movements, significantly lower than the movements along the main spine road / Avenue through the site onto which direct frontage access is also proposed.
- 4.5 It is noted that an appropriately worded Condition is proposed to ensure that the resultant site layout plan will be developed to accord with the principles outlined above and as set out in the NPPF, Manual for Streets and local guidance with regard to the need to prioritise sustainable travel and provide a permeable and accessible development.

SECTION 5 Other Issues

- 5.1 Taylor Wimpey has confirmed that in addition to the proposed active travel contribution (outlined in Section 2 above), a further contribution will also be made to cover the cost of providing each dwelling on the site with a free one-year's bus pass. This will provide a significant incentive towards encouraging the use of public transport for longer journeys from the site.
- 5.2 A Framework Travel Plan has been prepared and submitted in support of the application - SLR report reference 216175 V03 (dated May 2023). A Full Travel Plan will be prepared and submitted for approval prior to occupation of the first dwelling on the site.

APPENDIX A. EXISTING AND PROPOSED OFF-SITE
ACTIVE TRAVEL PROVISION AND
MEASURES



Key

Key Local Facility

Existing Provision

Proposed Provision

PRoW from Halton Borough Council and Knowsley Council

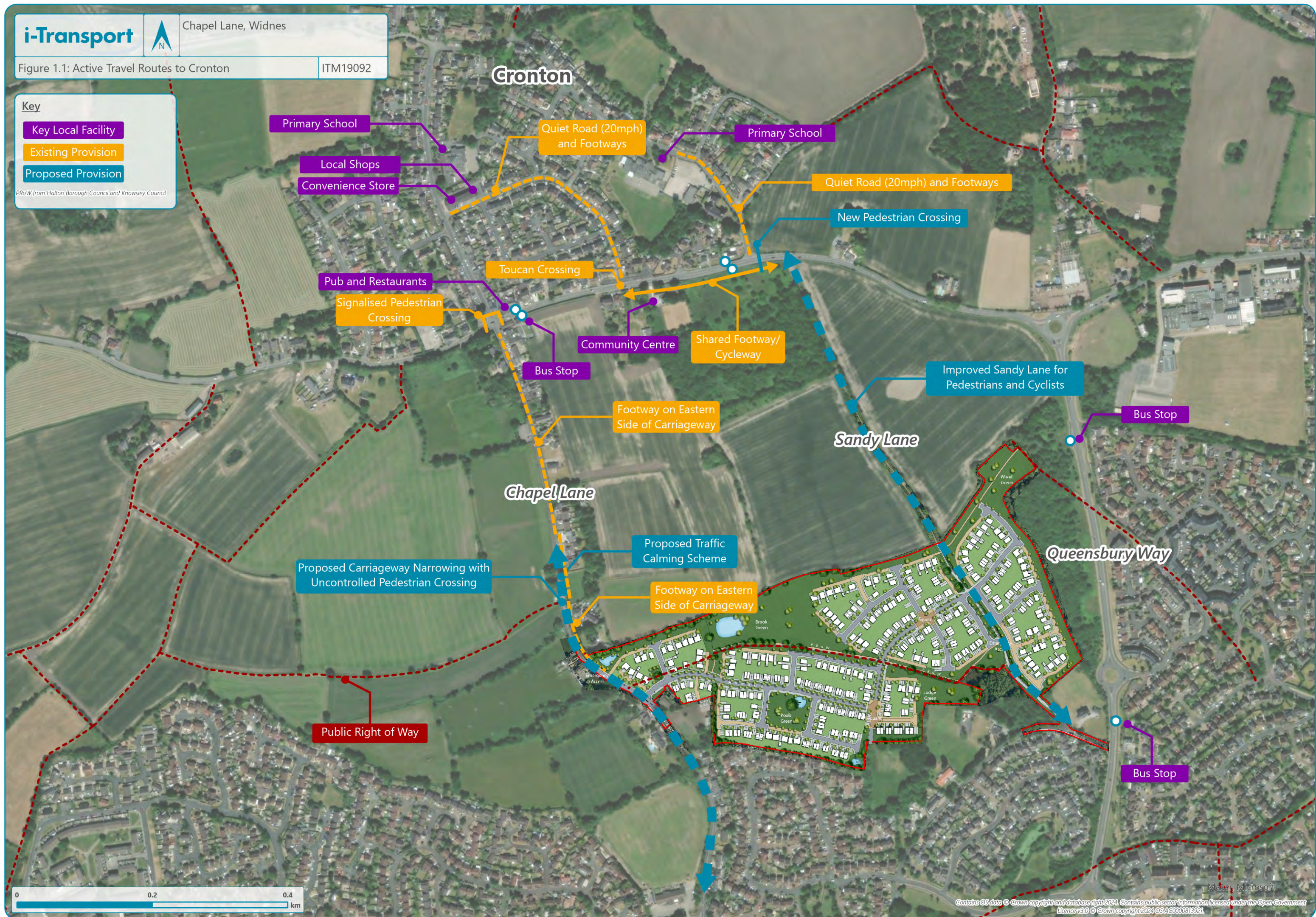




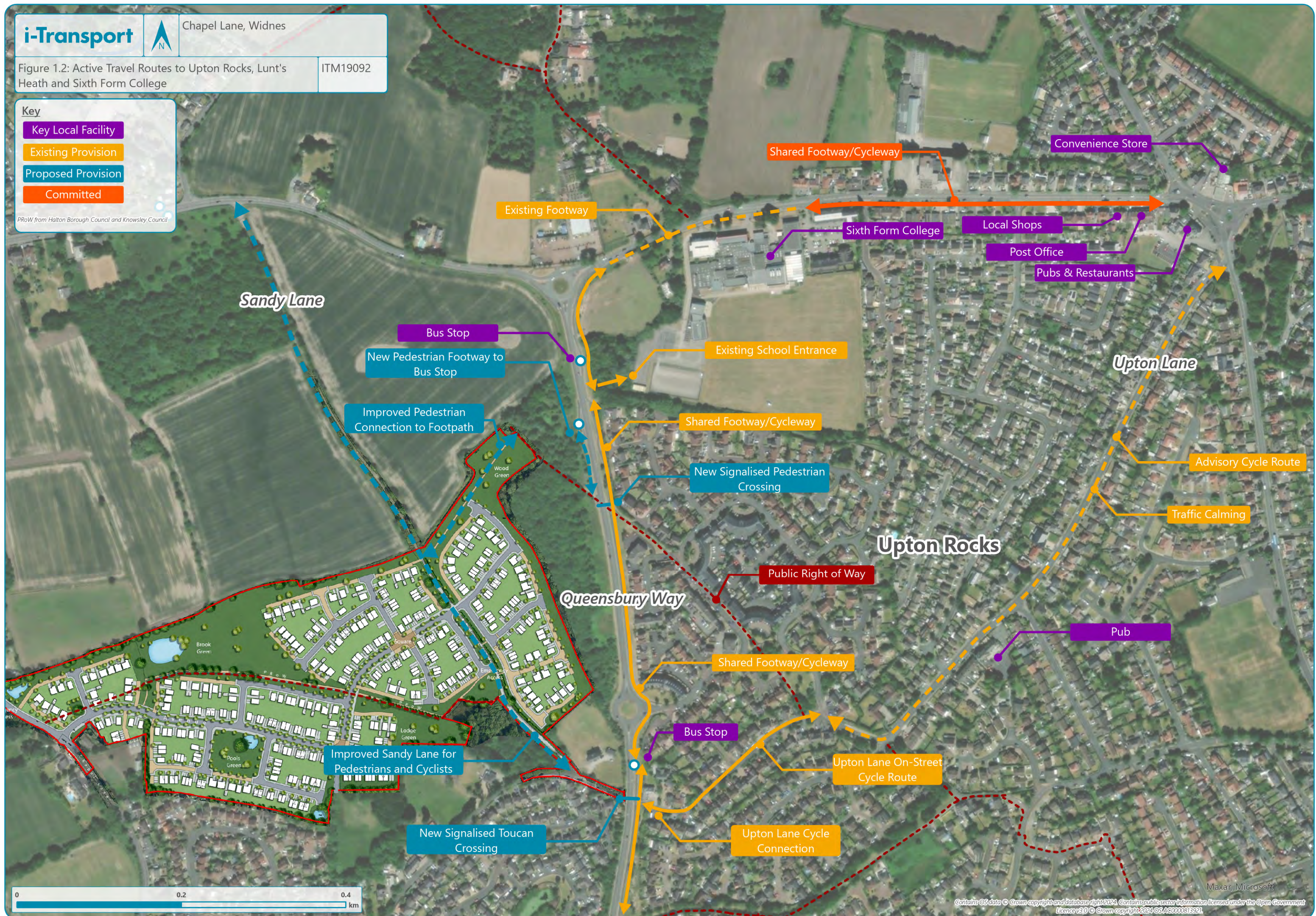
Figure 1.2: Active Travel Routes to Upton Rocks, Lunt's Heath and Sixth Form College

ITM19092

Key

- Key Local Facility
- Existing Provision
- Proposed Provision
- Committed

PRoW from Halton Borough Council and Knowsley Council





Key

Key Local Facility

Existing Provision

Proposed Provision

PRoW from Halton Borough Council and Knowsley Council



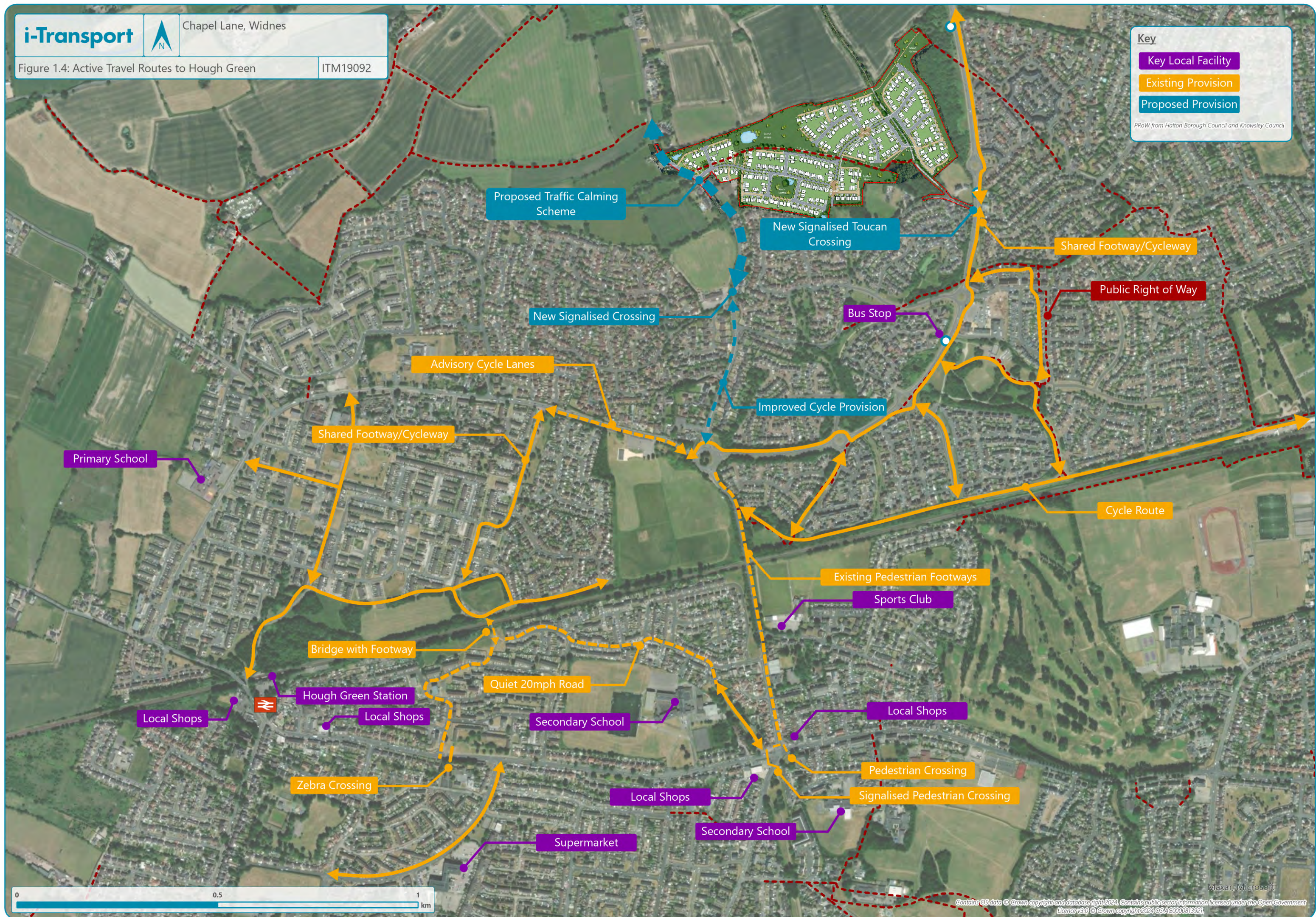
Key

Key Local Facility

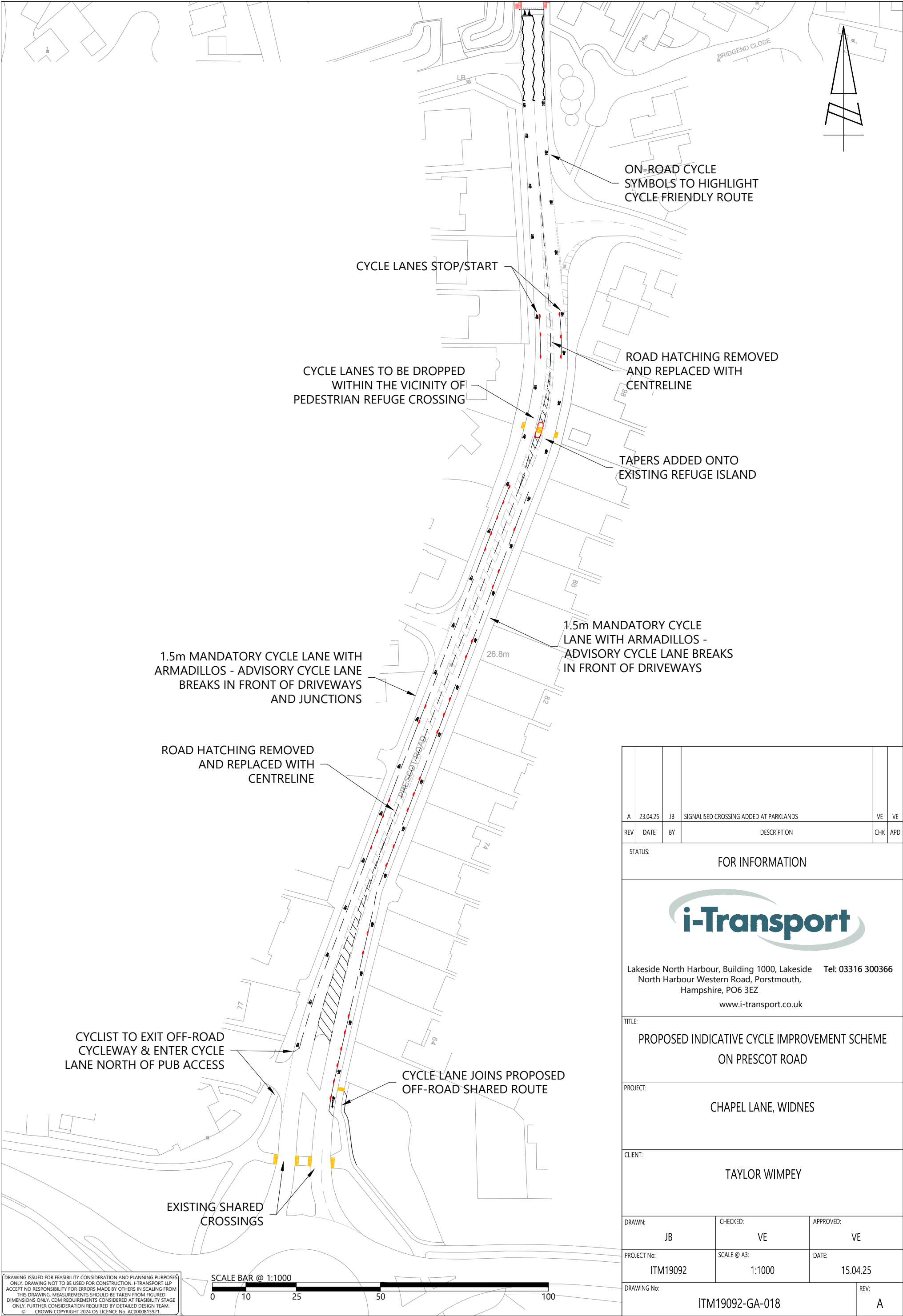
Existing Provision

Proposed Provision

PRoW from Halton Borough Council and Knowsley Council



APPENDIX B. PROPOSED CYCLE LANES ON
CHAPEL LANE

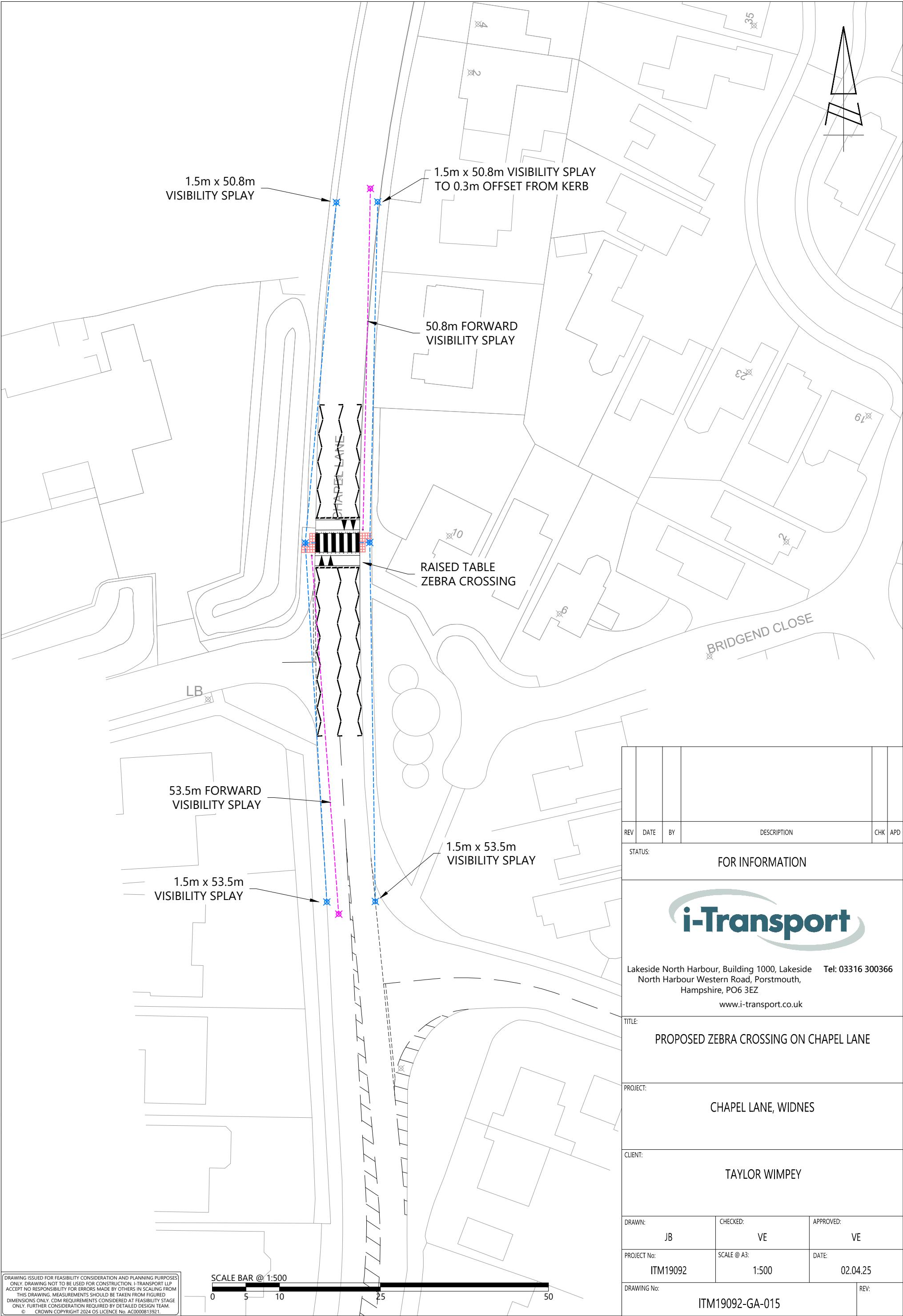


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TITLE: PROPOSED INDICATIVE CYCLE IMPROVEMENT SCHEME ON PRESCOT ROAD					
PROJECT: CHAPEL LANE, WIDNES					
CLIENT: TAYLOR WIMPEY					
DRAWN: JB		CHECKED: VE		APPROVED: VE	
PROJECT No: ITM19092		SCALE @ A3: 1:1000		DATE: 15.04.25	
DRAWING No: ITM19092-GA-018					REV: A

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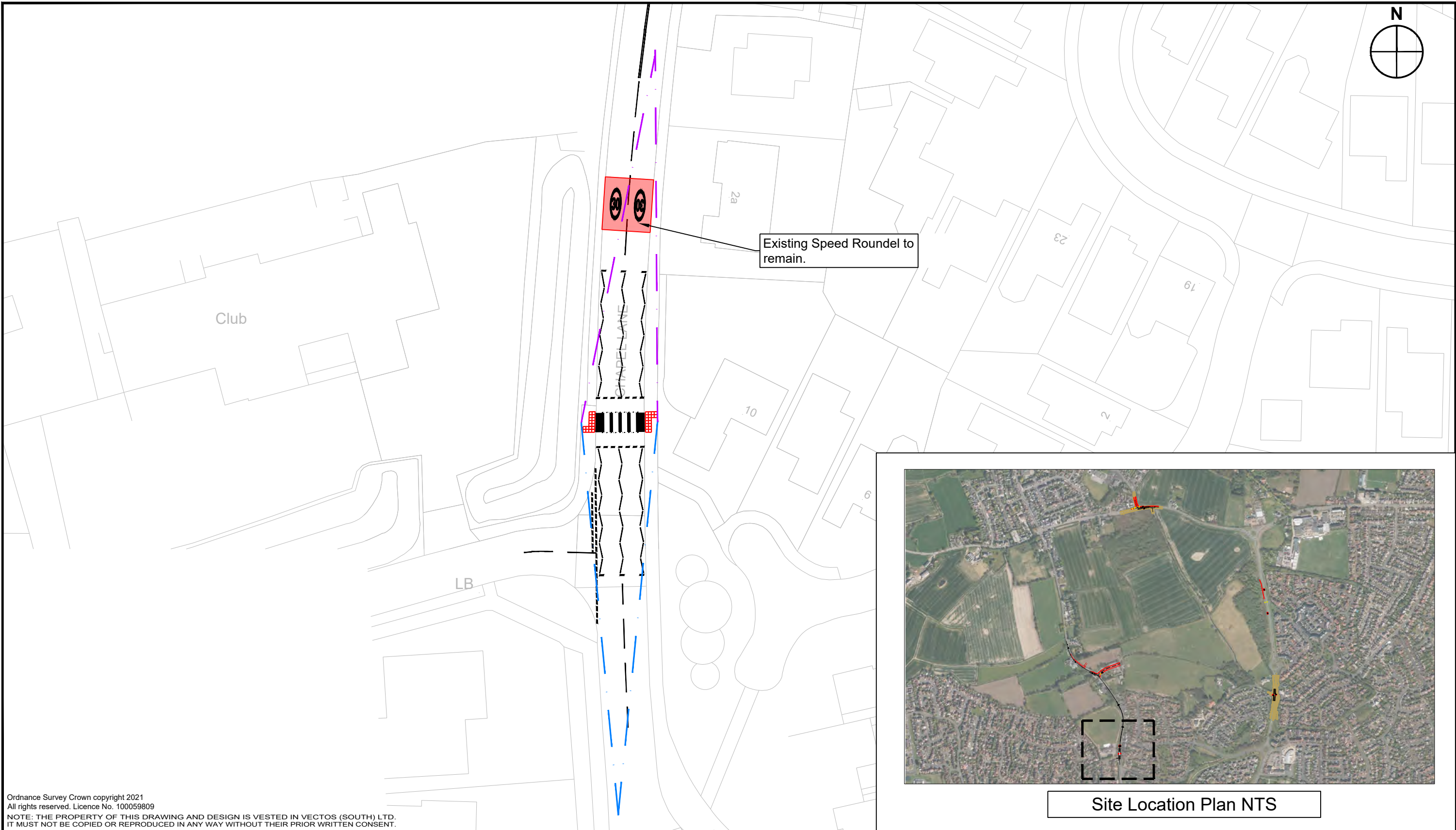
APPENDIX C. CHAPEL LANE ZEBRA CROSSING



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STATUS: FOR INFORMATION					
 Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Porstmouth, Hampshire, PO6 3EZ Tel: 03316 300366 www.i-transport.co.uk					
TITLE: PROPOSED ZEBRA CROSSING ON CHAPEL LANE					
PROJECT: CHAPEL LANE, WIDNES					
CLIENT: TAYLOR WIMPEY					
DRAWN: JB		CHECKED: VE		APPROVED: VE	
PROJECT No: ITM19092		SCALE @ A3: 1:500		DATE: 02.04.25	
DRAWING No: ITM19092-GA-015				REV:	

APPENDIX D. SLR ROAD SAFET AUDIT AND DESIGN TEAM RESPONSE



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Site Location Plan NTS

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
F	Pedestrian Visibility Added	KR	SR	09.04.25

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

LEGEND:

— — — — — 2M X 50.8M PEDESTRIAN VISIBILITY SPLAY BASED ON 34MPH SOUTHBOUND 85TH PERCENTILE SPEEDS PER CD143 E5.2 AND E5.3

— — — — — 2M X 53.5M PEDESTRIAN VISIBILITY SPLAY BASED ON 35.2MPH NORTHBOUND 85TH PERCENTILE SPEEDS PER CD143 E5.2 AND E5.3

Chapel Lane, Halton

Chapel Lane
Traffic Calming Zebra Crossing

DRAWN: KR

CHECKED: MR

DATE: 27.09.23

SCALES: 1:500 at A3

Taylor Wimpey

DRAWING NUMBER: 216175_PD14

REVISION: G

INFORMATION ONLY



Stage 1 Road Safety Audit

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 April 2025

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	8 April 2025	Alastair Pike	Ben Finch	Alastair Pike
	Click to enter a date.			
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Basis of Report

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Table of Contents

1.0	Introduction	4
2.0	Matters arising from this Stage 1 RSA.....	6
3.0	Audit Team Statement.....	8

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 carried out on Tuesday 8th April 2025. The RSA was carried out on behalf of Taylor Wimpey. The Overseeing Organisations for this Stage 1 RSA are Halton Borough Council and Knowsley Council.
- 1.2 An Audit Brief was prepared by Sasha Respini of SLR Consulting Ltd on 28th March 2025. 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
- Ben Finch, MCIHT, MSoRSA
Audit Team Leader
Senior Transport Planner
SLR Consulting Ltd
- 1.4 A site visit was undertaken by the Audit Team on Wednesday 2nd April 2025, between the hours of 13:00 and 14:00. The weather at the time of the visit was bright and the carriageway surface was dry. Vehicular traffic levels were considered to be low. There were 2 pedestrians observed crossing Chapel Lane and no cyclist movements observed during 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 new Zebra crossing on Chapel Lane.

Departures from Standards

- 1.10 The Audit Team were not informed of any Departure from Standards associated with the design proposals.

Terms of Reference

- 1.11 The terms of reference of the Audit are as described in the Design Manual for Roads and Bridges GG119.



- 1.12 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.
- 1.13 The Audit Team accepts that there may be alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of their responsibilities.



2.0 Matters arising from this Stage 1 RSA.

Drawing No. 216175_PD14 Rev F – Chapel Lane Zebra Crossing

2.1 Problem.

Location: Proposed zebra crossing western side.

Summary: Forward visibility to the western side of the crossing may be obscured for southbound vehicles by existing vegetation potentially leading to injudicious crossing movements and collisions between pedestrians and vehicular traffic.

Onsite observations noted that the forward visibility to the western side of the proposed zebra crossing may be obscured for southbound drivers by the presence of existing vegetation at the end of the pedestrian footway. If the required forward visibility is not achieved on either side of the crossing this design arrangement may lead to injudicious crossing movements potentially causing overshoot / late braking by drivers and collisions with pedestrians on the crossing

Recommendation

It is recommended that an appropriate visibility splay linked to vehicle speeds on Chapel Lane is provided for both sides of the proposed crossing and that additionally all vegetation encroaching on the public footway is removed.



2.2 Problem.

Location: Proposed zebra crossing eastern side.

Summary: Forward visibility to the eastern side of the crossing may be obscured by road alignment and existing vegetation potentially leading to injudicious crossing movements and collisions between pedestrians and vehicular traffic.

Onsite observations noted that the forward visibility to the eastern side of the proposed zebra crossing may be obscured by the alignment of the road and the presence of existing vegetation at the back of the pedestrian footway. If the required forward visibility is not achieved on both sides of the crossing this design arrangement may lead to injudicious crossing movements potentially causing overshoot / late braking by drivers and collisions with pedestrians on the crossing

Recommendation

It is recommended that an appropriate visibility splay linked to vehicle speeds on Chapel Lane is provided for both sides of the proposed crossing and that additionally all vegetation encroaching on the public footway is removed.



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 April 2025

Road Safety Audit Team Member

Name: Ben Finch

Signed:

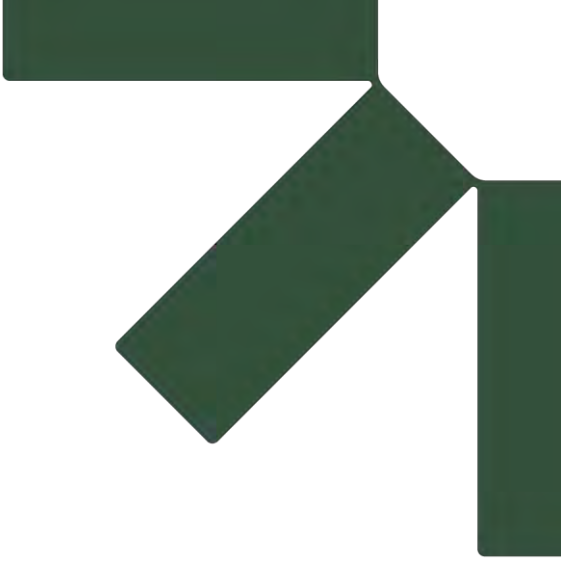


Position: Senior Transport Planner

Organisation: SLR Consulting Ltd

Date: 8 April 2025





Appendix A Site Location Plan

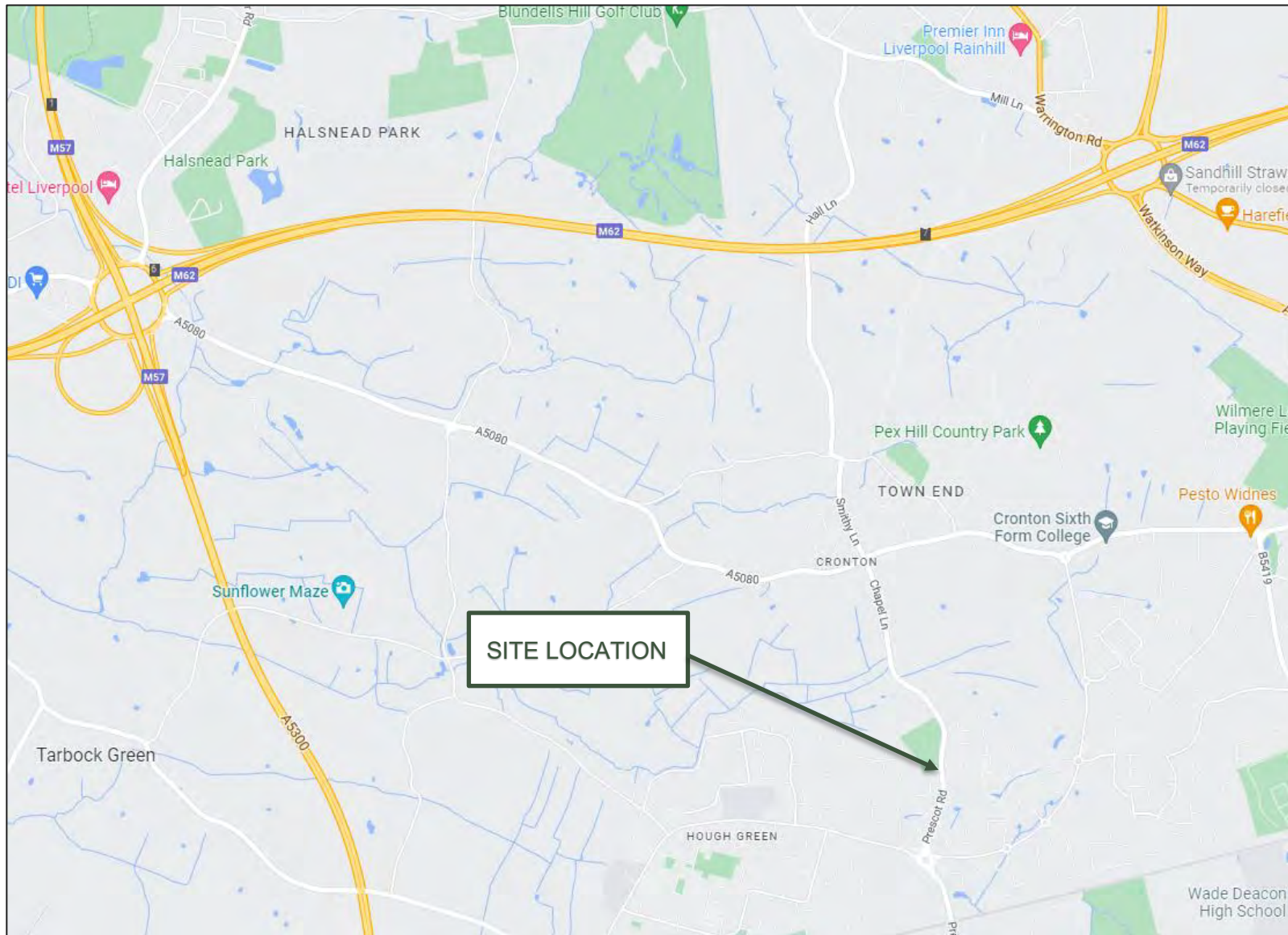
Stage 1 Road Safety Audit

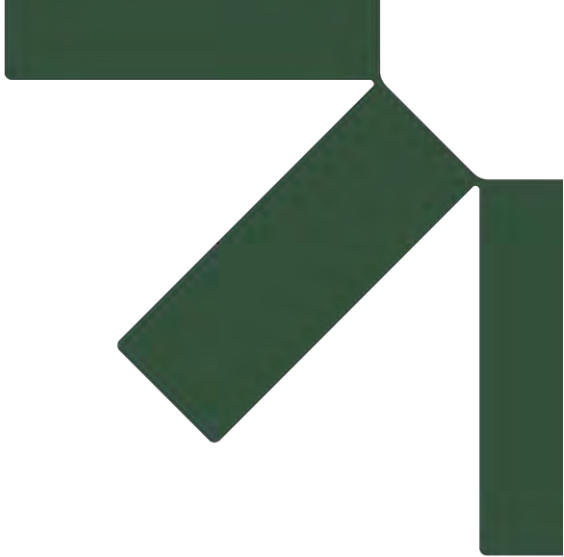
Chapel Lane, Halton

Taylor Wimpey

SLR Project No.: 425.001279.00001

8 April 2025





Appendix B Submitted Documents

Stage 1 Road Safety Audit

Chapel Lane, Halton

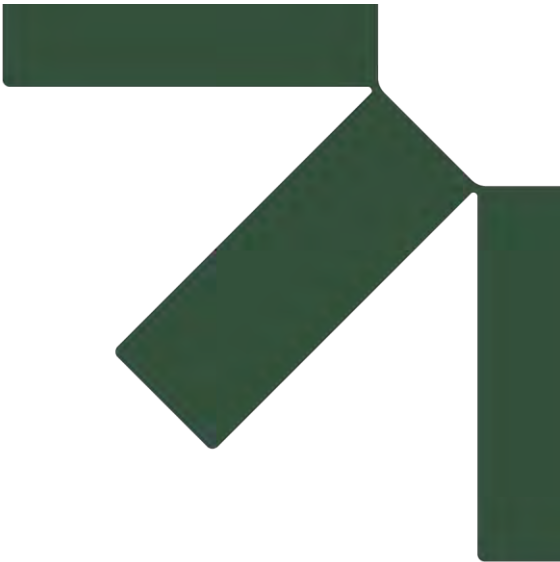
Taylor Wimpey

SLR Project No.: 425.001279.00001

8 April 2025

Document	Document Title
RSA Brief	216175 – Parklands Zebra Crossing RSA Brief – V1
Design Drawings	216175_PD14 Rev F – Chapel Lane Zebra Crossing 216175_PD102 Rev B – Indicative Traffic Calming Strategy





Appendix C Problem Location Plan

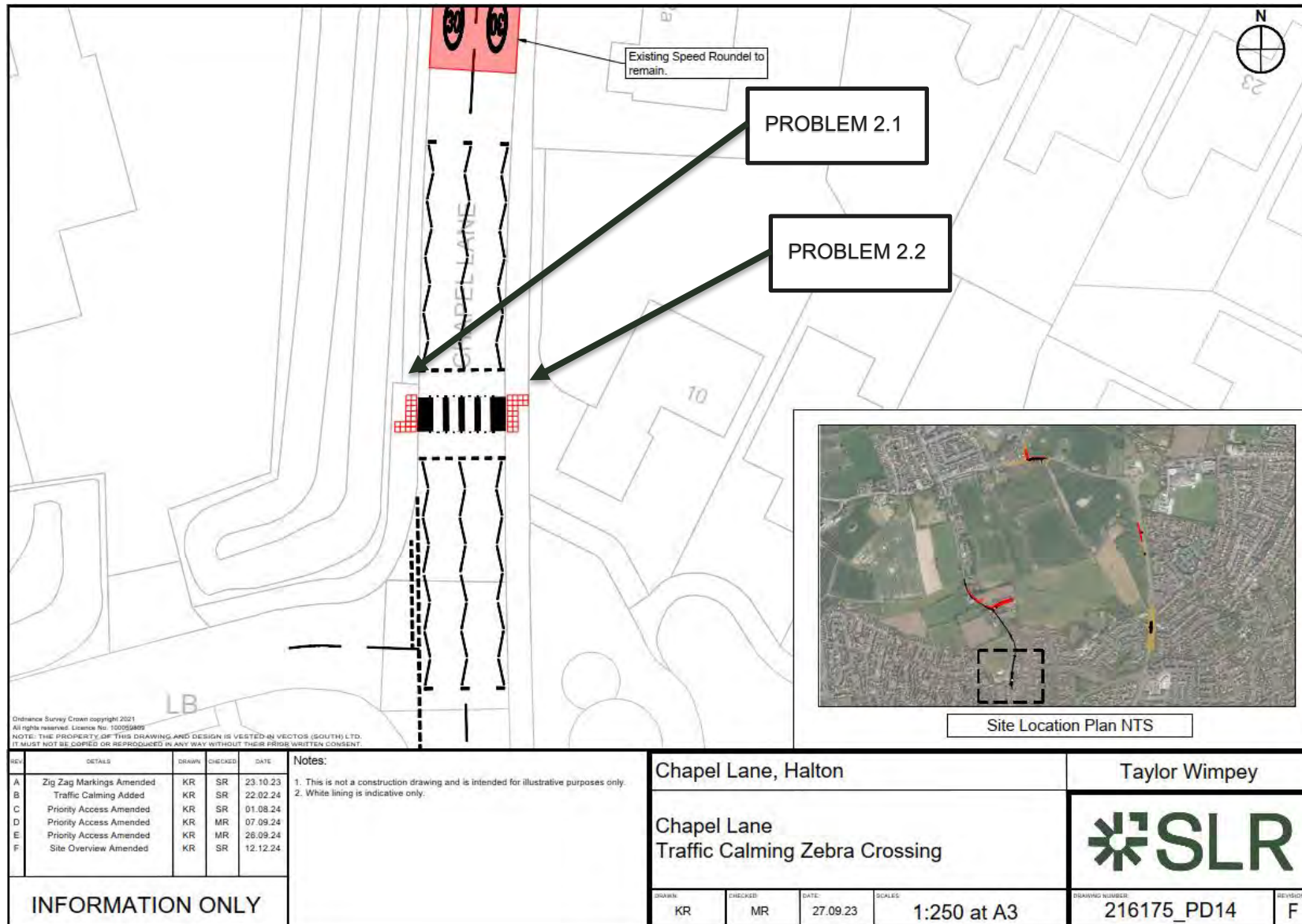
Stage 1 Road Safety Audit

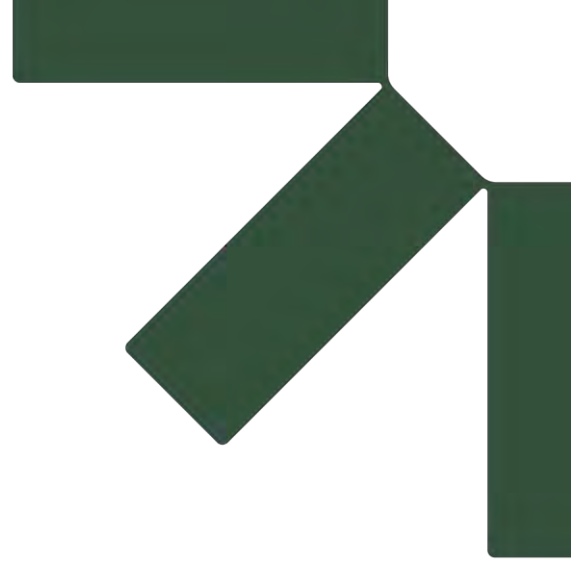
Chapel Lane, Halton

Taylor Wimpey

SLR Project No.: 425.001279.00001

8 April 2025







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

8 April 2025

Revision: 01

1 Project Summary

RSA REPORT TITLE	STAGE 1 ROAD SAFETY AUDIT
Date	8 th April 2025
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:	8 th April 2025



2 General Details

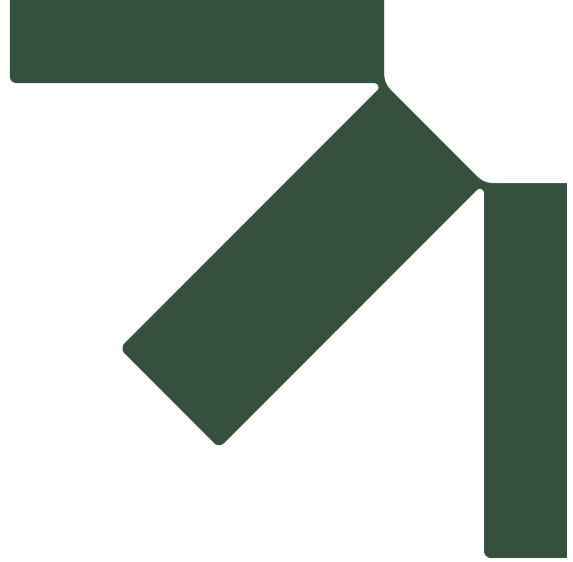
GENERAL DETAILS:				
Highway scheme name and road number:		Chapel Lane, Widnes		
Type of scheme:	Priority junction access arrangements			
RSA Stage:	☒ Stage 1	☐ Stage 2	☐ Stage 3	☐ Stage 4
	Interim			
Overseeing Organisation details:		Knowsley Council		
Design organisation details:		SLR Consulting		
Police contact details:		N/A		
Maintaining agent contact details:				
RSA team membership:		Alastair Pike / Ben Finch		
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 an appropriate visibility splay linked to vehicle speeds on Chapel Lane is provided for both sides of the proposed crossing and that additionally all vegetation encroaching on the public footway is removed.	Agreed. Design drawing has been updated to show appropriate visibility splays in line with the recorded speeds on Chapel Lane. Vegetation is highway maintenance.		
2.2	It is recommended that an appropriate visibility splay linked to vehicle speeds on Chapel Lane is provided for both sides of the proposed crossing and that additionally all vegetation encroaching on the public footway is removed.	Agreed. Design drawing has been updated to show appropriate visibility splays in line with the recorded speeds on Chapel Lane. Vegetation is highway maintenance.		

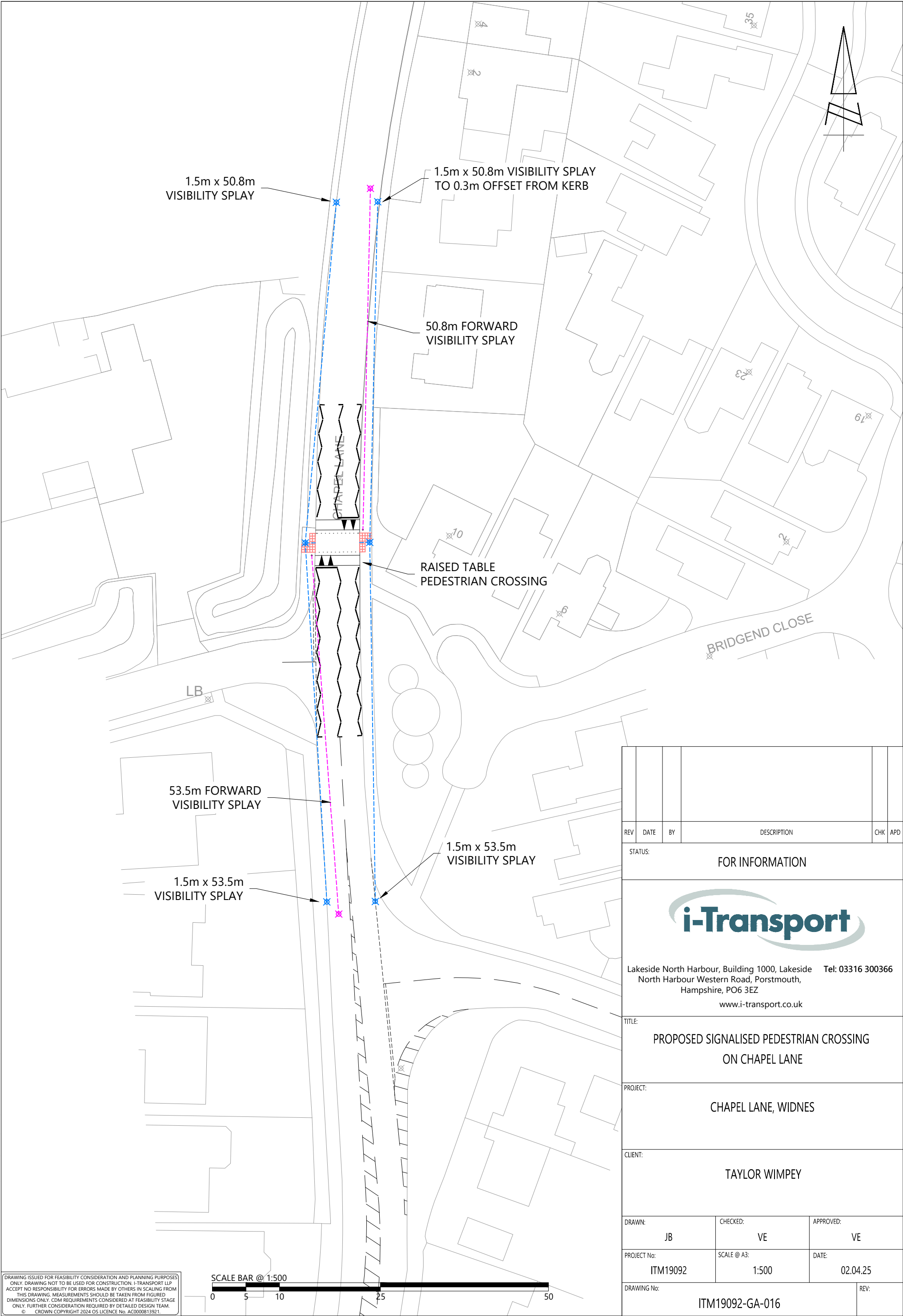






Making Sustainability Happen

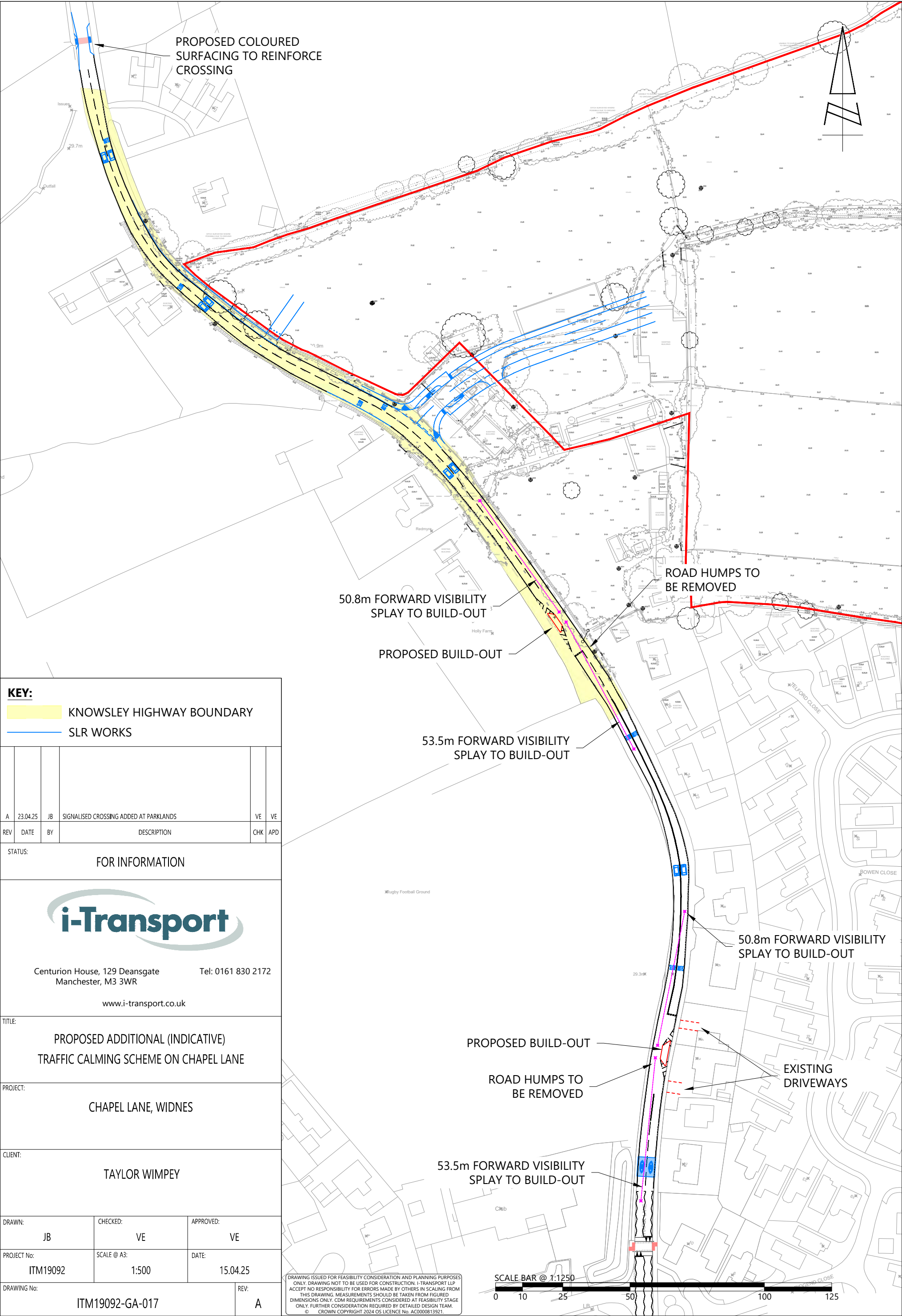
APPENDIX E. SIGNALISED CROSSING ON CHAPEL LANE



REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
 Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Porstmouth, Hampshire, PO6 3EZ Tel: 03316 300366 www.i-transport.co.uk					
TITLE: PROPOSED SIGNALISED PEDESTRIAN CROSSING ON CHAPEL LANE					
PROJECT: CHAPEL LANE, WIDNES					
CLIENT: TAYLOR WIMPEY					
DRAWN: JB		CHECKED: VE		APPROVED: VE	
PROJECT No: ITM19092		SCALE @ A3: 1:500		DATE: 02.04.25	
DRAWING No: ITM19092-GA-016					REV:

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.

APPENDIX F. PROPOSED TRAFFIC CALMING SCHEME



KEY:

KNOWSLEY HIGHWAY BOUNDARY

SLR WORKS

A	23.04.25	JB	SIGNALISED CROSSING ADDED AT PARKLANDS	VE	VE
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
Centurion House, 129 Deansgate Manchester, M3 3WR www.i-transport.co.uk Tel: 0161 830 2172					
TITLE: PROPOSED ADDITIONAL (INDICATIVE) TRAFFIC CALMING SCHEME ON CHAPEL LANE					
PROJECT: CHAPEL LANE, WIDNES					
CLIENT: TAYLOR WIMPEY					
DRAWN: JB		CHECKED: VE		APPROVED: VE	
PROJECT No: ITM19092		SCALE @ A3: 1:500		DATE: 15.04.25	
DRAWING No: ITM19092-GA-017				REV: A	

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
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SCALE BAR @ 1:1250
0 10 25 50 100 125

APPENDIX G. PROPOSED COSTS ESTIMATES

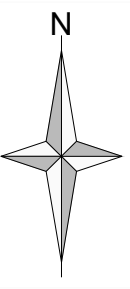
Potential Enhanced Package of Active Travel Measures

Number of dwellings

350	Off site works	Drawing Reference	Estimated Cost	HBC Approved Add-ons					
			Construction Cost, No prelims, Basic	Preliminaries	Traffic Management	Design Fees	Statutory Undertakers Diversions	Risk/Contingency	Total
	Chapel Lane - Pedestrian Signalised Crossing	ITM19092-GA-016	£100,606.80	£8,048.54	£12,072.82	£7,545.51	£10,060.68	£15,091.02	£153,425.37
	Old Upton Lane - Toucan Crossing	216175_PD15 Rev F	£105,359.16	£8,428.73	£12,643.10	£7,901.94	£10,535.92	£15,803.87	£160,672.72
	Cronton Lane - Signalised Crossing	216175_PD17 Rev G	£132,629.30	£10,610.34	£15,915.52	£9,947.20	£13,262.93	£19,894.40	£202,259.68
	Sandy Lane Improvement Scheme	216175_PD20 Rev C	£19,448.64	£1,555.89	£2,333.84	£1,458.65	£1,944.86	£2,917.30	£29,659.18
	Indicative Traffic Calming on Chapel Lane	216175_PD102 rev B/ITM19092-GA-017A	£38,803.16	£3,104.25	£4,656.38	£2,910.24	£3,880.32	£5,820.47	£59,174.82
	Additional Pedestrian Signalised Crossing on Queensbury Way	216175_PD16-B	£114,725.10	£9,178.01	£13,767.01	£8,604.38	£11,472.51	£17,208.77	£174,955.78
	Works Between Parklands & Roundabout	ITM19092-GA-018A	£23,222.40	£1,857.79	£2,786.69	£1,741.68	£2,322.24	£3,483.36	£35,414.16
Total cost per dwelling			£1,527.98	£122.24	£183.36	£114.60	£152.80	£229.20	£2,330.18

8.0%12.0%7.5%10.0%15.0%

APPENDIX H. SLR ALL MODES ACCESS ON CHAPEL LANE



- 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:

- PLANNING APPLICATION BOUNDARY
- HALTON ADOPTED HIGHWAY DATA
- EXISTING DIMENSION
- 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 AND
- CYCLIST VISIBILITY SPPLAY TO ONCOMING VEHICLES

PROPOSED FOOTWAY WIDENING TO TIE INTO EXISTING ARRANGEMENT. END OF AVAILABLE TOPOGRAPHICAL SURVEY, INDICATIVELY SHOWN EXISTING KERBING.

CYCLISTS TO USE EMERGENCY ACCESS AND INTERNAL SHARED ROUTE LINK.

INDICATIVE SPINE ROAD ALIGNMENT.

EXISTING TPO TREE.

RIGHT TURNING CYCLISTS TO USE PROPOSED TURNING FACILITY.

PROPOSED EMERGENCY ACCESS ARRANGEMENT.

PROPOSED FOOTWAY TO TIE INTO EXISTING ARRANGEMENT.

INDICATIVE VEHICLE CROSSOVER INTO EXISTING CONCRETE ROAD.

CYCLISTS TO REJOIN CARRIAGEWAY.

F	FOOTWAY & ACCESS AMENDED	29.04.25	LJ	SR	MR
E	CYCLE FACILITIES AMENDED	26.03.25	KR	SR	MR
D	EMERGENCY ACCESS VISIBILITY ADDED	13.11.24	KR	SR	MR
C	TACTILE PAVING AND TURNING VISIBILITY ADDED	29.11.24	KR	SR	MR
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



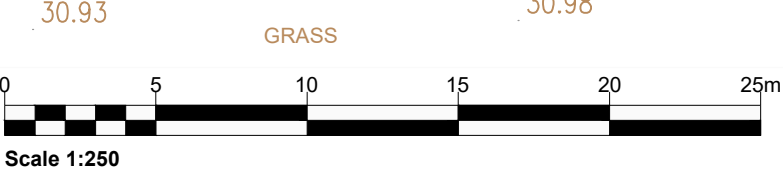
Drawing Status & Suitability Code

Client
TAYLOR WIMPEY

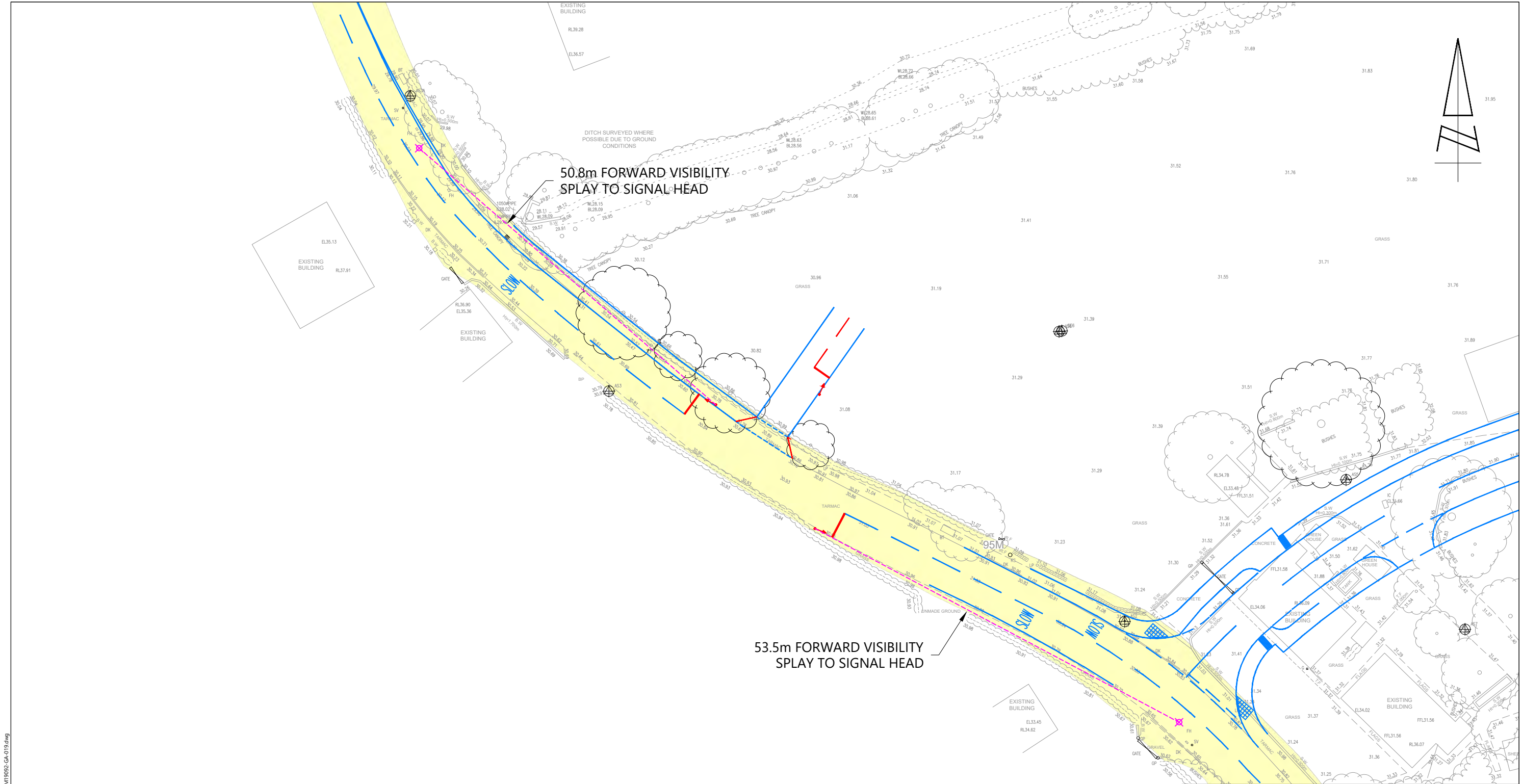
Project
CHAPEL LANE, HALTON

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
Date 06.09.24	Date 06.09.24	Date 06.09.24
Drawing Number PD100	Rev F	



APPENDIX I. EVA SIGNAL CONTROLLED TRAFFIC MANAGEMNT



KEY:		
	KNOWSLEY HIGHWAY BOUNDARY	
—	SLR WORKS	
---	PROPOSED TEMPORARY SIGNAL WORKS	

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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 Centurion House, 129 Deansgate Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk																		TITLE: TEMPORARY SIGNALS AT EMERGENCY VEHICLE ACCESS			DRAWN: JB	CHECKED: VE	APPROVED: VE	
REV		DATE		BY	DESCRIPTION			CHK	APD	PROJECT: CHAPEL LANE, WIDNES			CLIENT: TAYLOR WIMPEY			PROJECT No: ITM19092	SCALE @ A3: 1:500	DATE: 16.04.25						
STATUS: FOR INFORMATION																DRAWING No: ITM19092-GA-019			REV:					

APPENDIX J. ILLUSTRATIVE MASTERPLAN



Key

	Site Boundary
	Avenue
	Primary Street
	Secondary Street
	Tertiary Streets & Shared Drives
	Emergency Access
	Pedestrian/Cycle Routes
	Existing Trees
	Proposed Trees (Indicative)
	Attenuation Basin
	Green Infrastructure

n*ORTH

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

Scale 1:2,500 (@A3)

Ordnance Survey © Crown copyright 2025
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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

Drawing Title

Illustrative Masterplan

Scale

1:2,500 @ A3

Revision

REV H

Date

April '25

