



Transport Matters Additional Evidence Report

Chapel Lane, Widnes

Taylor Wimpey UK Ltd

Prepared by:

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SLR Project No.: 216175

22 May 2026

Revision: 1

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1.0 Introduction

Qualifications and Experience

- 1.1 My name is Mike Axon. I have a degree in Civil Engineering from City University. I am a Fellow of the Chartered Institute of Highways and Transportation, a Member of the Transport Planning Society and Member of the Worshipful Company of Architects. I have over 35 years' experience in the design, implementation and assessment of mobility, transport and highway schemes in the public and private sectors.
- 1.2 I am the Global Director of Transport at SLR Consulting Ltd, a leading environmental focused organisation with a presence around the world. Prior to this, I was Managing Director of Vectos, a 160 strong company specialising in transport planning, highway engineering and research and demonstration, largely for the EU, in the social science, trends and psychology underpinning transport and mobility. Vectos was acquired by SLR in 2021.
- 1.3 My roles have included DCE (Design Council Expert) with the Design Council; Chair of the NLA (New London Architecture) Expert Panel for Mobility; Chair of the OxCam Arc Leadership Group Future Mobility team and Director of two indoor rock climbing leisure businesses.
- 1.4 I understand my duty to the Hearing to help the Inspector on matters within my expertise and that this duty overrides any obligation to the person from whom I have received instructions or by whom I am paid. I have complied, and will continue to comply, with that duty. I confirm that this evidence identifies all facts which I regard as being relevant to the opinion that I have expressed, and that the Hearing's attention has been drawn to any matter which would affect the validity of that opinion.

Consideration of Highways and Transportation Issues

- 1.5 This evidence is in addition to that already submitted in the Transport Assessment (May 2023), Transport Assessment Addendum (Dec 2024), Transport Response to Halton BC and Knowsley Council and in the Hearing Statement (Supplementary Core Document Number CD-S 1). It is on behalf of Taylor Wimpey UK Ltd and in relation to the proposed development (The Development) of up to 350 dwellings on land to the east of Chapel Lane, Widnes that forms part of the allocated site included in The Halton Delivery and Allocations Local Plan [DALP] for up to 432 dwellings.
- 1.6 The development description for Outline Application Ref 23/00244/OUT (HBC); 23/01037/OUT (KC) for Land to the north and east of Rose Farm, Chapel Lane, Widnes to be referred to as 'The Development' is as follows:

Outline planning application (with all matters reserved 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).

- 1.7 This report provides additional evidence in relation to the accessibility of The Development, the design and suitability of the access junction on Chapel Lane, and the highway character of Chapel Lane in response to the one 'Reason for Refusal' issued by Knowsley Council. This report should be read in conjunction with the Planning Hearing Statement which will be submitted with this report as part of Taylor Wimpey's additional evidence to support their Appeal.



- 1.8 This, and the previously submitted, evidence demonstrates that the original conclusions reached by Knowsley Council Highway Officers were, and remain, reasonable insofar as The development does not have an unacceptable impact on highway safety. The previously submitted evidence includes the following documents, referenced as per the Hearing Statement (CD-S 1):
- CD 6 - Transport Assessment Addendum (December 2024) prepared by SLR;
 - CD 17 - Transport Assessment (May 2023) prepared by SLR;
 - CD 18 - Travel Plan (May 2023) prepared by SLR;
 - CD-S 2 - Highways Hearing Statement prepared by SLR;
 - CD-S 8 - Stage 1 RSA and Designers Response (08/10/2024)
 - CD-S 9 - Highways Safety Risk Assessment prepared by AKT;
 - CD-S 12 - Draft Highways Statement of Common Ground to Knowsley prepared by SLR

Reason for Refusal

- 1.9 The application was refused on a single highway safety reason, contrary to the Council's Officer's Report and professional recommendations from both Knowsley and Halton's highways officers. Both planning and highways officers recommended approval, and no technical evidence or expert opinion was presented to justify refusal. As the decision conflicts with officer advice, the Appellant reserves the right to respond to any new evidence the Council may introduce.

Reason 1: Highway Safety

- 1.10 The Council's sole reason for refusal is:

The proposed development would have a have an unacceptable impact on highway safety contrary to Policies CS2, CS7 and CS19 in the Core Strategy and the National Planning Policy Framework.

- 1.11 This is unfounded, with submitted evidence demonstrating no unacceptable or significant transport safety impacts. This reason for refusal was not supported by technical advice and evidence, or expert judgement. Officers at both Knowsley Council and Halton Borough Council considered the safety characteristics and impacts of The Development and judged them safe. An independent safety auditor appointed to audit the new junction designs on Chapel Lane did not identify any significant safety issues.

Evidence Structure

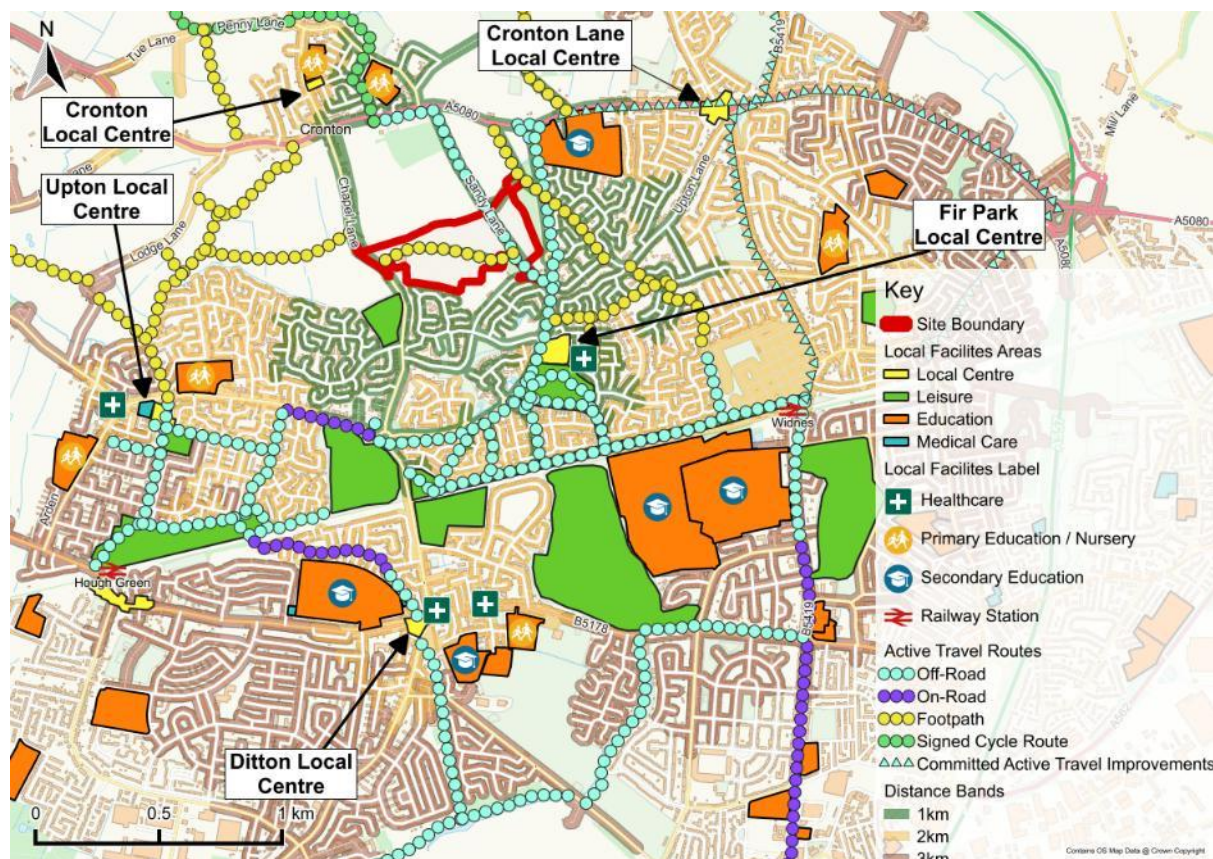
- 1.12 Following this introduction, my evidence covers the following:
- **Chapter 2: Sustainable Location**
 - **Chapter 3: Consideration of Highway Safety**
 - **Chapter 4: Characteristics of Chapel Lane**
 - **Chapter 5: The design of the access junction**
 - **Chapter 6: Conclusion**



2.0 Sustainable Location

- 2.1 The site is in a highly sustainable location, and the development maximises the benefit of being in that location. There is easy and convenient access to day to day facilities from and through the development by a choice of means of transport, including by walking, wheeling and cycling. There is easy access by a choice of means of transport to the strategic railway network for onward travel across the UK.
- 2.2 The characteristics of the site location are explained in CD-S 12 (Draft Highways Statement of Common Ground to Knowsley).
- 2.3 The site forms part of an adopted residential allocation within the Halton Delivery and Allocations Local Plan (DALP), identified under Policy RD1 (Residential Development Allocations) as Sites W4 and W5. As a matter of planning principle, the allocation of the site establishes that it has already been assessed and confirmed by the Local Planning Authority as a suitable and sustainable location for residential development through the statutory plan-making process.
- 2.4 This process includes consideration of accessibility, connectivity, and the ability of the site to integrate with the existing settlement and transport network.
- 2.5 The site location is illustrated in **Figure 2-1**.

Figure 2-1: Site Location and Local Accessibility



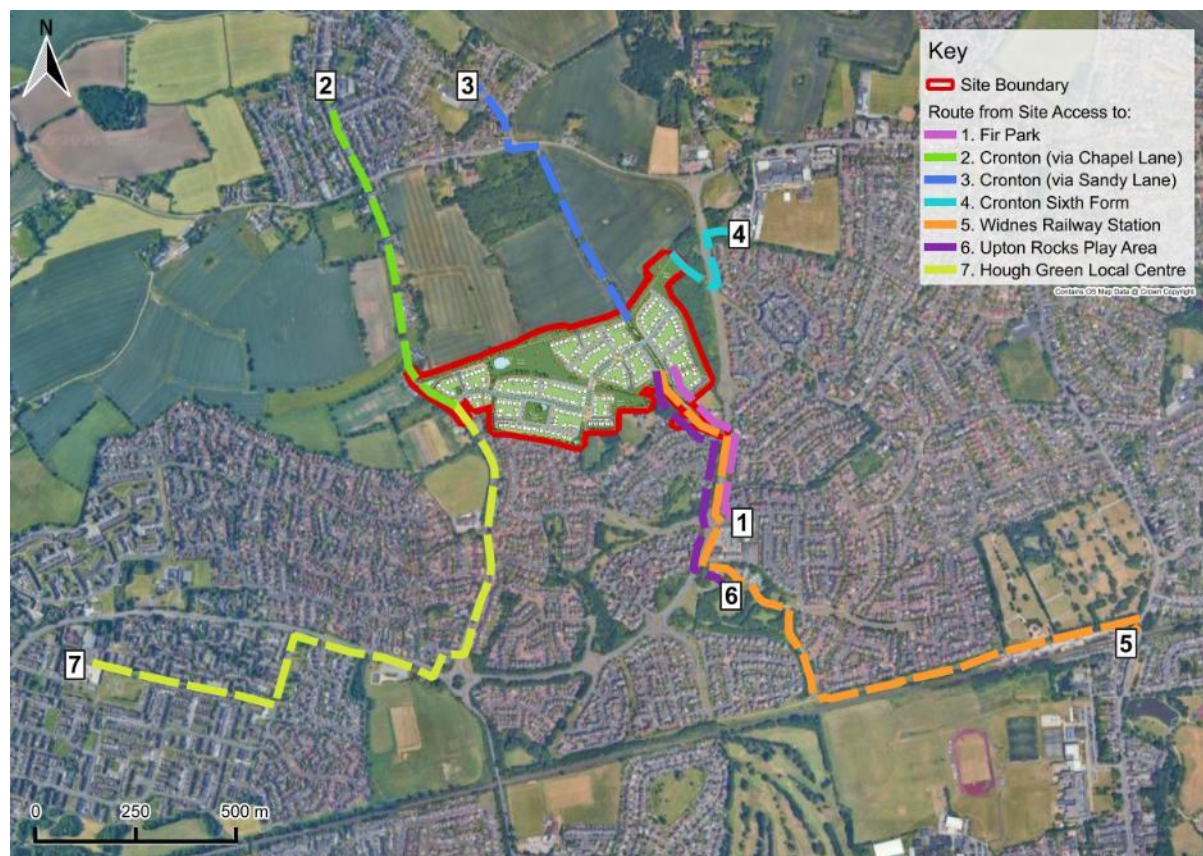
Local Facilities

- 2.6 In addition to the site location characteristics set out in the draft Transport Statement of Common Ground with Knowsley (Mar 2026) [SoCG], we have set out the detailed characteristics of a sample of active travel routes to day to day facilities. These routes have



been chosen to represent a mixture of commercial, leisure, education and public transport uses all within a walkable distance of the site.

Figure 2-2: Key: Routes to Local Facilities

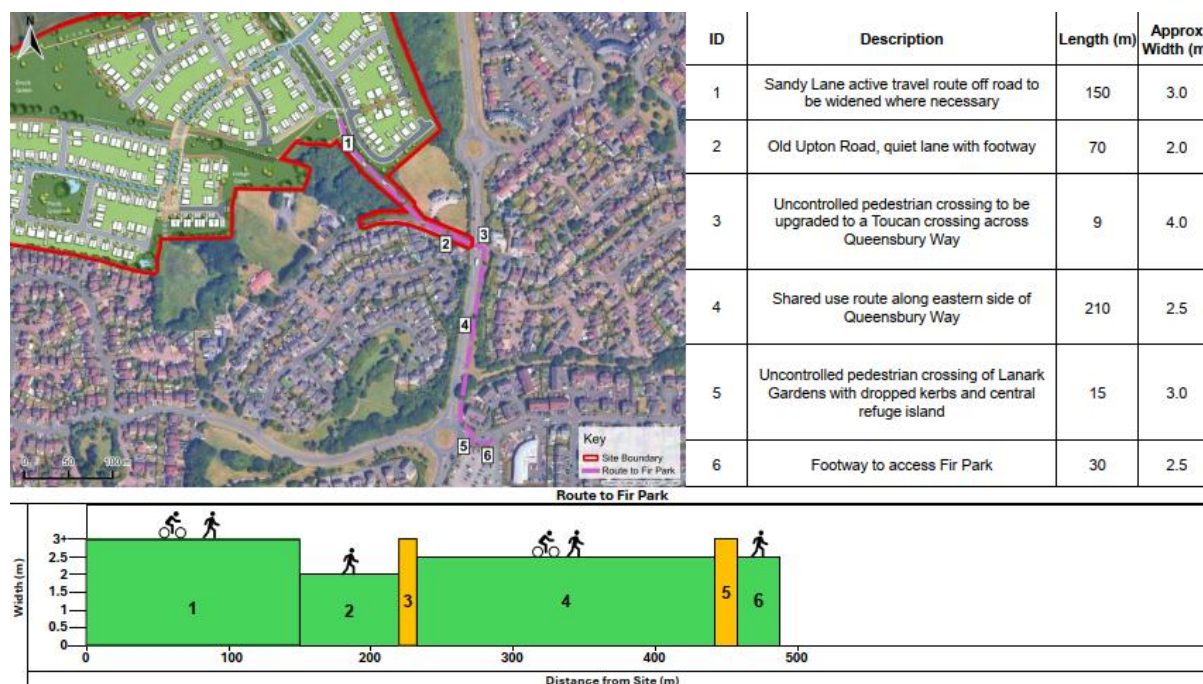


Route 1 – Site to Fir Park

- 2.7 Fir Park is a local centre containing a Co-op, convenience store, charity shop, pub and veterinary centre. The route from the development is illustrated in **Figure 2-3**. It includes Sandy Lane, which is traffic free and will be lit as a part of the proposals, and Queensbury Way which benefits from a wide shared-use route and has lighting and crossing points where appropriate.



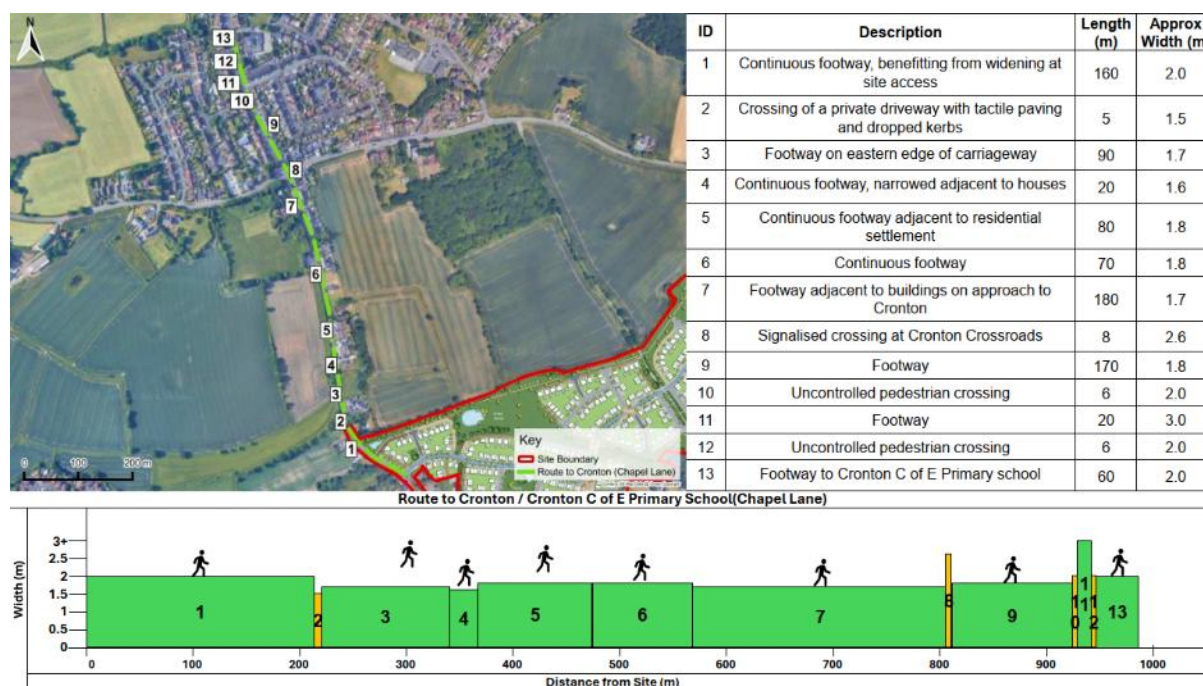
Figure 2-3: Site to Fir Park



Route 2 – Site to Cronton (via Chapel Lane)

- 2.8 The route to Cronton (via Chapel Lane) is illustrated in **Figure 2-4**. Cronton is a small village to the north of the development site with education, leisure and retail facilities. Pedestrians can follow the eastern footway of Chapel Lane north to the crossroads junction with Cronton Road, where a signalised crossing provides access to the north.

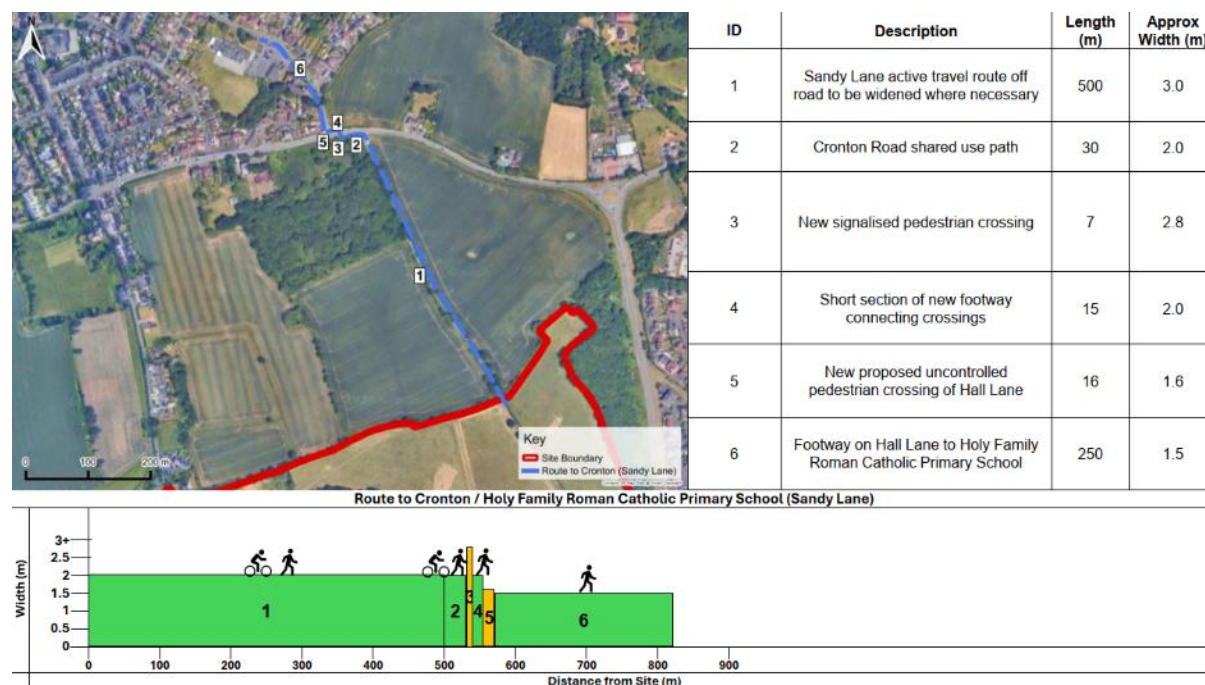
Figure 2-4: Site to Cronton (via Chapel Lane)



Route 3 – Site to Cronton (via Sandy Lane)

- 2.9 The route to Cronton (via Sandy Lane) is illustrated in **Figure 2-5**. Sandy Lane is traffic free and will be lit as a part of the proposals. To cross Cronton Road there is a proposed signalised pedestrian crossing, and also a proposed uncontrolled pedestrian crossing on Hall Lane.

Figure 2-5: Site to Cronton (via Sandy Lane)

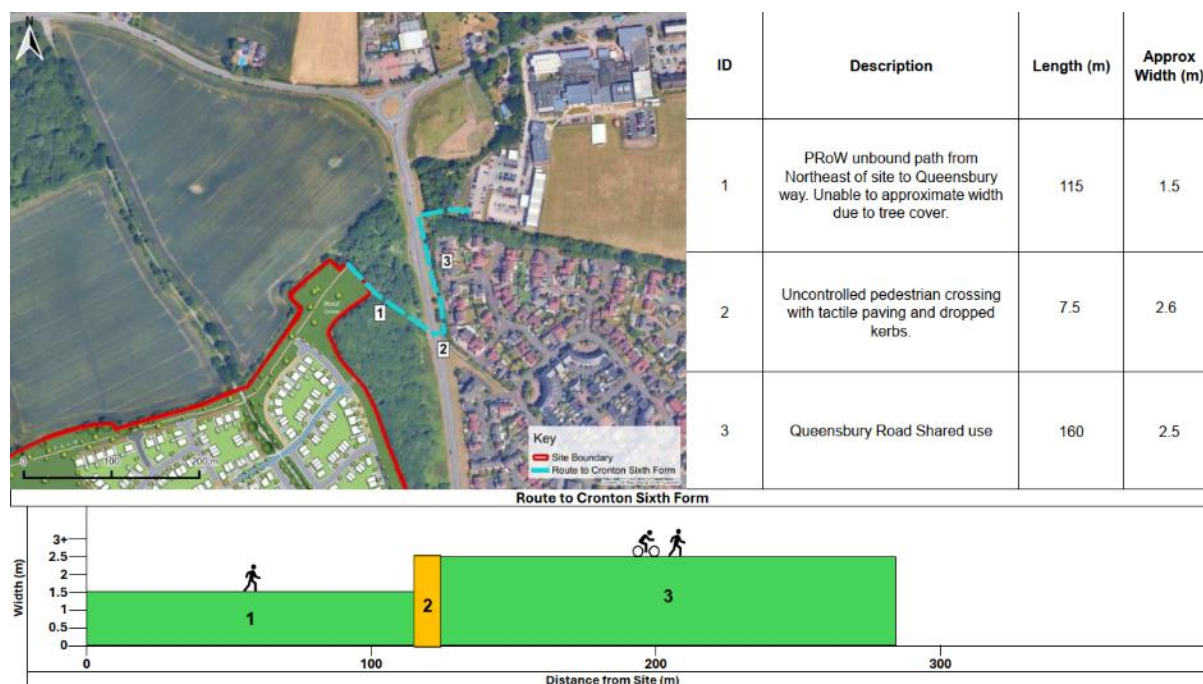


Route 4 – Site to Cronton Sixth Form

- 2.10 The route to Cronton Sixth Form is illustrated in **Figure 2-6**. There is an uncontrolled crossing across Queensbury Way and a shared use path leading towards the college.



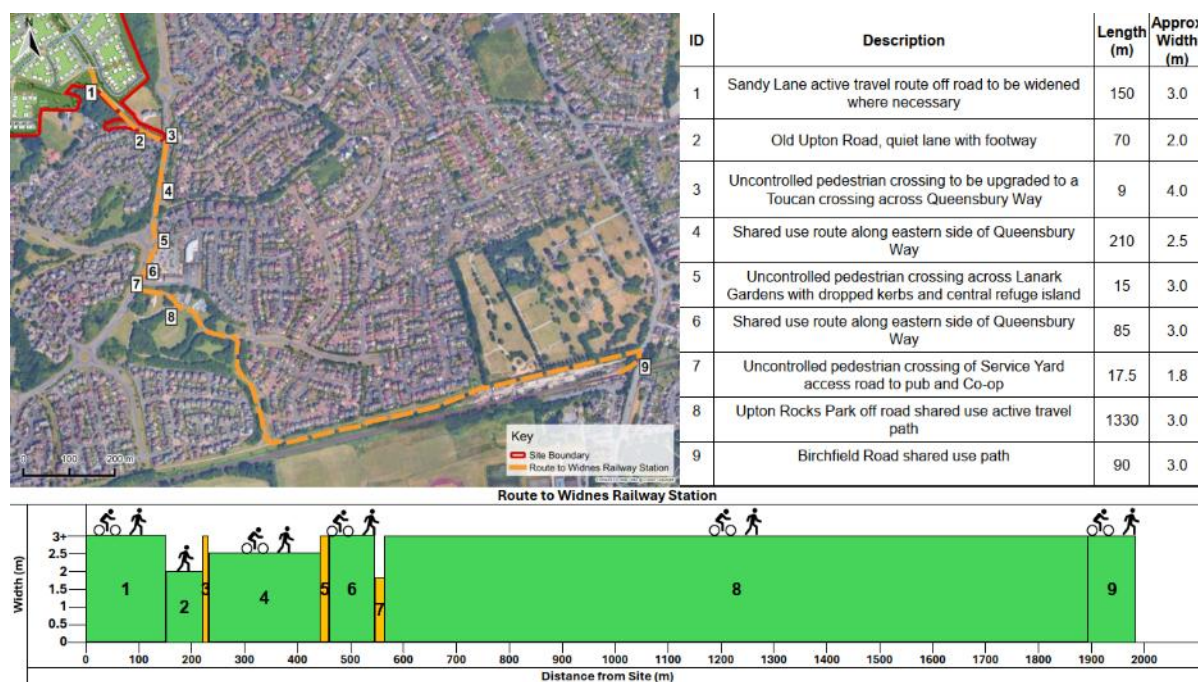
Figure 2-6 Site to Cronton Sixth Form



Route 5 – Site to Widnes Railway Station

- 2.11 The route to Widnes Railway Station is illustrated in **Figure 2-7**. South of Fir Park, this route follows the Upton Rocks traffic-free shared use path, connecting to the Birchfield Road traffic-free path to the east.

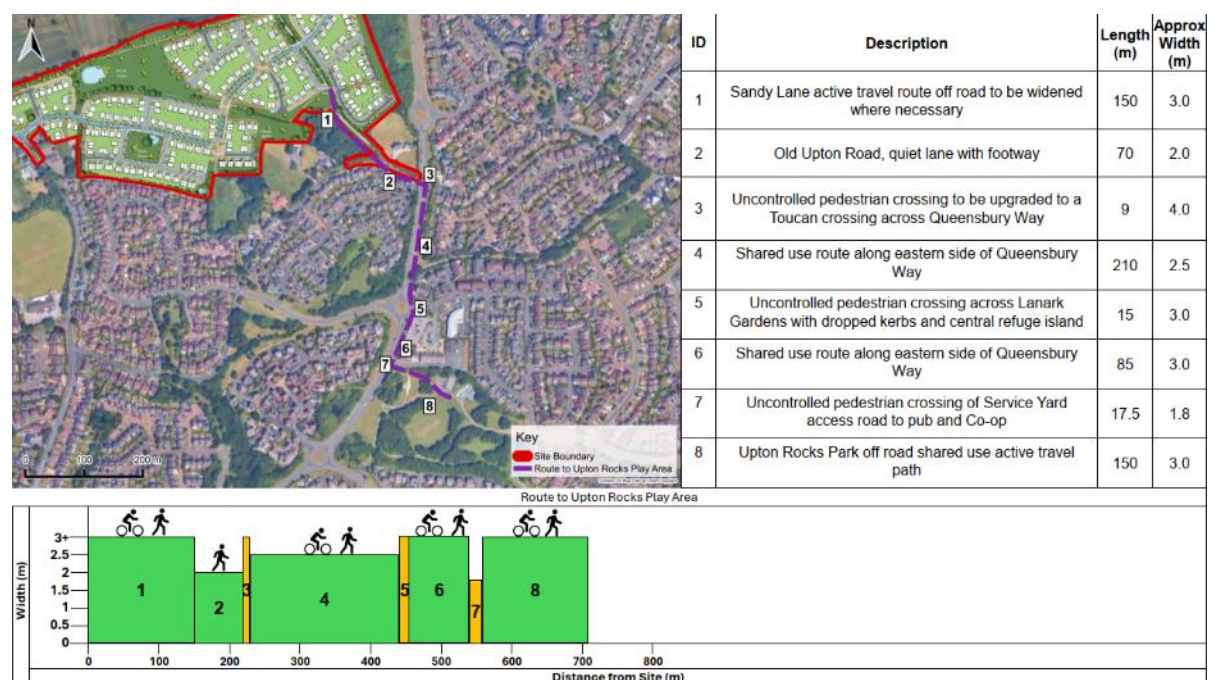
Figure 2-7: Site to Widnes Railway Station



Route 6 – Site to Upton Rocks Play Area

- 2.12 The route to Upton Rocks Play Area is illustrated in **Figure 2-8: Site to Upton Rocks Play Area**. South of Fir Park, this route continues along the Queensbury Way shared use path with crossing points where appropriate.

Figure 2-8: Site to Upton Rocks Play Area

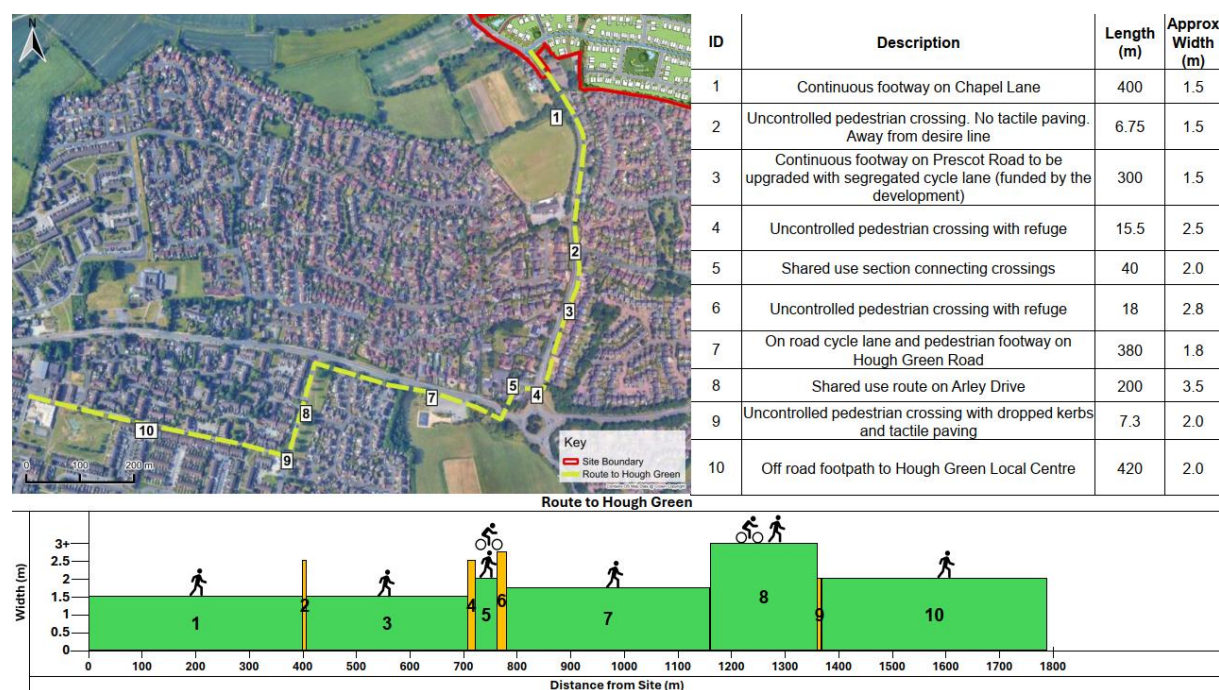


Route 7 – Site to Hough Green

- 2.13 The route to Hough Green is illustrated in **Figure 2-9**. Hough Green is a collection of retail and leisure facilities including shops and Upton Community Centre. From Queensbury Way, Hough Green Road benefits from a footway and on-road cycle lane before reaching a shared-use route along Arley Drive. From here a traffic-free footpath connects to Hough Green.



Figure 2-9: Site to Hough Green



Summary

- 2.14 DfT guidance including Manual for Streets section 4.4.1, Inclusive Mobility, and National Travel Survey evidence supports routes being 'acceptable' when they are safe, direct, accessible, convenient, and suitable for short everyday walking and cycling trip. Each route provides a good and acceptable level of provision to nearby amenities.



3.0 The Safety Position

Introduction

- 3.1 The Site's access junction has been designed to ensure safe access by all modes. The principal access to the site takes the form of a priority junction. An emergency vehicle access (EVA) is located 62m to the north of the principal site access. The principal access accommodates vehicle movements and ensures that all movement by active modes are catered for in a safe and accommodating environment. The nature of Chapel Lane in a wider context supports the proposals of safe and appropriate access from this location.

Collision Analysis

- 3.2 The Transport Assessment provides a thorough review of the collisions recorded in the vicinity of the site during the (at-the-time) most recently available five-year period (2017-2021) provided by HBC. The PIC analysis was updated to include collisions up to the most recently available period, i.e., 2019-2024. This information was provided by KC and from the Stats19 database. All updated collision information is included from Paragraph 4.26 of the draft SoCG (CD-S 12).
- 3.3 The conclusion of all previously undertaken collision analysis is that the available data does not identify any abnormal trends or patterns in the collisions recorded, nor does it identify any specific highway safety issues in the vicinity of the site.

Site Access

- 3.4 Three collisions have been recorded during the most recent five-year period (2020-2024) in the immediate vicinity of the site access. These are displayed in **Figure 3-1** via Crashmap extract. Crashmap uses official data published by the Department for Transport which is based on records submitted to it by police forces. The data is updated annually each summer for the preceding year, with occasional provisional in-year updates.
- 3.5 Collisions are classified into three severity levels:
- **Fatal**
A person dies within 30 days as a result of injuries from the collision.
 - **Serious**
Injuries such as fractures, internal injuries, severe cuts, crushing injuries, burns, concussion, or injuries requiring hospital admission.
 - **Slight**
Less severe injuries such as bruises, sprains, whiplash, minor cuts, or shock treated at the roadside.



Figure 3-1: Collision Locations



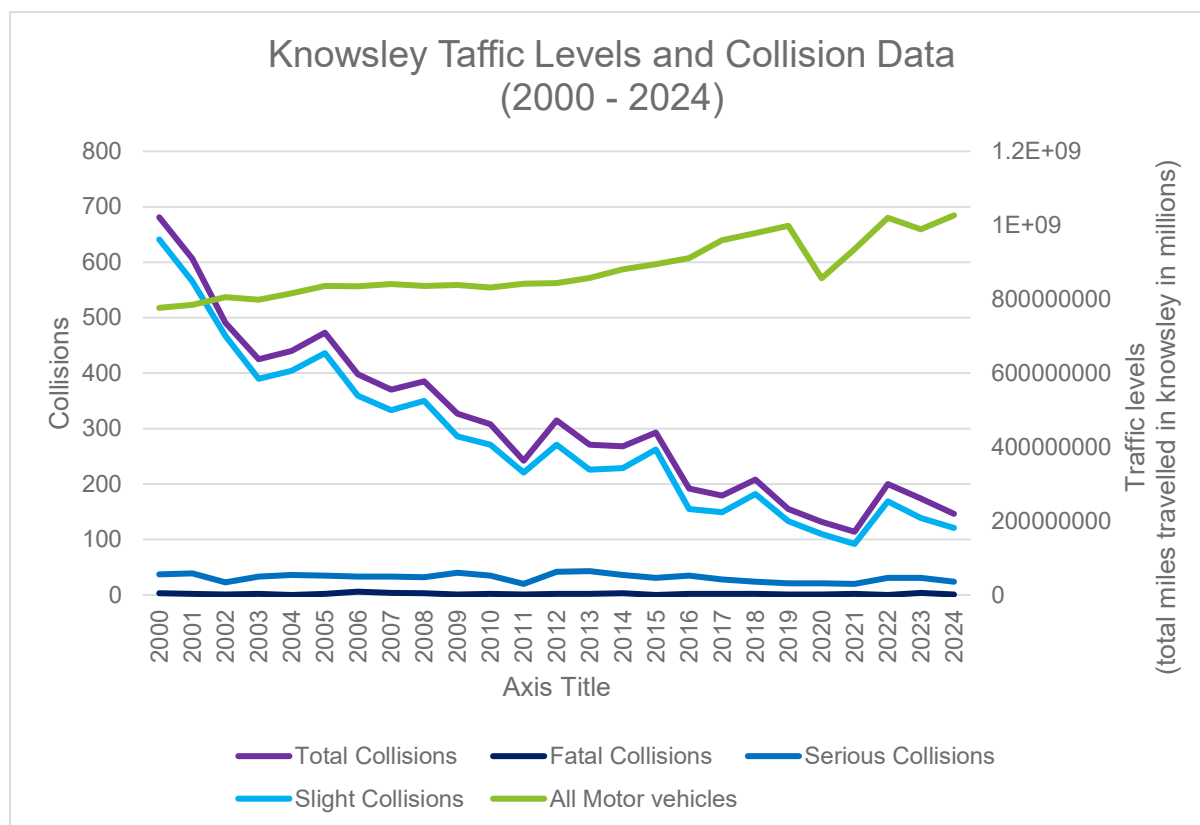
- 3.6 A Slight collision occurred on Monday March 23rd, 2020, at 17:15, on a dry carriageway surface. This collision occurred approximately 100m to the south of the proposed site access. A vehicle was in the act of slowing or stopping on Chapel Lane and a cyclist collided with the rear of this vehicle. This led to a Slight injury to the cyclist.
- 3.7 A Serious collision occurred on Monday January 16th, 2023, at 00:19 on a dry carriageway surface. A single vehicle was recorded to have collided with a wall or fence leading to a Serious injury to the driver of the vehicle.
- 3.8 A final Slight collision occurred on Thursday May 11th, 2023, at 20:25 on a dry carriageway surface. This record is a single vehicle colliding with a lighting column leading to a Slight injury to the driver of the vehicle.
- 3.9 The Independent Road Safety Risk Assessment (SRA) (Hearing Statement reference CD-S 9), detailed below, advises that there is not enough data recorded to support the identification of any common collision clusters or causation factors indicative of an existing highway safety problem associated with the road layout or geometric design within the Assessment Area. Ie, the highway safety characteristics of Chapel Lane are demonstrably suitably safe.

Historic Knowsley trends

- 3.10 A review of traffic levels and safety across Knowsley using DFT traffic levels data and STATS19 collision data for Knowsley from 2000 to 2024 highlighted that whilst the total miles travelled by all vehicles in Knowsley has steadily increased, the collisions across Knowsley in all levels of severity have trended downwards. There is no direct correlation between traffic volumes and actual collision rate. This is shown in **Figure 3-2**.



Figure 3-2: Knowsley Traffic Levels and Collision Data



Independent Road Safety Risk Assessment

- 3.11 A Stage 1 Road Safety Audit (RSA) of the site access junctions on Chapel Lane has been undertaken and reported as part of the planning application submission (CD-S 8). The purpose of the RSA is to identify potential safety risks in the junction design, recommending improvements to improve safety and protect all road users. The RSA did not identify any meaningful safety impacts as reported in the Transport Assessment Addendum (CD 6).
- 3.12 In summary, the matters arising from the RSA are detailed below:
- Problem 1: No advance warning signage. Risk of shunt / side-swipe collisions.
 - Mitigation: Install appropriate advance junction warning signage on both approaches.
 - Problem 2: No cyclist merge provision. Unsafe diagonal crossings into site.
 - Mitigation: Provide dropped kerb / merge to allow safe, perpendicular access to cycle facility.
 - Problem 3: No tactile paving at emergency access. Risk to pedestrians (esp. visually impaired).
 - Mitigation: Install appropriate tactile paving at the access crossing points.
- 3.13 All mitigation measures were addressed within the Designer's Response and reflected in the final access drawing which was considered by both HBC and KC. This is documented in the Transport Assessment Addendum (CD 6).
- 3.14 A Road Safety Audit looks specifically at the safety impact of an engineering operation, in this case the creation of the new junctions. It does not make judgements about level of risk or assess level of risk at or beyond the proposed project.



- 3.15 Therefore, to assist the Hearing, SLR commissioned an independent Road Safety Risk Assessment (SRA). The purpose of this was to enable the safety assessor to make judgements about the absolute level of highways safety risk on Chapel Lane.
- 3.16 The safety assessor was AKT Consulting, and in summary, including the mitigations proposed by the Appellant, the level of highway safety will be 'low risk', the lowest category.
- 3.17 The full SRA is included at **Appendix A**.
- 3.18 The assessment considers both existing baseline conditions and the changes, including the new junctions and the anticipated increase in vehicular and active travel movements, associated with the development.
- 3.19 The judgement of the auditor is that the existing highway network does not exhibit any fundamental geometric or design deficiencies. Furthermore, the auditor confirms that the five-year Personal Injury Collision data does not identify any discernible cluster patterns or recurring causation factors that would suggest an inherent safety issue within the study area (i.e., the length of Chapel Lane from Cronton road to Cornerhouse Lane).
- 3.20 The auditor has identified mitigation measures that minimise the residual risks, particularly in relation to visibility, junction operation, and non-motorised user interactions. These mitigation measures are already included in the junction designs, or where the level of detail is greater can be included within the detailed design of the highway works should the highway authority see fit.
- 3.21 The mitigations noted by the auditor are maintenance of vegetation on the highway, maintenance of visibility, junction design as proposed, and appropriate road markings and signage. The junction design visibility splays significantly exceed those required to meet the 85th percentile design speed (see paragraph 5.10).
- 3.22 Overall, the independent SRA judges that, the development would not result in an unacceptable impact on highway safety. In addition, with deliverable proportionate mitigation that is included or will and can be included as part of later more detailed design, all residual risk is 'low risk'.



4.0 Character of Chapel Lane and Access Arrangement

- 4.1 This section assesses the character of Chapel Lane and the proposed Access Arrangement. There has been no objection to the proposed access from Chapel Lane by Knowsley Council or Halton Borough Council. The junction access designs on Chapel Lane have been designed based on detailed and iterative discussions with technical officers at Knowsley Council¹.

Character of Chapel Lane

- 4.2 Chapel Lane operates as a north - south link between the A5080 Cronton Road to the north and Queensbury Way and B5178 Liverpool Road to the south, connecting the site to the wider highway network and facilitating movement between the residential areas of Upton Rocks, Parklands, Hough Green and Cronton. Chapel Lane therefore accommodates traffic travelling between these neighbouring communities as well as traffic accessing properties and local facilities along the frontage of Chapel Lane. The character of Chapel Lane in this location is typical of suburban edge-of-settlement routes where strategic and local functions overlap.
- 4.3 In terms of its physical characteristics, Chapel Lane is a two-way single carriageway road subject to a 30mph speed limit and is fully lit, with continuous footway provision along at least one side linking into the surrounding residential streets. This character of Chapel Lane is that of a route which has evolved from a more rural lane into one serving an urbanising environment, where pedestrian infrastructure has been incrementally introduced to support adjacent development.
- 4.4 The frontage along Chapel Lane is varied, comprising a mix of residential properties, farmsteads (such as Rose Farm), and areas of vegetation including hedgerows and mature trees. Development is generally set back from the carriageway, reinforcing a semi-rural character. The road therefore has the appearance and function of a transitional corridor between open countryside to the north and established urban form to the south and east.

¹ (Para 2.5 of the Transport Statement of Common Ground with KC – CD-S 11)



Figure 4-1: Chapel Lane Looking North To Site Access



Figure 4-2: Chapel Lane Looking North From Site Access



- 4.5 Chapel Lane is actively used by those who walk, wheel and cycle, supported by existing footways and connections to a wider network of Public Rights of Way and traffic-free routes such as Sandy Lane, which links into surrounding neighbourhoods and green infrastructure corridors.
- 4.6 Video footage has been used to gather evidence of active travel users along Chapel Lane. A snapshot of this is included in **Figure 4.3**.

Figure 4-3: Snapshot of observed Active Travel along Chapel Lane (March 2026)





Vehicle and Pedestrian Flows

- 4.13 Survey data collected in March 2026 in conjunction with surveys collected in March 2022 (CD 17) demonstrate that traffic levels have decreased over the last 4 years by an average of 10% across a 12-hour weekday sample. Pedestrian flows were sampled along Chapel Lane using video footage from the March 2026 survey data; they show that the footway on the eastern side of Chapel Lane is used regularly across the day and week.
- 4.14 Traffic and pedestrian surveys were undertaken on Chapel Lane between 17/03/2026-23/03/2026. The survey findings demonstrate that Chapel Lane is used regularly and throughout the day by a variety of users. The observed users include pedestrians with prams, children on bikes & scooters, runners (including large groups), dog walkers and cyclists on-street. Two-way pedestrian movements were shown to be comfortably accommodated on the existing footway.
- 4.15 The pedestrian flows for Chapel Lane approximately 50m north of Rose Farm are outlined in **Figure 4-4** for the northbound movements and **Figure 4-5** for the southbound.



Figure 4-4: Northbound pedestrian movements on Chapel Lane

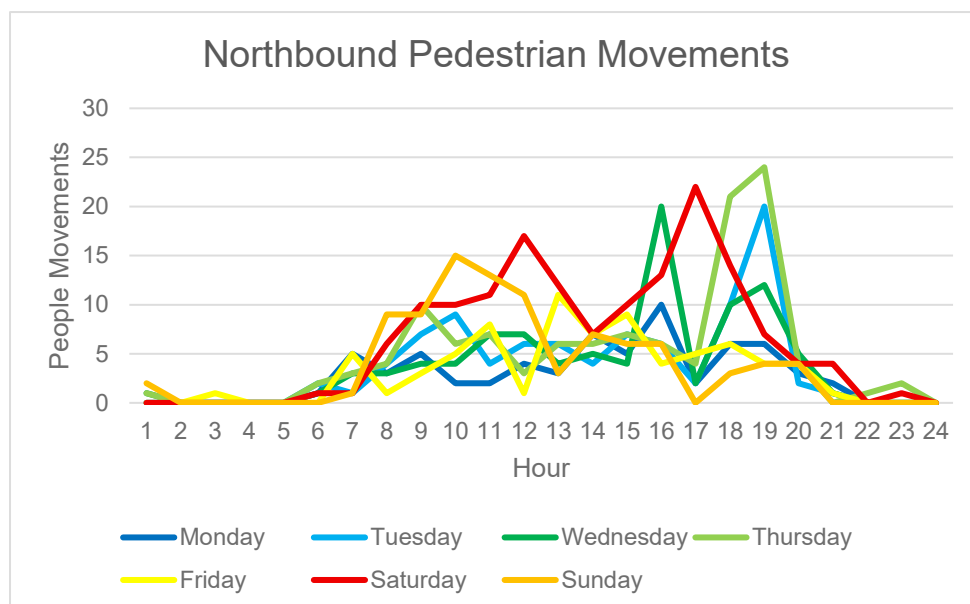
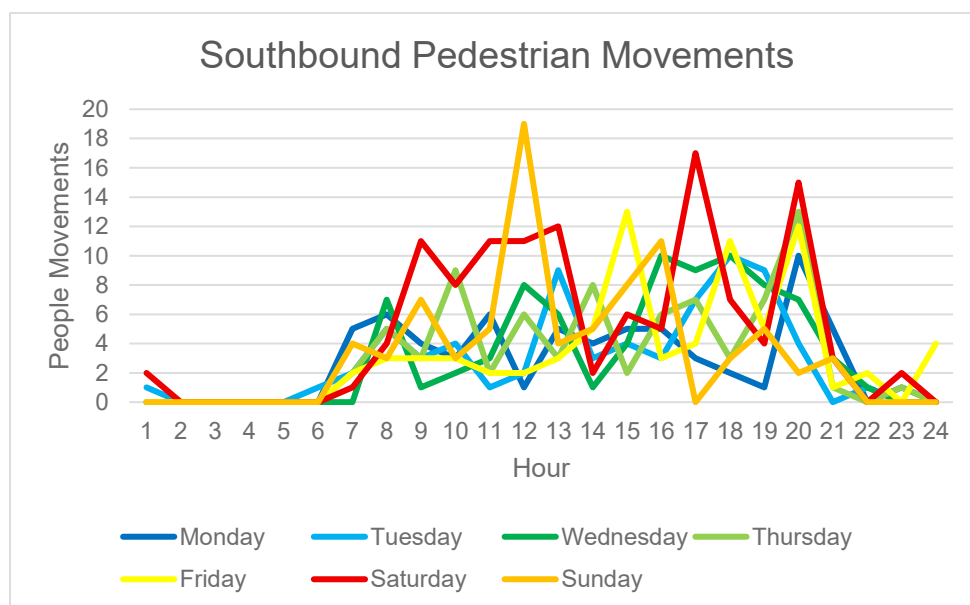


Figure 4-5: Southbound pedestrian movements on Chapel Lane



Speed profile

- 4.16 The access junctions have been designed on the basis of the measured 85%ile speeds included in the planning submission (TA – CD 17). The northbound 85%ile speed was 35.2mph, and the southbound 85%ile speed 34mph.
- 4.17 A review of the 85th percentile speeds along Chapel Lane was conducted in March 2026 as a check on the information provided in the planning submission. The northbound 85%ile speed was 34.6mph, and the southbound 85%ile speed 33.3mph – in both cases lower than the observed speeds in 2023.
- 4.18 The conclusion is that the speed related basis for the junction designs remains relevant and robust. To provide further weight to this, the KC 'Highways Observation Memo' dated 26/09/2025 (CD 13) states that "our independent speed survey recorded 85th-percentile speeds of 38.0 mph northbound and 37.4 mph southbound, which is broadly comparable to



the figures presented in the Transport Assessment (34 mph northbound, 36 mph southbound)".

- 4.19 In addition, and providing extra comfort, the practicality of the designs is that they cater for speeds significantly in excess of the 85%ile design speeds as the visibility splays are greater than those required by those speeds. Reinforcing this further comfort factor is that the Chapel Lane traffic calming that will be delivered as a result of the Development will reduce speeds, including the 85%ile design speeds.

Table 4-1: Visibility Splays

Based on:	Visibility Splay	
	Looking North	Looking South
30mph Speed Limit	43m	43m
2023 Observed Speeds	50.8m	53.5m
Max Achievable Visibility	87.8m	131.5m



5.0 Design of the Access Junction

Correspondence with Highway Authority

- 5.1 The proposed Chapel Lane priority junction and associated emergency vehicle access have been developed in collaboration with officers from HBC and KC.
- 5.2 The Knowsley Council Transportation and Traffic Services produced a Highways Observation Memo, dated 26/09/2026 (CD 13), setting out that there was no Highways objection on the proposed scheme on highway capacity or highway safety grounds subject to proposed conditions.
- 5.3 With regard to safety and the site access, the document states the following:
- “For the proposed development to be considered acceptable, a traffic-calming scheme should be implemented to reduce vehicle speeds towards the posted limit and ensure highway safety is maintained”
 - “The proposed emergency vehicular access, including bollards located within Halton’s administrative boundary, is noted. The Highway Authority is satisfied with the proposed arrangement, and the ownership of the bollards will be secured by condition”
 - “Overall, the Highway Authority considers the proposed development acceptable in highway and transport terms, provided the mitigation measures and conditions outlined are implemented. The development is not expected to result in a severe impact on the local highway network, consistent with the NPPF. The Authority’s position ensures that safety, operational requirements, and pedestrian/cyclist considerations are appropriately managed”.
- 5.4 The Appellant has agreed to the delivery of the measures identified by the Council’s traffic team.
- 5.5 The Committee Report for Halton Borough Council states that ‘the Council’s highways engineers are satisfied that the proposed access arrangement is acceptable’¹.
- 5.6 Furthermore, Active Travel England are satisfied that the design elements of the access route, emergency access and footpath widths are satisfactory².

Junction Design

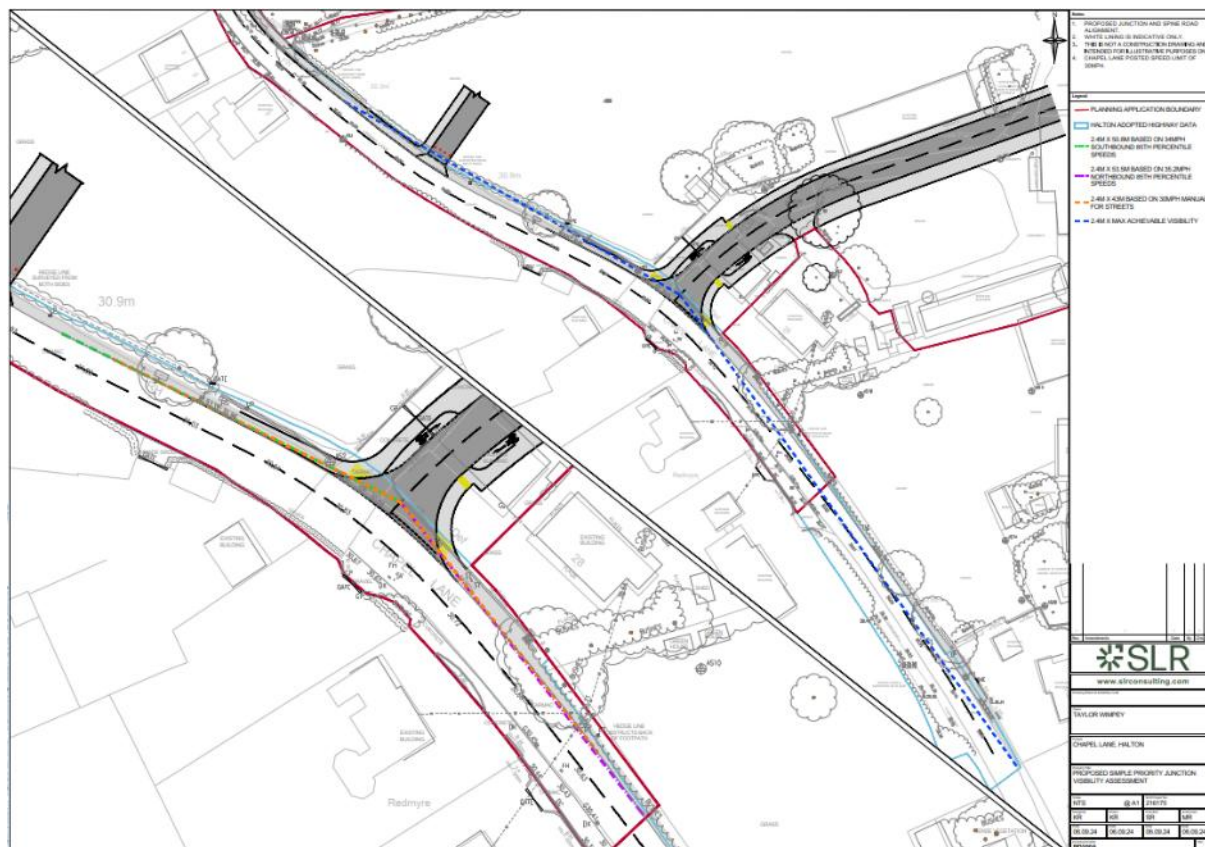
- 5.7 The accesses have been designed in accordance with the advice contained in Manual for Streets (MfS) and Manual for Streets 2 (MfS 2).
- 5.8 The signed speed limit for Chapel Lane is 30mph.
- 5.9 The proposed junction and associated visibility splays have been designed using the recorded 85th percentile vehicle speeds (34mph southbound and 35.2mph northbound).
- 5.10 The achievable visibility splays significantly exceed the design guidance as per MFS and MFS2. From the Chapel Lane vehicle site access, they are exceeded by 37m to the north and 78 metres to the south, for a total visibility of 87.8m to the north and 131.5m to the south.
- 5.11 The junction is designed with 10m kerb radii on either side, and a 6.3m total running lane width for the minor carriageway.

¹ Section 7.8 – Halton Borough Council Committee Report

² Section 5 - Halton Borough Council Committee Report



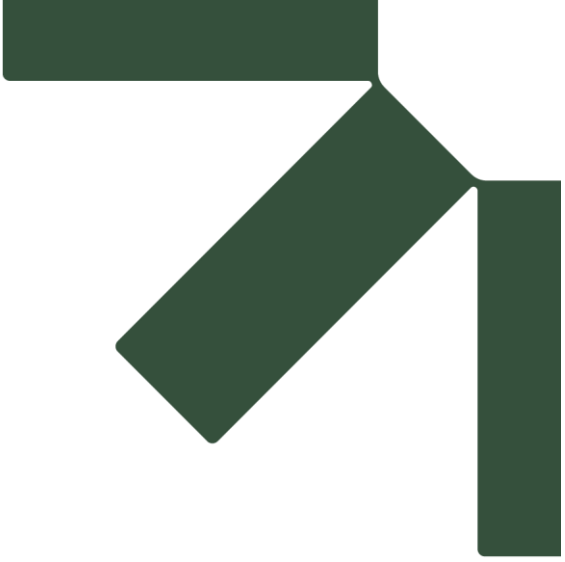
- ### Figure 5-1: Chapel Lane Access Arrangement



6.0 Summary

- 6.1 This report provides additional transport evidence, to respond to the single reason for refusal relating to highway safety.
- 6.2 The site is in an excellent location from a transport perspective. It is well connected to day to day facilities by a choice of means of transport, and to the strategic railway network for travel further afield.
- 6.3 The reason for refusal is unfounded. Technical assessors from two Councils, the Appellant and an independent safety auditor have all considered the highway safety characteristics of The Development. None of these, and no technical assessor, has considered the highway safety characteristics unsafe. There is no evidence or expert judgement to support such a conclusion.





Appendix A Road Safety Risk Assessment

Transport Matters Additional Evidence Report

Chapel Lane, Widnes

Taylor Wimpey UK Ltd

SLR Project No.: 216175

22 May 2026



ROAD SAFETY RISK ASSESSMENT

Chapel Lane, Widnes

SLR Consulting Ltd

AKT Project No. V0300081

Prepared by: **AKT Consulting Ltd**

19 May 2026

Revision 03

Revision Record

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02	7 May 2026	Alastair Pike	Ian Medd	Alastair Pike
03	19 May 2026	Alastair Pike	Ian Medd	Alastair Pike
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Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

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Appendices

Appendix A Submitted Documents

Appendix B Risk Matrix

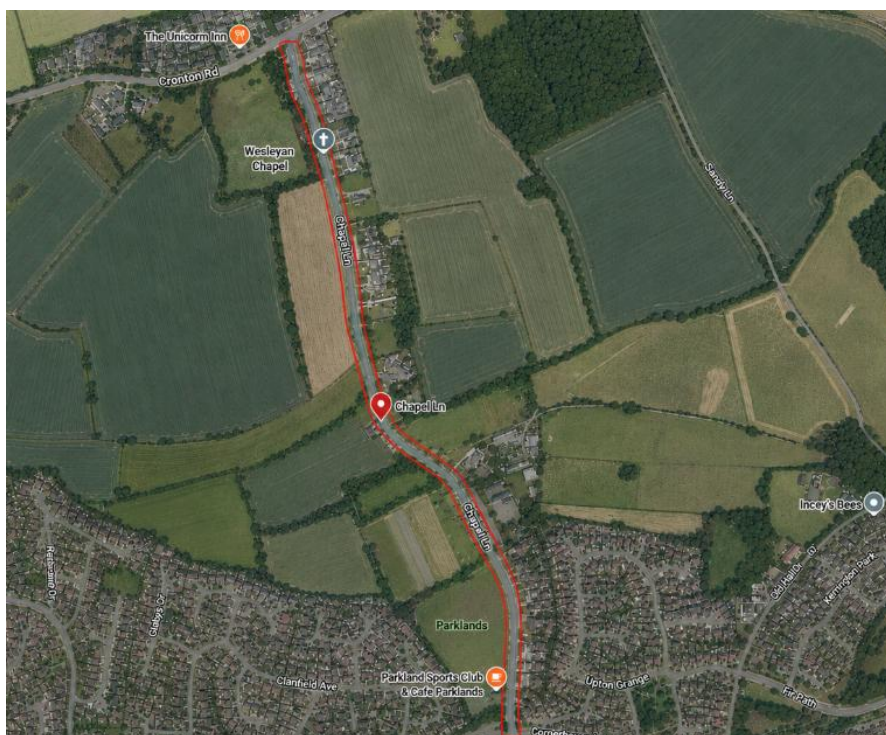
Acronyms and Abbreviations

RSA	Road Safety Audit
NMU	Non-Motorised Road Users
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
LGV	Light Goods Vehicle
SFAIRP	So Far As Is Reasonably Practicable

1.0 Introduction

- 1.1 This Road Safety Risk Assessment (SRA) has been prepared by AKT Consulting Ltd on behalf of SLR Consulting to review existing highway conditions and road safety considerations in the vicinity of a proposed residential development access junction, having regard to how changes in vehicular and active travel activity could influence user interaction and the operation of the local highway network.
- 1.2 The SRA assessment area is located on Chapel Lane in Widnes. The SRA assessment area will cover approximately 970m of Chapel Lane, centred on the proposed development access junction and extending approximately 600m to north and 370m to the south.
- 1.3 Supporting documents submitted by SLR Consulting Ltd show design access evolution extending from May 2023 to the most recent design drawings dated January 2026. Proposed amendments to the public highway seek to facilitate access to a new residential development of approximately 350 residential dwellings on land to the east of Chapel Lane in Widnes.
- 1.4 A thorough review of these submitted documents has been undertaken by the assessment team. A complete list of the documents and drawings submitted for this Safety Risk Assessment can be found in **Appendix A**.
- 1.5 Any mitigation or control measures listed within this assessment may be applied where reasonably required to reduce or mitigate a potential road safety risk so far as is reasonably practicable 'SFAIRP'. Any recommendations contained within this report are in no way mandatory, there may be equally satisfactory alternatives available and any remedial design decisions should be recorded throughout the project lifecycle.
- 1.6 A view of the SRA assessment area can be found in **Figure 1** below.

Figure 1 – Plan showing the Chapel Lane Assessment Area



2.0 Safety Risk Assessment Process

Hazard Identification and Analysis

- 2.1 All reasonably foreseeable hazards associated with a particular activity shall be identified and all identified hazards shall be documented. The identified hazards shall be analysed to understand the resulting safety risks and all reasonably foreseeable consequences should those risks be realised.

Analysis of Safety Risks

- 2.2 The analysis of the safety risks for each population type shall include an assessment of firstly, the likelihood of the risk being realised, from 1 – ‘Very Unlikely’, to 5 – ‘Almost Certain’. Then the likely severity of the consequences of an event occurring, from 1 – ‘Minor Harm’, to 5 – ‘Extreme Harm’.
- 2.3 These 2 values are appraised, then multiplied together to determine a ‘risk rating’ value. These values will then fit into 1 of 3 risk categories. These categories, as determined by DMRB document GG104 can be found in **Table 1 below**.

Table 1 - Risk Matrix Ratings

Estimated Level of Risk (Based on Risk Rating) – (R)		
Low Risk (1-9)	Ensure assumed control measures are maintained and reviewed, as necessary.	Acceptable
Medium Risk (10-19)	Additional control measures needed to reduce risk rating to a level which is equivalent to a test of “reasonably required” for the population concerned.	Tolerable
High Risk (20-25)	Activity not permitted. Hazard to be avoided or risk to be reduced to a tolerable level.	Unacceptable

Risk Rating will apply to both likelihood and severity and then multiplied together to give actual Risk Rating of a particular hazard.

- 2.4 The Safety Risk Analysis for each population type will utilise a range of submitted and otherwise obtained evidence. Populations considered shall include all road users including pedestrians, cyclists, drivers, motorcyclists and emergency service and highway operatives. The SRA will combine;
- Quantitative data submitted to the SRA Team; and
 - Qualitative data including;
 - 1) Previous experience
 - 2) Expert opinion
 - 3) Research

Evaluation of Safety Risks

- 2.5 The outputs of the SRA analysis will identify the nature and relative level of road safety risk associated with the activity under consideration. The assessment will have regard to the established safety baseline and any relevant safety objectives, enabling professional consideration of how existing conditions and reasonably foreseeable changes in use may influence risk exposure.
- 2.6 In considering whether control measures or mitigation may be reasonably justified, suitable and proportionate opportunities to reduce identified safety risks will be considered. The need for any mitigation will be informed through professional judgement, taking account of the likely safety benefit, practicality and proportionality of implementation. Recommendations contained within this assessment represent the considered opinion of the assessor, based on available evidence, observed conditions and relevant guidance at the time of assessment.

Safety Risk Mitigations

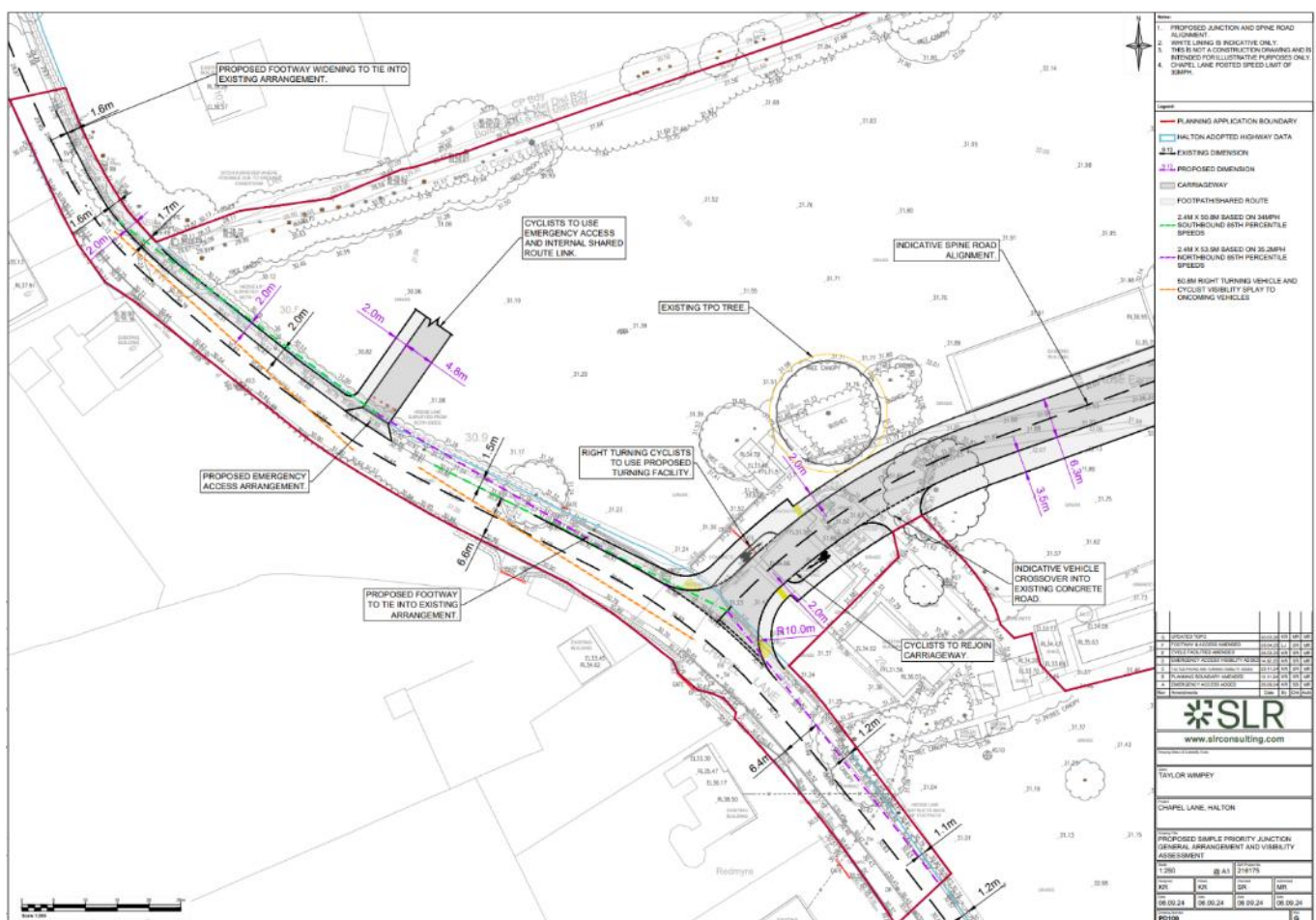
- 2.7 Where the outcome of the SRA evaluation for an option being assessed is within the list below, safety risk mitigations / control measures shall be provided and explored.
- 2.8 These measures are considered for any risk that falls within the tolerable or unacceptable categories.
- Shows a safety risk dis-benefit from the safety baseline.
 - It does not meet the safety objective.
 - Does not accord with 'so far as is reasonably possible' (SFAIRP).
 - Is less than what is deemed reasonably required.
- 2.9 Each hazard includes:
- Receptors (who is at risk: pedestrians, drivers, emergency services)
 - Consequences (collision, injury, obstruction)
 - Severity and likelihood (pre- and post-mitigation)
 - Initial and residual risk ratings
- 2.10 The assessment has been undertaken in accordance with the principles of GG104, seeking to identify and evaluate foreseeable road safety risks in a proportionate manner. This enables decision-makers to better understand the relative significance of identified hazards and the extent to which potential mitigation may reasonably reduce risk exposure.

3.0 Development Proposals

Site Access Proposals

- 3.1 The proposals seek to provide vehicular and active travel access, to a new residential development comprising approximately 350 residential dwellings, on land to the east of Chapel Lane, Widnes.
- 3.2 The site will be accessed by a new priority-controlled 'T' junction connecting to Chapel Lane. The junction will provide a 6.3m carriageway on the minor arm, flanked by 2m footways on either side of the access with an uncontrolled pedestrian crossing and cyclist crossing facilities.
- 3.3 An additional 4.8m Emergency Vehicle Access (EVA) will be located to the northwest of this junction. The speed limit is 30mph with street lighting provided throughout. Designs submitted for the SRA also show widening to the existing footway to the Northwest of the proposed site access junction providing a 2m footway.
- 3.4 A view of the proposed development access on Chapel Lane can be found in **Figure 2** below.

Figure 2 – Plan showing the proposed development access



Trip Generation

- 3.5 The submitted Transport Assessment from SLR Consulting Ltd dated May 2023, provides proposed trip generation and traffic distribution data. This analysis considers the trip generation during network peak periods on weekdays. The report considers network 'peak' periods as 08:00 to 09:00 in the AM and 17:00 to 18:00 in the PM.
- 3.6 The report states that the development is forecast to generate;
- 3.7 *'approximately 490 and 674 two-way vehicle trips are forecast in the AM and PM peak periods respectively, with 202 and 235 of these falling within the traditional peak hours of 08:00-09:00 and 17:00-18:00. This equates to a maximum of under 4 new car trips per minute (two-way) in the peak hours.'*

Existing Conditions

- 3.8 Chapel Lane is subject to a 30mph speed limit and operates as a two-way single carriageway road, providing a local distributor and access function to adjacent residential properties and land uses. The carriageway generally accommodates two-way vehicle movement, with the surrounding highway environment reflective of a semi-rural/residential character.
- 3.9 Pedestrian infrastructure along the route is principally provided by a footway located on the eastern side of Chapel Lane. Footway provision varies in effective width along the corridor, with sections constrained by existing vegetation growth and frontage features, resulting in localised narrowing in places. No continuous footway provision is present on the western side of the carriageway for much of the route.
- 3.10 Several existing private access points and vehicular junctions are present along the eastern side of Chapel Lane, serving adjacent residential properties and associated land uses. These accesses create established points of interaction between through traffic, turning vehicles and pedestrians using the adjacent footway.
- 3.11 Forward visibility is generally considered appropriate for the prevailing speed environment, although localised constraints may occur due to horizontal alignment, vegetation and frontage characteristics in certain locations. The route is observed to function primarily within a low to moderate speed environment, influenced by its residential character, frontage activity and existing highway geometry.
- 3.12 The surrounding highway environment accommodates a mix of highway users, including private vehicles, pedestrians and cyclists, with pedestrian movements concentrated where footway provision is available.

4.0 Safety Risk Assessment Scope

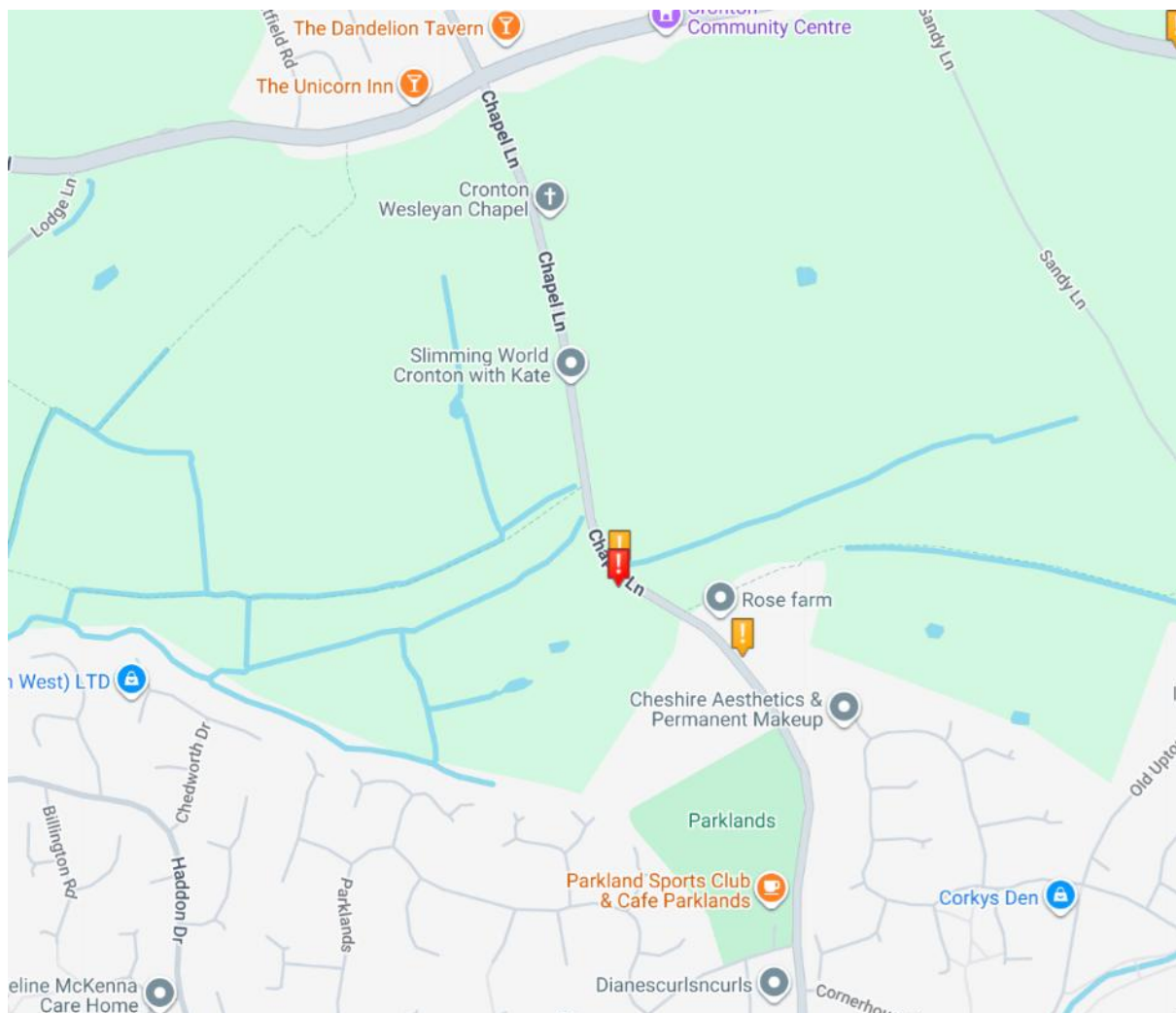
Safety Baseline and Safety Objective

Safety Baseline

- 4.1 The safety baseline for the assessment has been informed by existing highway conditions, recorded collision history and observed user interaction within the immediate vicinity of the site. Consideration has also been given to the anticipated scale and nature of vehicular and active travel movements associated with the development, to understand how changes in highway use may influence existing road safety risk.
- 4.2 The assessment recognises that changes in vehicular and active travel activity have the potential to alter patterns of interaction between highway users and, consequently, influence the existing risk profile. However, having regard to the prevailing highway environment, observed operating conditions and the scale of anticipated change in demand, no evidence has been identified to suggest a material worsening of road safety conditions within the local highway network.

Collision Data Analysis

- 4.3 Collision data has been collected from the online Crashmap Database for this SRA. This data covers a 5-year period from 2020 to 2024. For the purposes of this SRA, only collisions occurring within the 970m Assessment Area have been considered.
- 4.4 There were 3 collisions recorded within the 5-year Assessment Period, 1 of these collisions was recorded as Serious with the remaining 2 as Slight.
- 4.5 The first collision occurred on Monday March 23rd, 2020, at 17.15pm on a dry carriageway surface. A cyclist struck a vehicle in the act of slowing or stopping on Chapel Lane leading to a Slight injury to the cyclist.
- 4.6 The second collision occurred on Monday January 16th, 2023, at 00.19am on a dry carriageway surface. A single vehicle was recorded to have collided with a wall or fence leading to a Serious injury to the driver of the vehicle.
- 4.7 The third collision occurred on Thursday May 11th, 2023, at 20.25pm on a dry carriageway surface. This collision recorded a single vehicle colliding with a lighting column leading to a Slight injury to the driver of the vehicle.
- 4.8 There are no indications in the data recorded to support the identification of any common collision clusters or causation factors indicative of an existing highway safety problem associated with the road layout or geometric design within the assessment area.
- 4.9 A view of the PIC study area can be found in **Figure 3** below.

Figure 3 – Personal Injury Collision Study Area

Safety Objective

- 4.10 In accordance with GG104, the purpose of this SRA is to determine whether the forecast development traffic and active travel trips, associated with the proposed development on land to the east of Chapel Lane, would result in any unacceptable increase in highway safety risk.
- 4.11 This SRA aims to establish whether the existing highway network would continue to operate safely with the additional development proposals, or whether mitigation measures are required to ensure that residual safety risk remains within acceptable levels, SFAIRP.
- 4.12 A development planning application was refused by Knowsley Council on 6th November 2025. The documents submitted for this SRA show the refusal statement:
- 4.13 *‘That the proposed development would have an unacceptable impact on highway safety contrary to Policies CS2, CS7 and CS19 in the Core Strategy and the National Planning Policy Framework.’*

4.14 1. Knowsley Core Strategy Policy CS2 – Sustainable Development

- Requires schemes to:
- Promote sustainable transport (walking, cycling, public transport)
- Be safely accessible for all users
- Avoid creating unsafe traffic conditions

4.15 2. Knowsley Core Strategy Policy CS7 – Accessibility

- Requires developments to:
- Provide safe and suitable access for all users (vehicles, pedestrians, cyclists)
- Integrate with existing transport infrastructure
- Avoid worsening congestion or safety risks

4.16 3. Knowsley Core Strategy Policy CS19 – Development and Design Quality

- Requires:
- Safe layout and movement
- Streets that minimise conflict between users
- Appropriate geometry and visibility

4.17 The safety objective, therefore, is to ensure that any additional road user trips by all modes, within the assessment area, will not create new hazards, nor contribute to the elevation of any existing hazards, to an ‘unacceptable’ level above the safety baseline.

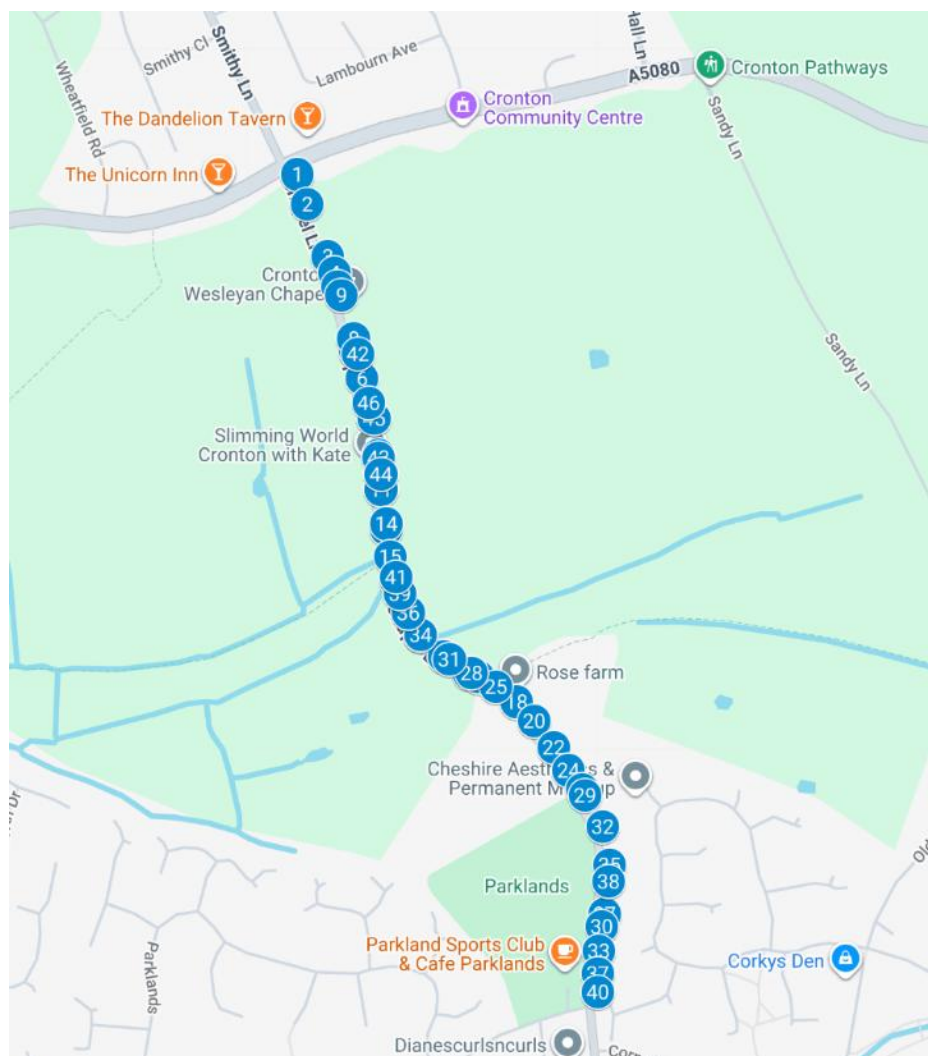
4.18 Any hazards identified will be scored appropriately, where required any identified mitigation or control measures listed within this assessment may be applied where reasonably required to further reduce or mitigate a potential road safety risk.

4.19 The resultant safety objective of the highway network and development access proposals will therefore be maintained, in line with the principle to manage any associated risks to a level ‘so far as is reasonably practicable’. This ‘SFAIRP’ principle intends to identify, manage and mitigate all risks to users / workers relating to the proposed scheme.

5.0 Site Visit

- 5.1 A site visit was undertaken on Tuesday 5th May 2026 between the hours of 12:00 and 14:00. The weather was overcast and the carriageway generally dry with low winds. A photographic walking and driving record was undertaken in both directions of the assessment area. The assessment team did not wear PPE to reduce any effect on observations in traffic and active travel activities.
- 5.2 Low levels of vehicular traffic were observed with vehicles estimated to be within the prescribed speed limit. There were several pedestrian movements observed during the site visit travelling both north and south on the footway to the east of Chapel Lane. These movements comprised joggers, ramblers, parents with young children and dog walkers. No conflicts were observed throughout these interactions.
- 5.3 A view of the photographs taken during the site visit can be found in the following figures below. Images begin to the north of the assessment area travelling south on Chapel Lane. At the Parklands junction to the south, the Team turned around and recorded images travelling north.
- 5.4 A plan showing the locations of photographs taken during the site visit can be found in **Figure 4** below.

Figure 4 – Site Visit Photographic Locations



5.5 Photographs from the site visit can be found in the following **Figures 5 - 50**

Figure 5 – Chapel Lane Southbound – PIC 1



Figure 6 – Chapel Lane Southbound – PIC 2



Figure 7 – Chapel Lane Southbound – PIC 3



Figure 8 – Chapel Lane Southbound – PIC 4



Figure 9 – Chapel Lane Southbound – PIC 5



Figure 10 – Chapel Lane Southbound – PIC 9



Figure 11 – Chapel Lane Southbound – PIC 8



Figure 12 – Chapel Lane Southbound – PIC 7



Figure 13 – Chapel Lane Southbound – PIC 6



Figure 14 – Chapel Lane Southbound – PIC 13



Figure 15 – Chapel Lane Southbound – PIC 10



Figure 16 – Chapel Lane Southbound – PIC 11



Figure 17 – Chapel Lane Southbound – PIC 14



Figure 18 – Chapel Lane Southbound – PIC 12



Figure 19 – Chapel Lane Southbound – PIC 15



Figure 20 – Chapel Lane Southbound – PIC 16



Figure 21 – Chapel Lane Southbound – PIC 17



Figure 22 – Chapel Lane Southbound – PIC 19



Figure 23 – Chapel Lane Southbound – PIC 21



Figure 24 – Chapel Lane Southbound – PIC 23



Figure 25 – Chapel Lane Southbound – PIC 25



Figure 26 – Chapel Lane Southbound – PIC 18



Figure 27 – Chapel Lane Southbound – PIC 20



Figure 28 – Chapel Lane Southbound – PIC 22



Figure 29 – Chapel Lane Southbound – PIC 24



Figure 30 – Chapel Lane Southbound – PIC 26



Figure 31 – Chapel Lane Southbound – PIC 29



Figure 32 – Chapel Lane Southbound – PIC 32



Figure 33 – Chapel Lane Southbound – PIC 35



Figure 34 – Chapel Lane Southbound – PIC 38



Figure 35 – Chapel Lane Southbound – PIC 27



Figure 36 – Chapel Lane Southbound – PIC 30



Figure 37 – Chapel Lane Southbound – PIC 33



Figure 38 – Chapel Lane Southbound – PIC 37



Figure 39 – Chapel Lane Southbound – PIC 40



Figure 40 – Chapel Lane Northbound – PIC 28



Figure 41 – Chapel Lane Northbound – PIC 31



Figure 42 – Chapel Lane Northbound – PIC 34



Figure 43 – Chapel Lane Northbound – PIC 36



Figure 44 – Chapel Lane Northbound – PIC 39



Figure 45 – Chapel Lane Northbound – PIC 41



Figure 46 – Chapel Lane Northbound – PIC 44



Figure 47 – Chapel Lane Northbound – PIC 43



Figure 48 – Chapel Lane Northbound – PIC 45



Figure 49 – Chapel Lane Northbound – PIC 46



Figure 50 – Chapel Lane Northbound – PIC 42



6.0 Chapel Lane Safety Risk Assessment Matrix

- 6.1 The SRA will consider the implications for the existing operation of Chapel Lane that may arise from the forecast increase in vehicular and active travel movements associated with the proposed residential development on land to the east of the Chapel Lane.
- 6.2 The existing road layout and development proposals have been subject to a detailed analysis to identify any relevant existing hazards. These hazards will be examined and quantified with cognisance paid to potential effects arising from the proposed increase in highway activities. Any resultant risks related to these activities have then been quantified and where appropriate, further mitigated to reduce any potential residual risk factors.
- 6.3 A risk matrix in accordance with Table D1 and Table D2 of SRA guidance document GG104 has been completed to demonstrate any identified hazards and their resultant risk factors. These risks have been quantified and where necessary following the principles of SFAIRP, additional control measures have been provided to reduce the resultant risks.
- 6.4 The risk matrix can be found in **Appendix B** below.

7.0 Summary, Recommendations and Conclusion

Summary

- 7.1 A Road Safety Risk Assessment (SRA) has been undertaken in accordance with GG104 to evaluate the existing highway conditions, and to consider any potential safety implications arising from additional trips that will arise as a result of the creation of a new residential development on land to the northeast of Chapel Lane, Widnes. The assessment considers existing baseline conditions together with the new proposed access junction and any anticipated operational effects associated with the forecast increase in vehicular and active travel activity.
- 7.2 The SRA has identified potential hazards on the existing highway network in addition to those that may be associated with the proposed development and assessed the resultant risks. Where appropriate, proportionate mitigation measures have been recommended to reduce risks to a level that is So Far As Is Reasonably Practicable (SFAIRP).

Summary of Key Findings

- 7.3 The SRA identifies a range of potential hazards associated with the current highway maintenance and existing arrangements. There were no fundamental geometric or design deficiencies identified on the existing highway network. No hazards were assessed as falling within a High or otherwise unacceptable risk category.
- 7.4 The 5-year collision history for the surrounding network does not indicate any pattern of cluster site locations or common causation factors with the existing site that might be materially exacerbated by the proposed development access junction and increase in use.

Pedestrian Environment

- 7.5 The assessment has identified that there are existing locations that would benefit from refreshment and upgrading of existing warning signage, road marking and vegetation clearance as part of good practice network management.
- 7.6 Existing pedestrian infrastructure, combined with proposed design amendments are considered capable of accommodating both proposed vehicular and active travel activities.
- 7.7 2-way working of pedestrians and vehicles during the site visit was achieved without conflict in both directions. Pedestrians are accommodated within the existing highway arrangements; however, additional widening proposals and reduction of carriageway widths proposed in access designs may further assist in reducing vehicle speeds and increasing pedestrians comfort levels.

Mitigation and Residual Risk

- 7.8 The following mitigation measures have been identified within this SRA process.
- Footway widths throughout the Chapel Lane assessment area require appropriate seasonal maintenance to ensure that safe effective operating widths are provided.
 - Existing concealed junction and bend warning signage is provided for vehicles traveling in both directions but obscured by evergreen trees in the north and further vegetation in the south. Vegetation and trees should be cut back and appropriately maintained to ensure warning signage is visible during all seasons.

- Additional advanced warning signage could be provided to indicate the new road layout ahead, appropriate signage could also indicate the presence of active travel users / cyclists at access junctions.
- Existing recorded vehicle speeds may be reduced by appropriate maintenance of existing warning signage and further improved with additional visual speed reducing features, such as refreshed and updated worded road markings. The proposed reduced carriageway width and improved pedestrian width to the northwest of the proposed access junction may further reduce existing vehicle speeds.
- Ensure forward visibility according to existing recorded vehicle speeds is maintained for northbound traffic to ensure safe operation for right turning vehicles at junctions. Appropriate visual speed reducing features such as warning signage / road markings should be provided as described above.
- Ensure junction visibility from the proposed minor arm according to existing recorded vehicle speeds is provided. Appropriate visual speed reducing features such as warning signage / road markings should be provided as described above.

7.9 Whilst specific mitigation measures have been recommended, alternative measures that achieve an equivalent level of risk reduction may be considered subject to agreement with the relevant highway authority.

Overall Conclusion

- 7.10 The GG 104 Safety Risk Assessment concludes that the introduction of the proposed additional movements within the assessment area would not give rise to what can be considered, unacceptable highway safety risks.
- 7.11 The assessment identifies that most risks are driven by existing highway constraints rather than the scale of development traffic. As such, a small number of low acceptable existing, and a single medium, tolerable risk was identified, primarily associated with vehicular interaction with active travel manoeuvres at junctions.
- 7.12 The principal hazards associated with the submitted priority-controlled access relate to turning conflicts, visibility, pedestrian crossing movements, cyclist interaction and junction conspicuity.
- 7.13 Subject to the implementation of proportionate mitigation measures, the residual risk is low and acceptable. No intrusive or significant engineering interventions are considered reasonably practicable or proportionate to the scale and context of the development.
- 7.14 It is therefore concluded that, with recommended mitigation measures in place, the proposed increase in vehicular and active travel trips associated with the proposed residential development does not give rise to any unacceptable highway safety risks beyond existing conditions and is considered acceptable and low risk in highway safety terms.
- 7.15 All recommended mitigation and approaches applied demonstrate compliance with the principles of GG104 and GG119 and achieves risk reduction So Far As Is Reasonably Practicable (SFAIRP). This document is intended to act as a 'live report' to be updated throughout the further stages of design, where appropriate to Road Safety.



Appendix A Submitted Documents

ROAD SAFETY RISK ASSESSMENT Chapel Lane, Widnes

SLR Consulting Ltd

AKT Project No. V0300081

Prepared by: **AKT Consulting Ltd**

19 May 2026

Revision 03

Document	Document Title
SLR Transport Assessment	 216175 - Chapel Lane Halton - Transport Assessment - V4
SLR Access Note	 216175 - Chapel Lane Widnes - Access Note - 25 Feb 2025_Issue
TA Addendum	 216175 - Transport Assessment Addendum - Bungalow Land V03
Design Drawings	 216175_PD100 REV G - Proposed Simple Priority Junction
	 216175_PD100_AT_A01 REV C - Halton Refuse SPA
	 216175_PD100_AT_A02 REV A - Fire Tender SPA
	 216175_PD100_AT_A03 REV A - Two Way Working SPA
Council Decision Notice	 Decision Notice - Chapel Lane



Appendix B Risk Rating Matrix

ROAD SAFETY RISK ASSESSMENT

Chapel Lane, Widnes

SLR Consulting Ltd

AKT Project No. V0300081

Prepared by: **AKT Consulting Ltd**

19 May 2026

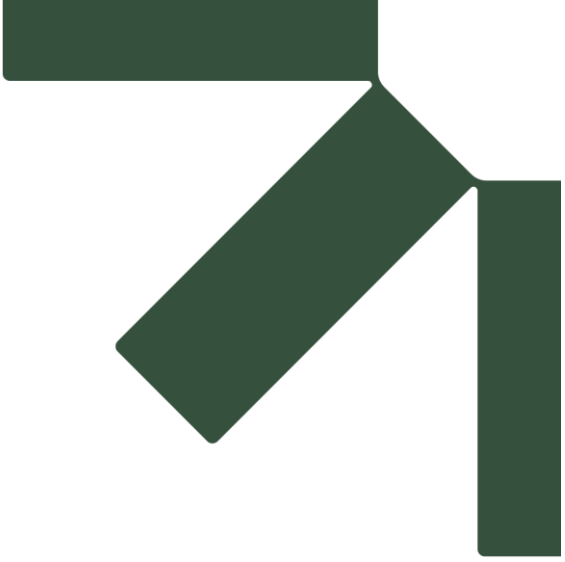
Revision 03



Location	Chapel Lane, Widnes		
Date:	07-May-26		
Severity of Outcome – (S)	Rating Given	Likelihood – (L)	Rating Given
Minor Harm: Minor damage or loss no injury.	1	Very Unlikely	1
Moderate Harm: Slight injury or illness, moderate damage or loss.	2	Unlikely	2
Serious Harm: Serious injury or illness, substantial damage or loss.	3	May Happen	3
Major Harm: Fatal injury, major damage or loss.	4	Likely	4
Extreme Harm: Multiple fatalities extreme loss or damage.	5	Almost Certain	5

Rating will apply to both likelihood and severity multiplied to give hazard risk rating

Hazard	Risk / Affected	S	L	R	Control Measures	S	L	R	Residual Risk
1) Existing, vegetation and detritus may reduce the effective operating width of footways on the eastern side of Chapel Lane	Risk of overgrowth of vegetation if not maintained leading to pedestrians stepping into the carriageway to pass, potentially leading to collisions with vehicular traffic	4	2	8	Appropriate maintenance of encroaching vegetation and detritus combined with the proposed footway widening scheme will maintain existing footway widths within the Assessment Area	4	2	8	Low – residual risk acceptable SFAIRP
2) Existing, Chapel Lane carriageway width and horizontal geometry	Risk to drivers of centreline overrun and loss of control / head on type collisions between vehicles leading to personal injury to vehicle occupants	3	3	9	Existing concealed junction and bend warning signage is provided for southbound vehicles but is obscured by evergreen trees. Vegetation and trees to be cut back appropriately to ensure warning signage is visible. Provide similar yellow backed signage for northbound vehicles	3	2	6	Low – residual risk acceptable SFAIRP
3) Existing, Chapel Lane vehicle speeds in excess of the prescribed speed limit	Risk to all road users of speed related, or general loss of control type collisions	3	3	9	Existing warning signage should be cleared and visible to oncoming traffic, additional speed reducing features such as warning signage / road markings for northbound vehicles. Proposed reduced carriageway widths and proposed site frontage may also further reduce vehicle speeds	3	2	6	Low – residual risk acceptable SFAIRP
4) Right turning northbound vehicles accessing the proposed development site from Chapel Lane	Risk to drivers of shunt type collision for following traffic or head on collisions for southbound vehicles	3	3	9	Ensure forward visibility according to recorded vehicle speeds is provided for northbound traffic. speed reducing features such as warning signage / road markings	3	2	6	Low – residual risk acceptable SFAIRP
5) Minor arm traffic egressing the site access junction onto Chapel Lane	Risk to drivers that visibility restrictions or excess speeds on Chapel Lane may lead to injudicious egress movements from the minor arm, potentially leading to side swipe type collisions	3	3	9	Ensure junction visibility from the minor arm according to recorded vehicle speeds is provided . Provide appropriate advanced warning signage for approaching traffic, provide clear signage of cycle provisions from the minor arm of the development access	3	2	6	Low – residual risk acceptable SFAIRP
6) Existing, cyclist movements on Chapel Lane may meet conflicts with turning vehicles.	Risk to cyclists of visibility restrictions or excess speeds on Chapel Lane may lead to conflict with cyclists at junctions.	4	3	12	Ensure junction visibility from the minor arm according to recorded vehicle speeds is provided . Provide appropriate advanced warning signage for approaching traffic of cyclist activity, provide clear signage of cycle provisions from the minor arm of the development access	4	2	8	Low – residual risk acceptable SFAIRP



Appendix B Site Access and Visibility

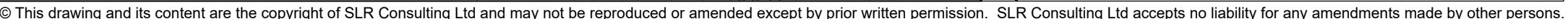
Transport Matters Additional Evidence Report

Chapel Lane, Widnes

Taylor Wimpey UK Ltd

SLR Project No.: 216175

22 May 2026





Making Sustainability Happen