



ROAD SAFETY RISK ASSESSMENT

Chapel Lane, Widnes

SLR Consulting Ltd

AKT Project No. V0200081

Prepared by: **AKT Consulting Ltd**

7 May 2026

Revision 02

Revision Record

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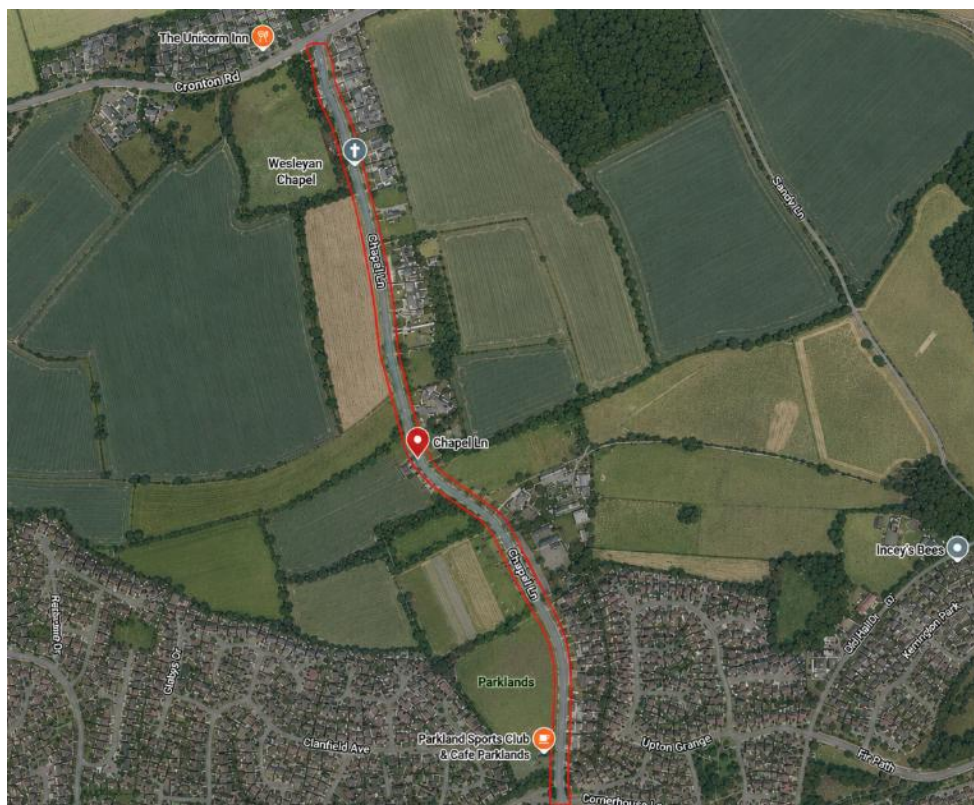
Acronyms and Abbreviations

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 produced by AKT Consulting Ltd on behalf of SLR Consulting Ltd. The SRA has been commissioned to review the potential impact to existing road safety, in the immediate vicinity of a proposed residential development access junction.
- 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 B**.
- 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 populations may utilise a range of evidence sources listed below. Populations considered shall include all road users including pedestrians, cyclists, drivers, motorcyclists and emergency service and highway operatives.
- 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 Outputs from SRA analysis shall show the level of the safety risk associated with the activity. Outputs from SRA analysis shall be compared to the safety baseline and safety objectives set for the activity.
- 2.6 To demonstrate that a proposed control measure or mitigation is reasonably required, all suitable potential mitigations to reduce safety risks are assessed. Where the potential cost of a measure identified in the Assessment is, in the reasonable opinion of those carrying out the Assessment, proportionate to the benefit derived, that measure can be deemed as reasonably required.

Safety Risk Mitigations

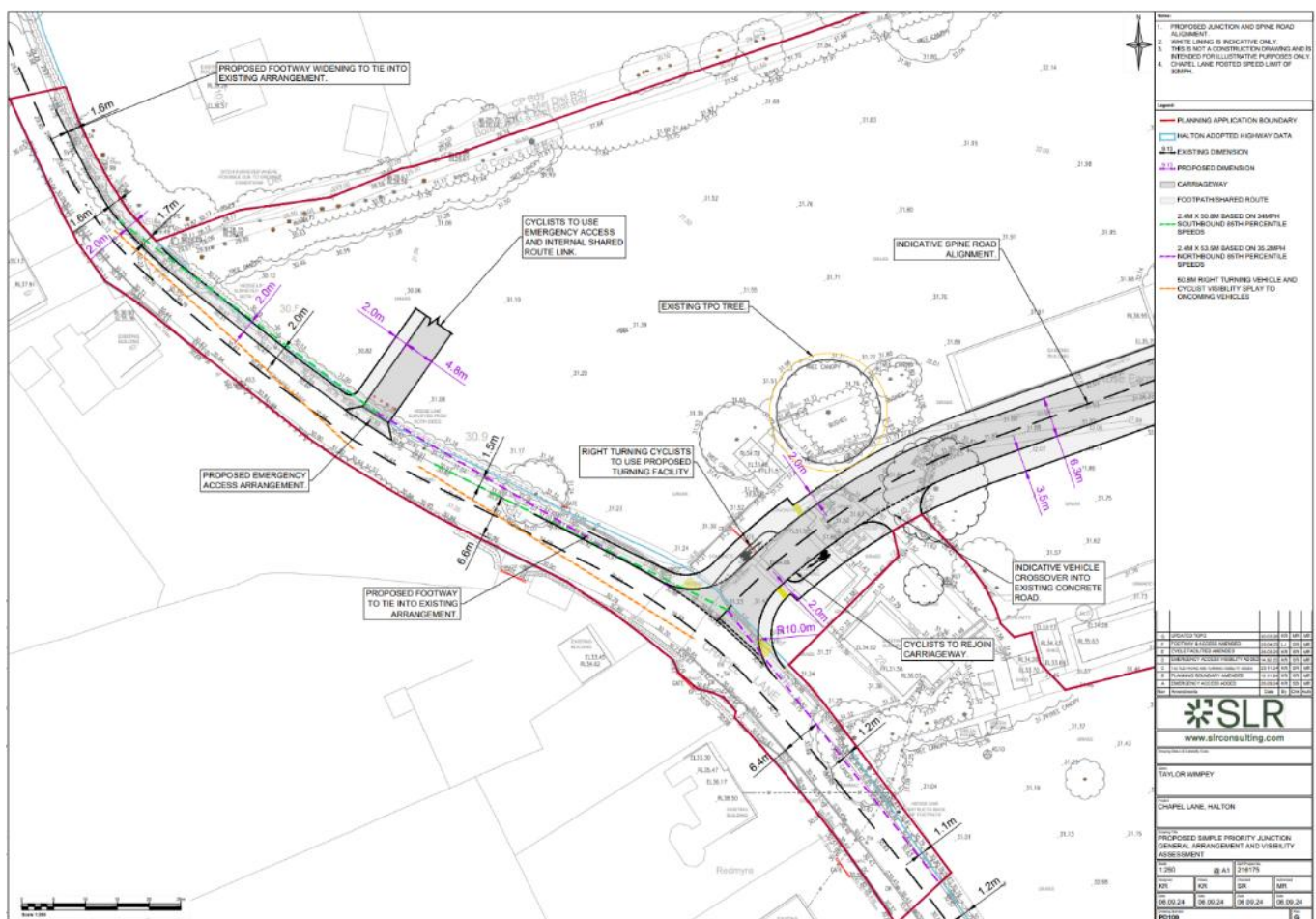
- 2.7 Where the outcome of the SRA evaluation for an option being assessed is within the list below, safety risk mitigations / control measures shall be provided and explored.
- 2.8 These measures are considered for any risk that falls within the tolerable or unacceptable categories.
- Shows a safety 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 This satisfies GG104 guidance by quantifying risks, allowing decision-makers to understand which hazards are high-priority and which are mitigated to acceptable levels.

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. 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.
- 3.3 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

- 3.4 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.
- 3.5 The report states that the development is forecast to generate;
- 3.6 *'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

- 3.7 The Assessment Area comprises approximately 970m of Chapel Lane, extending approximately 600m to Cronton Road in the north and 370m to the junction of Chapel Lane and Parklands to the south of the proposed site access junction. The complete extent of the Assessment Area is subject to a 30mph speed limit.
- 3.8 Chapel Lane in the proximity of the proposed site access junction, is a street-lit, 30mph, 2-lane single carriageway arrangement. A footway is provided to the eastern side of Chapel Lane which varies in width from approximately 1.2m to 2.2m in places. This inconsistent width is mainly due to vegetation and detritus at the back of footway over short lengths in some locations.
- 3.9 Documents submitted to the SRA Team indicate that recorded vehicle speeds are in excess of the prescribed 30mph speed limit. However observations from the site visit did not witness what might be described as excessive vehicle speeds.

4.0 Safety Risk Assessment Scope

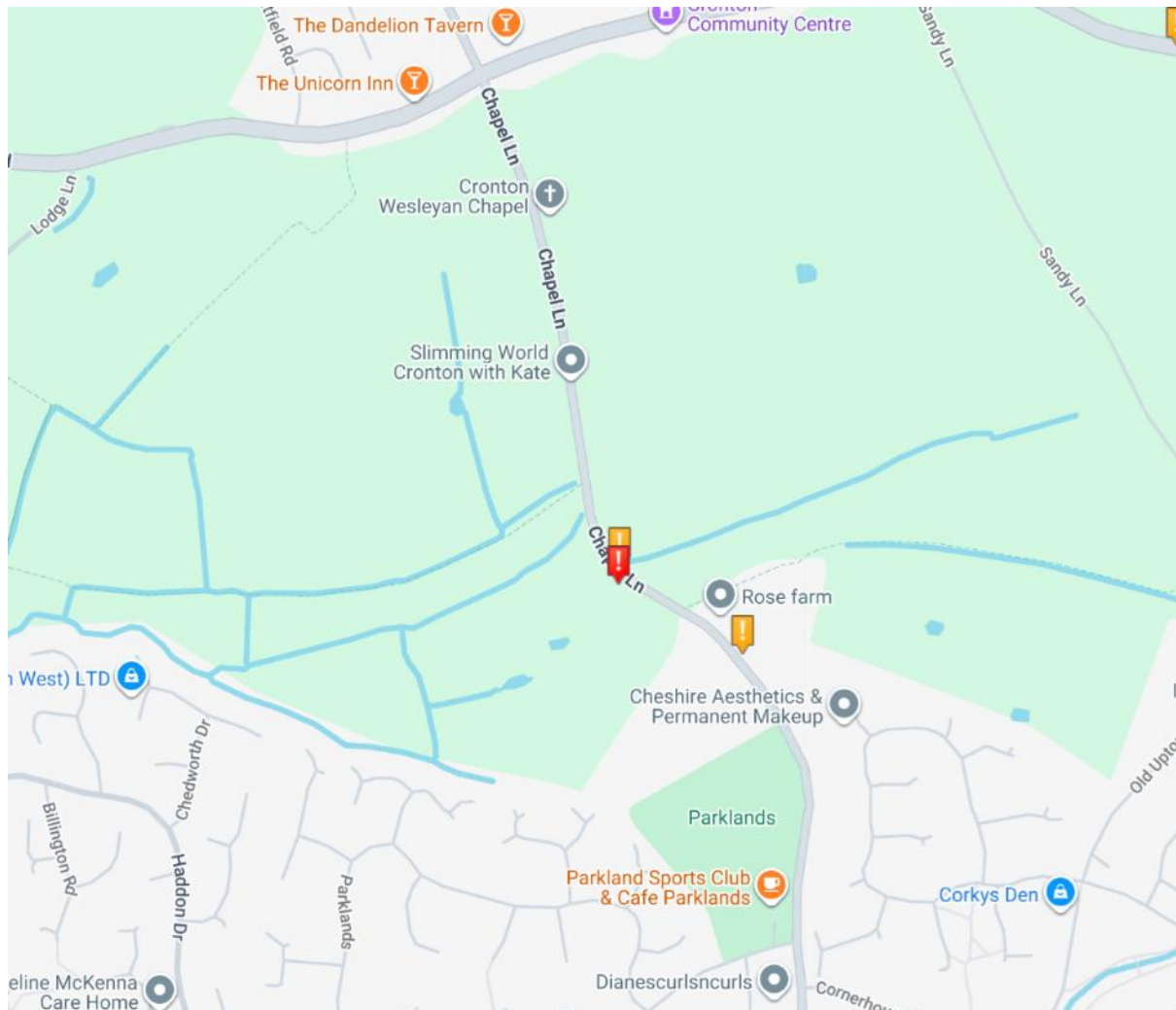
Safety Baseline and Safety Objective

Safety Baseline

- 4.1 The safety baseline will be determined by the existing collision and proposed vehicle and trip generation data in the immediate vicinity of the proposed development site. The safety baseline will consider all populations that may be affected by the proposed development and the subsequent increase in vehicular traffic and active travel movements.
- 4.2 The Assessment indicates that the safety baseline of the Assessment Area may be affected in terms of additional vehicular trips and therefore the potential for an increase in conflict may arise as a statistical result. The baseline for the Assessment is set as a net-zero increase of collisions as a result of the proposed development.

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 70m 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 Safety Risk Assessment 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 site 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.

5.5 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 hazards relating to 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 A** below.
- 6.5 A plan showing the locations of hazards identified within this SRA can be found in **Appendix C** 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 potential safety implications arising from additional trips that will arise as a result of the creation of a new residential estate 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 existing pattern of cluster site locations or common causation factors that might be materially exacerbated by the proposed development.

Pedestrian Environment

- 7.5 The Assessment has identified that there are existing locations within the Assessment Area 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 Along the Assessment Area of Chapel Lane, pedestrian infrastructure with proposed design amendments are considered to be capable of accommodating both existing and proposed vehicular and active travel activities.
- 7.7 2-way working of pedestrians and vehicles appear to be achievable in all locations. Pedestrians are generally accommodated within the existing highway arrangements; however, additional widening proposals and reduction of carriageway widths provided by the proposed development site 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 to the north and south of the proposed access junction must be maintained by the appropriate maintenance. Appropriate clearance of encroaching vegetation and detritus combined with the proposed footway widening scheme will maintain and may increase existing footway widths within the Assessment Area
 - 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

- Advanced warning signage indicating the presence of pedestrians crossing access junctions and private crossovers.
- 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.
- Ensure forward visibility according to recorded vehicle speeds is provided for northbound traffic. speed reducing features such as warning signage / road markings
- 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
- 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

- 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 medium risks are identified, primarily associated with vehicular interaction with active travel manoeuvres.
- 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. These hazards are typical of a junction of this form and can be managed through minor geometric refinement, visibility protection, pedestrian crossing improvements at desire lines, and local signing/lining measures.
- 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 at this stage.
- 7.14 The identified existing, proposed and residual risks are predominantly assessed within the range of Low to Medium, therefore being considered both acceptable and tolerable consistent with the normal operation of a mixed-use area. The existing safety performance and PIC data support these considerations.

- 7.15 It is therefore concluded that, with the 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 unacceptable highway safety risks and is acceptable and low risk in highway safety terms.
- 7.16 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 project lifecycle, where appropriate to Road Safety.



Appendix A Submitted Documents

ROAD SAFETY RISK ASSESSMENT

Chapel Lane, Widnes

SLR Consulting Ltd

AKT Project No. V0200081

Prepared by: **AKT Consulting Ltd**

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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

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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

