



Chapel Lane, Widnes

Draft Transport Statement of Common Ground with Knowsley Council

Taylor Wimpey

Client Address

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1.0 Introduction

- 1.1 This statement sets out the transport related agreements and disagreements between Knowsley Council Highway Authority (KC) and Taylor Wimpey (TW), The Parties, in respect of 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'.
- 1.2 Section 2 and the associated [Appendices 1 and 2](#) set out the statements and issues that that are agreed between the Parties.
- 1.3 Section 3 sets out the statements or issues where there is disagreement.

Commented [MR1]: The matters covered in the appendices are factual and we do not believe them to be controversial. We would be grateful for the Council to confirm.



2.0 Agreement

- 2.1 The site is in a highly sustainable location (see **Appendix 1**).
- 2.2 A plethora of footways, shared use routes (walking, wheeling and cycling) and off-road traffic-free routes are located in the immediate vicinity of The Development with many of the local areas designated as 20mph zones.
- 2.3 The area local to The Development has been designed and built to maximise the opportunity for people to access day to day amenities by walking, wheeling and cycling. The local area also provides opportunity to access local amenities and amenities further afield by public transport and private car.
- 2.4 The TA methodology and scope was agreed with the local highway authority.
- 2.5 A Pre-Application meeting was held with the local highway authority (KC) on 4th November 2022. Following submission of the application, a series of further meetings were held with both Halton Borough Council and KC highway authorities, and the applicant submitted a TAA dated 20th December 2024 to address various transport and highway matters raised in those meetings.
- 2.6 The modelling, assessment and conclusions of the TA and TAA are robust / conservative.
- 2.7 The TA and TAA concluded that the development would not give rise to any unacceptable impacts including safety impacts.
- 2.8 All highways assessed within Knowsley and Halton are forecast to operate well within acceptable bounds.
- 2.9 The accesses, including the vehicle access and the emergency access on Chapel Lane, have been appropriately designed and do not give rise to any safety concerns.
- 2.10 The proposed Chapel Lane vehicle access and emergency access have been designed with visibility splays which are acceptable and meet and exceed the requirements of Manual for Streets 2, which is the guidance endorsed by the Department for Transport, having regard to recorded 85th per centile speeds.
- 2.11 No off-site improvement works are required in order for any of the accesses, including the Chapel Lane vehicle access and emergency access to operate safely.
- 2.12 A scheme of traffic calming measures has been agreed with the LHA to improve the environment along Chapel Lane for non-motorised traffic and to promote sustainable transport modes. These are shown indicatively to comprise of priority narrowings, virtual speed cushions, footway widening and uncontrolled pedestrian crossings. A condition is proposed to ensure that no development can commence until a final scheme of off-site improvement works has been agreed with the LPA in consultation with the LHA. The indicative traffic calming scheme is included in **Appendix 2**.
- 2.13 There have been no objections from the local highway authorities (Halton BC or Knowsley BC) or from National Highways.
- 2.14 Halton LHA's final comments on the application confirmed that:
- "The access proposals...are considered acceptable, after much positive collaboration, not only with the applicant and their representatives, but also with Knowsley MBC Highways and Planning officers."
 - The Transport Assessment, Travel Plan and Transport Assessment Addendum and Technical Notes provided robust modelling and junction/capacity assessments as well as appropriate trip distribution and assignment



- No significant queueing or congestion at the access on Chapel Lane nor on the signalised junction to the north on Chapel Lane with Cronton Road (A5080), nor at the roundabout junction to the south with Prescott Road, Queensbury Way and Hough Green Road.
- The off-site works, to be secured via conditions and contributions, further mitigate the impact of the development.
- The access proposals are considered acceptable.
- Prescribed visibility splays would be achieved on both accesses on Chapel Lane.
- The proposals would result in improvements to the environment for active travel modes on Chapel Lane.
- Off-site highways works will improve the site's sustainability, encourage modal shift and mitigate the effects of additional traffic.
- No unacceptable highway safety impact is considered resultant from the proposal, nor detrimental cumulative impact.
- The proposal therefore satisfactorily meets Halton Borough Council Policies; C1: Transport Network and Accessibility. The development is considered to be in a sustainable location, with safe and suitable access achieved for all users; no detrimental residual cumulative impact on the road network; and no unacceptable safety impacts with the mitigation offered.

- 2.15 Knowsley LHA's comments on the application confirmed that they had no objection to the proposed development, subject to appropriate conditions, and concluded that *"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."*
- 2.16 National Highways has confirmed that the development would not give rise to any detrimental impacts on the strategic highway network.
- 2.17 The Knowsley Council officer's report to committee concluded that:
- The proposed access design has been considered and is acceptable in principle (para 9.12).
 - Knowsley Council commissioned an independent speed survey which supported the Appellant's assessment (paras 9.16 – 9.17).
 - A comprehensive traffic calming scheme would ensure that vehicle speeds are reduced to 30mph and would include a raised table junction at the site access to reduce speeds and improve pedestrian visibility; gateway features and vertical/horizontal traffic calming measures along Chapel Lane; footway widening at identified pinch-points; cutting back overgrown vegetation; provision of cycle lanes or shared-use pathways where appropriate to promote sustainable travel; and upgrades to PROW crossing points, where appropriate, to ensure safe and convenient pedestrian passage (para 9.19).
 - The proposed visibility splays are greater than the theoretical requirement under Manual for Streets 2 and are acceptable (para 9.20).
 - Subject to the implementation of a traffic calming scheme, the proposed development would not have an unacceptable impact on highway safety or result in cumulative



effects which would have a severe impact on the road network. The proposed mitigation would also mean that pedestrians and cyclists who travel to and from the development would have adequate and safe transport links. The proposal would comply with Policies CS7, CS19, T7, T10 and H7 of the Local Plan Core Strategy and the relevant sections of the NPPF. (para 9.40)

- 2.18 It has been agreed between the Appellant and highway and planning officers at Knowsley Council that the proposed development will be subject to a condition that prevents occupation of any dwelling until a scheme of traffic calming measures for Chapel Lane has been submitted to and approved by the local planning authority in consultation with the local highway authority. Planning and highway officers are satisfied that appropriate calming measures will reduce average speeds and the incidence of high speeds along Chapel Lane. While the final details will be subject to approval by Knowsley Council, the proposed measures have been subject to lengthy discussions with highway officers at both Knowsley and Halton Councils and an indicative scheme is included within the TAA, drawing reference 216175-PD102-B. An updated version of the indicative traffic calming scheme (Drawing No. 216175_SK102 Rev A) is included (see **Appendix 2**).
- 2.19 The decision to refuse permission on highway safety grounds was not based on any expert highway or technical opinion.



3.0 Disagreements

Commented [MR2]: Please insert any areas which you consider not to be agreed between the parties in relation to highway safety.



4.0 Appendix 1

4.1 This Appendix provides a description of the transport network characteristics in the area.

Highway Boundaries

4.2 **Figure 4-1** shows the area for which HBC and KC are the respective Planning and Highway Authorities. There are five proposed accesses to The Development, all of which accommodate active travel, one of which also accommodates vehicles (all modes access) and three of which also accommodate vehicles in emergency situations (emergency accesses). The vehicle access and one of the emergency accesses are located on Chapel Lane and under the authority of KC.

4.3 **Figure 4-2** shows the extent of the highway boundaries in the vicinity of the proposed all modes access.

Figure 4-1 Highway Authority Boundaries

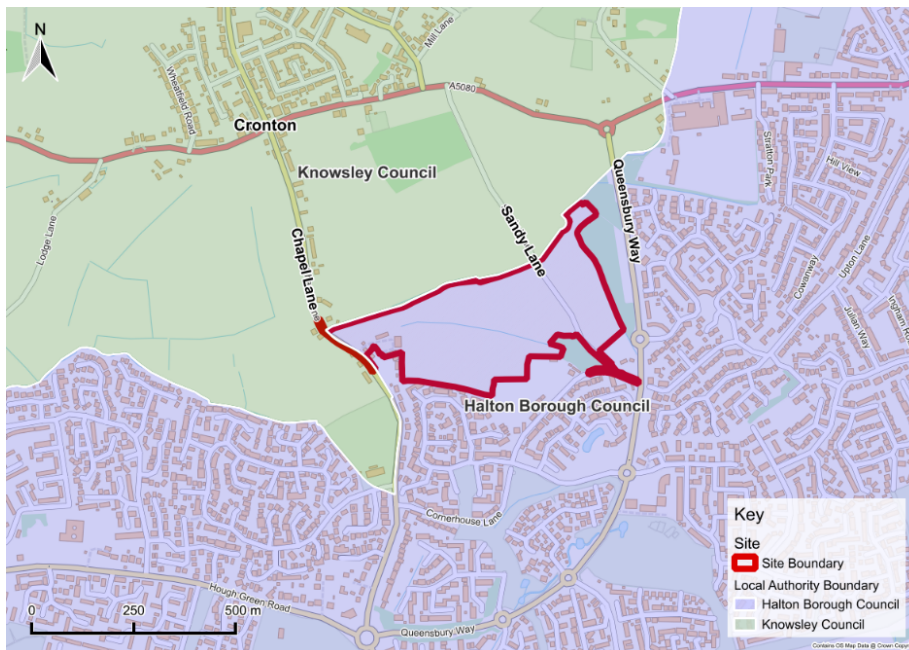
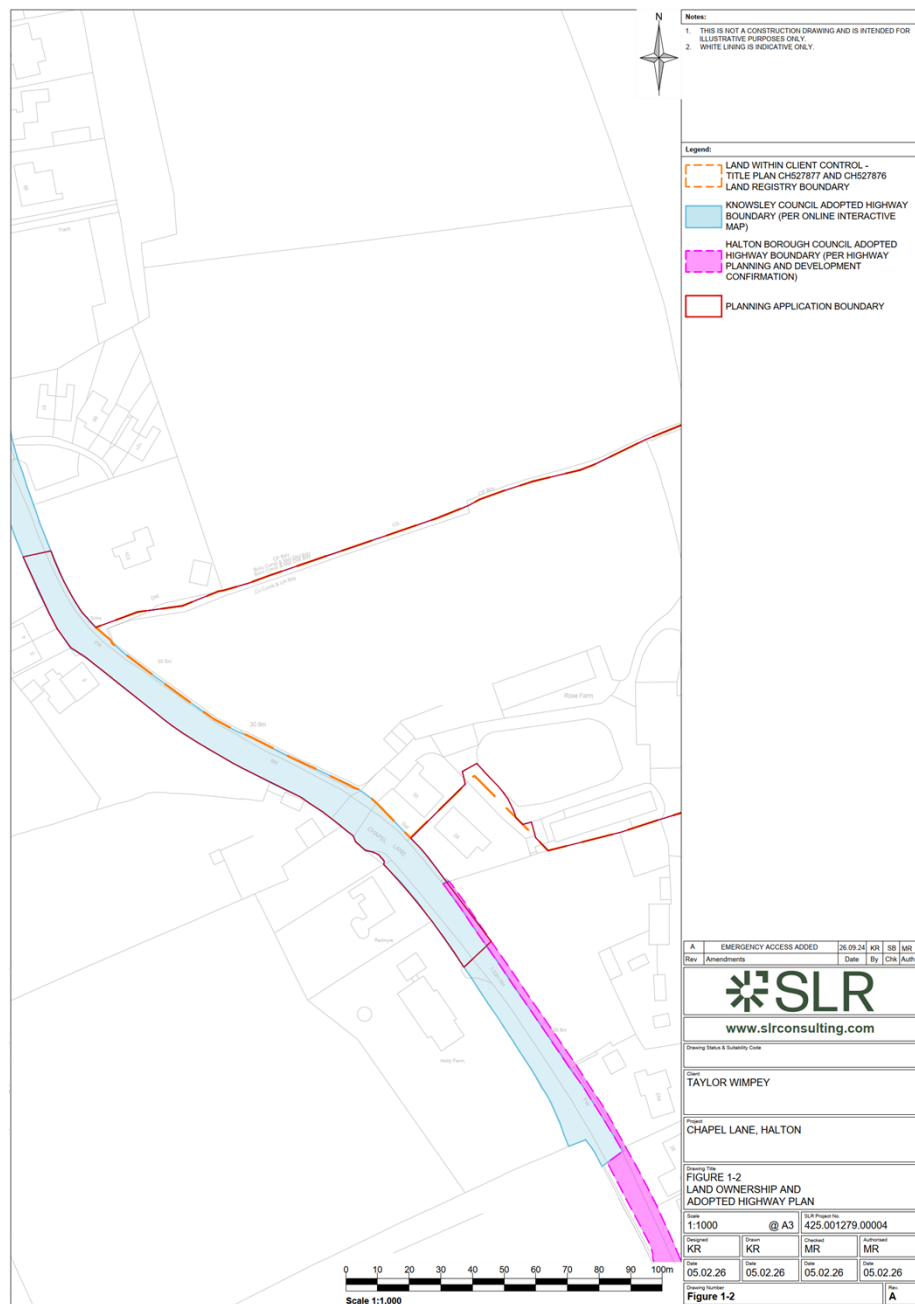


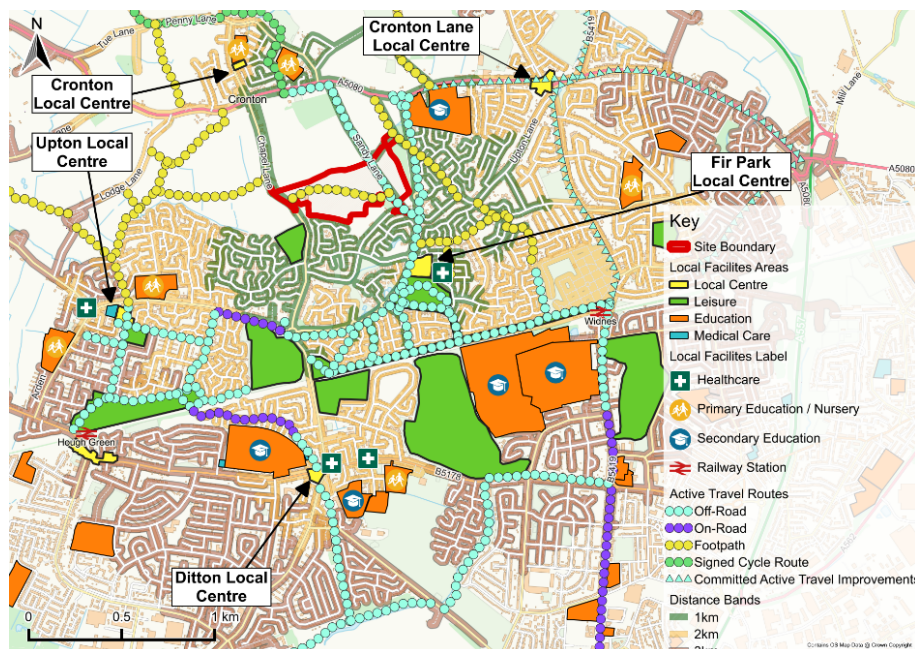
Figure 4-2 Adopted Highway Boundaries



Location

- 4.4 The Development is located adjacent to the northern boundary of Widnes and approximately three and a half kilometres northwest of Widnes town centre.
- 4.5 The eastern boundary of The Development is defined by an area of woodland that separates The Development from Queensbury Way. The Development includes Sandy Lane that bisects The Development and extends west to Chapel Lane.
- 4.6 Surrounding The Development are the residential areas of Upton, Upton Rocks, Parklands and Hough Green. The location of The Development is included in **Figure 4-3**.
- 4.7 **Figure 4-3** shows the amenities that exist within the area local to The Development. This includes local centres, leisure offerings, education, healthcare and employment opportunities. It shows existing active travel routes. It includes the proposed active travel route upgrades as part of Halton Borough Council's Halton Active Travel Cycle Route Enhancement scheme and the active travel improvements that will be delivered as part of the SRL7 (in Halton's Delivery and Allocations Local Plan) committed developments.
- 4.8 Distance bands are included illustrating distances of 1km, 2km and 3km from the edges of The Development.

Figure 4-3 Existing Accessibility and Connectivity Plan



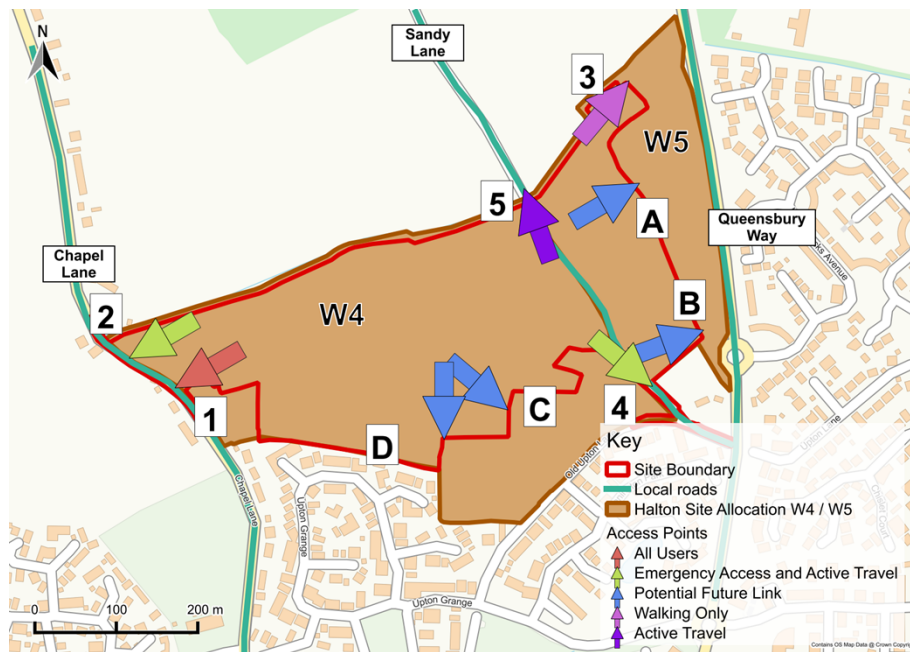
Access

- 4.9 There are five proposed access points to The Development as indicated in **Figure 4-4**. They all cater for walking, wheeling and cycling except for access No. 3 which can only be used by walkers.
- 4.10 There is one access that can be used day to day by vehicles (No.1).



- 4.11 There are three accesses which in normal circumstances are walking, wheeling and cycling only accesses, but in emergency situations two of them can also be used by emergency vehicles (No. 2, and 5).
- 4.12 The Development provides the opportunity to link to neighbouring parts of the Allocation in four places (A, B, C and D).

Figure 4-4 Access Locations



- 4.13 The 1km, 2km and 3km distance bands from the respective accesses are at **Figure 4-5**.



Figure 4-5 Indicative 1km, 2km & 3km distance bands from the edge of The Development

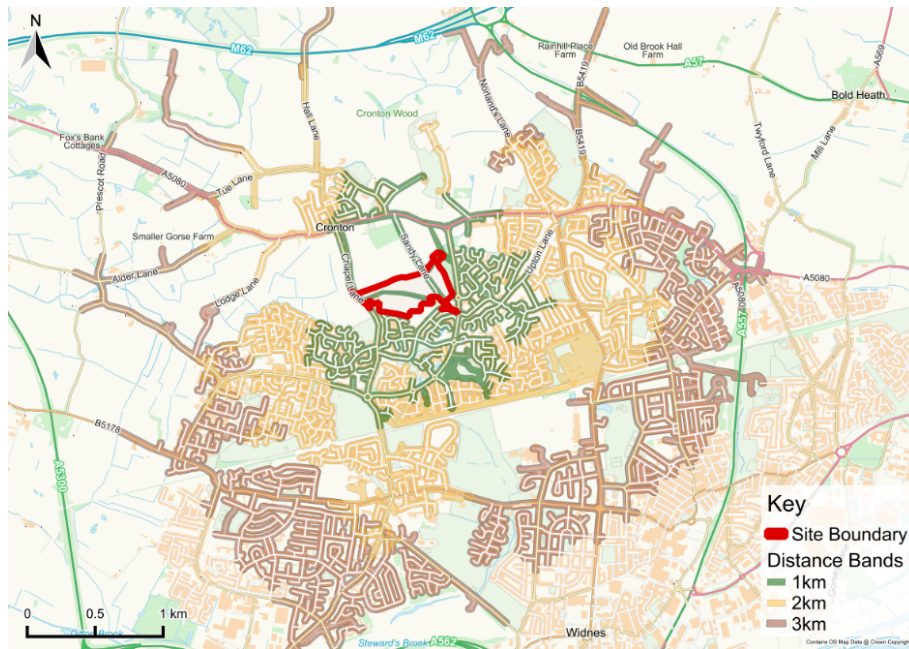


Figure 4-6 Proposed Accessibility and Connectivity Improvements



- 4.15 The proposed improvements include a coordinated package of off-site highway and active travel measures focused on Chapel Lane, Prescott Road, Queensbury Way, Cronton Road and Sandy Lane. This includes:
- New signalised pedestrian crossing on Queensbury Way
 - New signalised toucan crossing on Queensbury Way
 - New signalised pedestrian crossing on Cronton Road
 - Upgrades to Sandy Lane through enhanced signage, lining and barrier treatments to support pedestrian and cycle use
 - extended traffic-calming scheme on Chapel Lane incorporating build-outs, chicanes, speed-management features and carriageway markings
- 4.16 There are four Primary Schools, five Nurseries (of which two are linked to Primary Schools), three Secondary Schools and one Sixth Form College within easy and attractive walking, wheeling and cycling reach of The Development.

Public Transport

- 4.17 Local bus services are within easy reach of The Development including the 7 and 26(a). Route 7 links Liverpool and Warrington via Widnes town centre and route 26A is a circular route serving Widnes, Hough Green and Cronton.
- 4.18 Two railway stations Widnes Station and Hough Green Station are within easy reach of The Development by good walk, wheel and cycle routes. These two stations are on the



Liverpool–Manchester line, typically providing two trains per hour in each direction; eastbound to Warrington Central and Manchester, and westbound to Liverpool Lime Street.

- 4.19 The local bus network characteristics are in **Figure 4-7**. The rail network, accessed from Hough Green Railway Station or Widnes Railway Station, is illustrated in **Figure 4-8**.

Figure 4-7 Bus Network

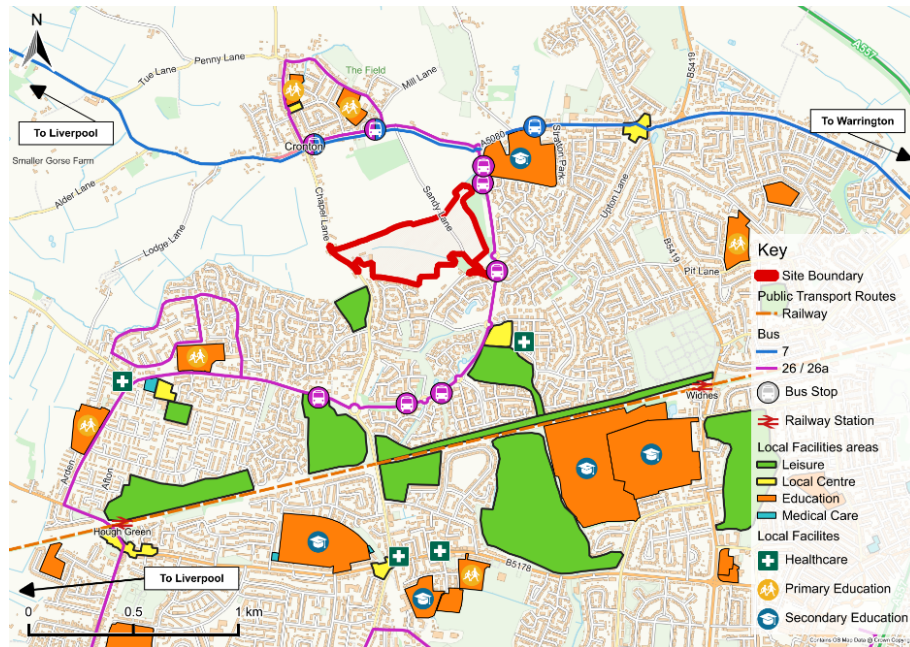
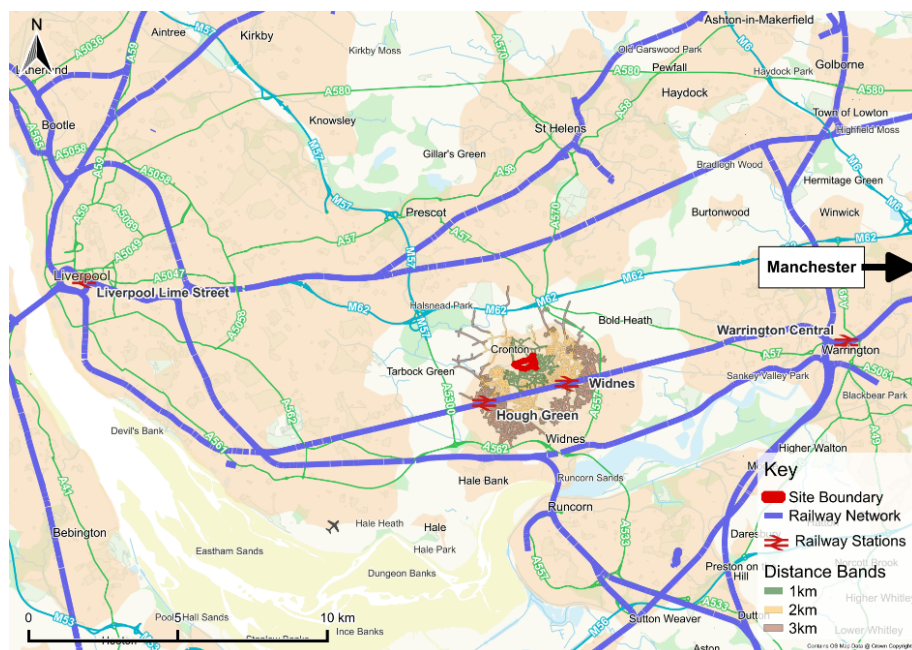


Figure 4-8 Rail Network



Traffic Speeds

- 4.20 Traffic speeds on Chapel Lane, measured at the proposed all modes site access (No.1 on **Figure 4-4**), are set out in **Table 3.7** and **Table 3.8** of the TA. This survey was undertaken from Wednesday 11th May 2022 to Tuesday 17th May 2022 inclusive and was used to inform the highway design.

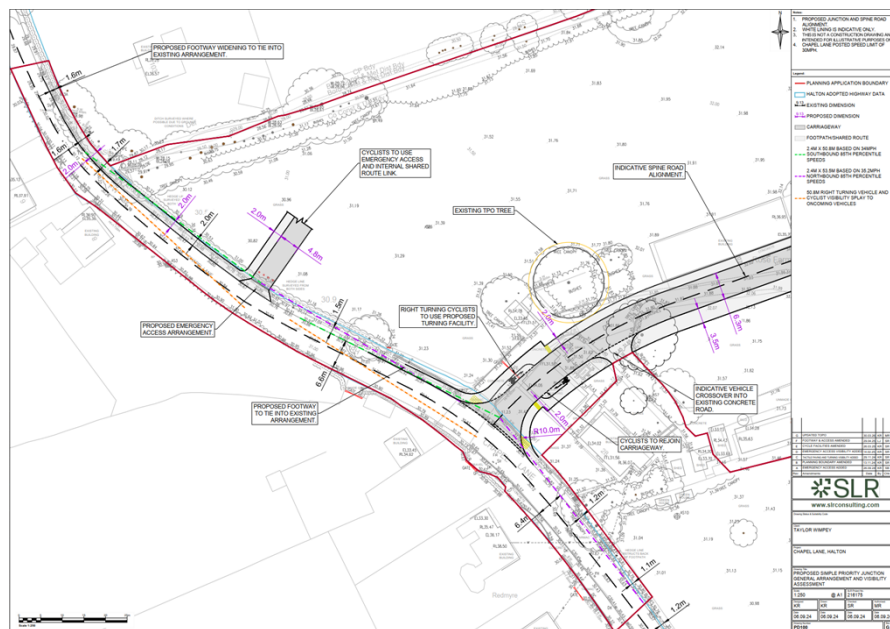
Chapel Lane Junction Design

- 4.21 The proposed Chapel Lane priority junction and associated emergency vehicle access have been developed in collaboration with officers from HBC and KC.
- 4.22 The resulting junction arrangements, which form part of The Development proposal, are illustrated on SLR Drawing 216175_PD100 Rev G. The design for the two junctions on Chapel Lane, one of which is an all modes access, and the other which is an access by walking, wheeling and cycling, with emergency vehicle access in emergencies, are shown in **Figure 4-9**.
- 4.23 Drawing 216175_PD100 Rev G shows the visibility splays that industry guidance at Manual for Streets 2 recommends for junctions of this type on the basis of the measured speeds. The achievable visibility splays significantly exceed these. From the vehicle site access, they are exceeded by 63m to the north and 118 metres to the south.
- 4.24 Previous iterations of the access arrangement on Chapel Lane had been the subject of a Stage 1 Road Safety Audit. The Road Safety Audit (RSA) included in the Transport Assessment Addendum (December 2024) considered drawing 216175_PD100 Rev A. Three problems were identified, none of them were significant and they were all addressed in the Designer's Response Note.



- 4.25 The final version of the access junction designs on Chapel Lane have taken into account the comments in the RSA and further comments from HBC and KC.

Figure 4-9 Chapel Lane Access Arrangements

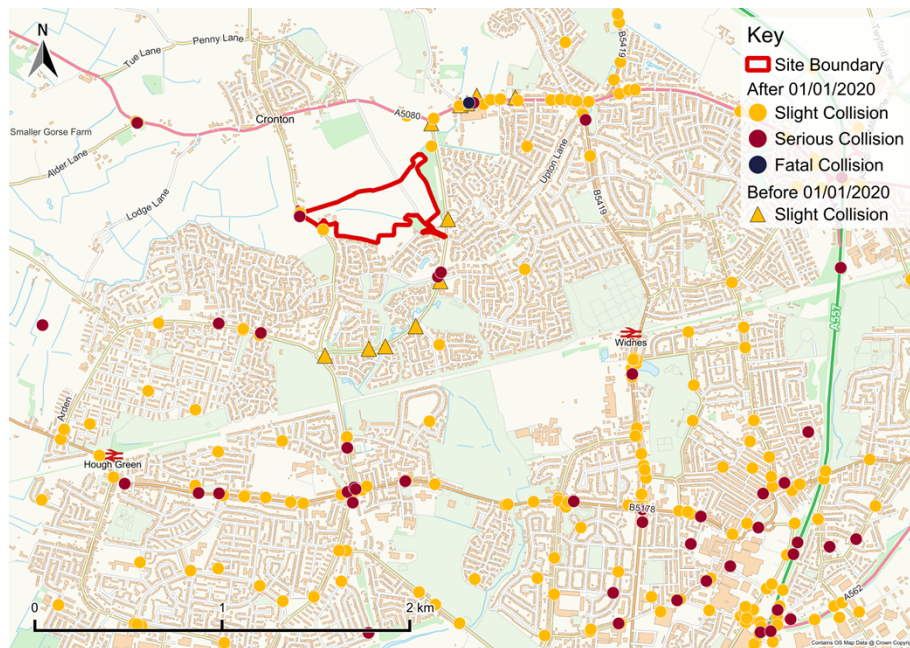


Local Area Collision Record

- 4.26 The latest available five-year collision record for the local area is in **Figure 4-10**.

Figure 4-10 Collision Data 2017-2024





- 4.27 The collision record and the safety characteristics of Chapel Lane are typical and there are no clusters or trends to suggest a cause for concern.
- 4.28 There have been no significant changes in safety characteristics between that assessed at the time of the TA, TAA and by the Road Safety Auditor, and now.

Traffic Calming

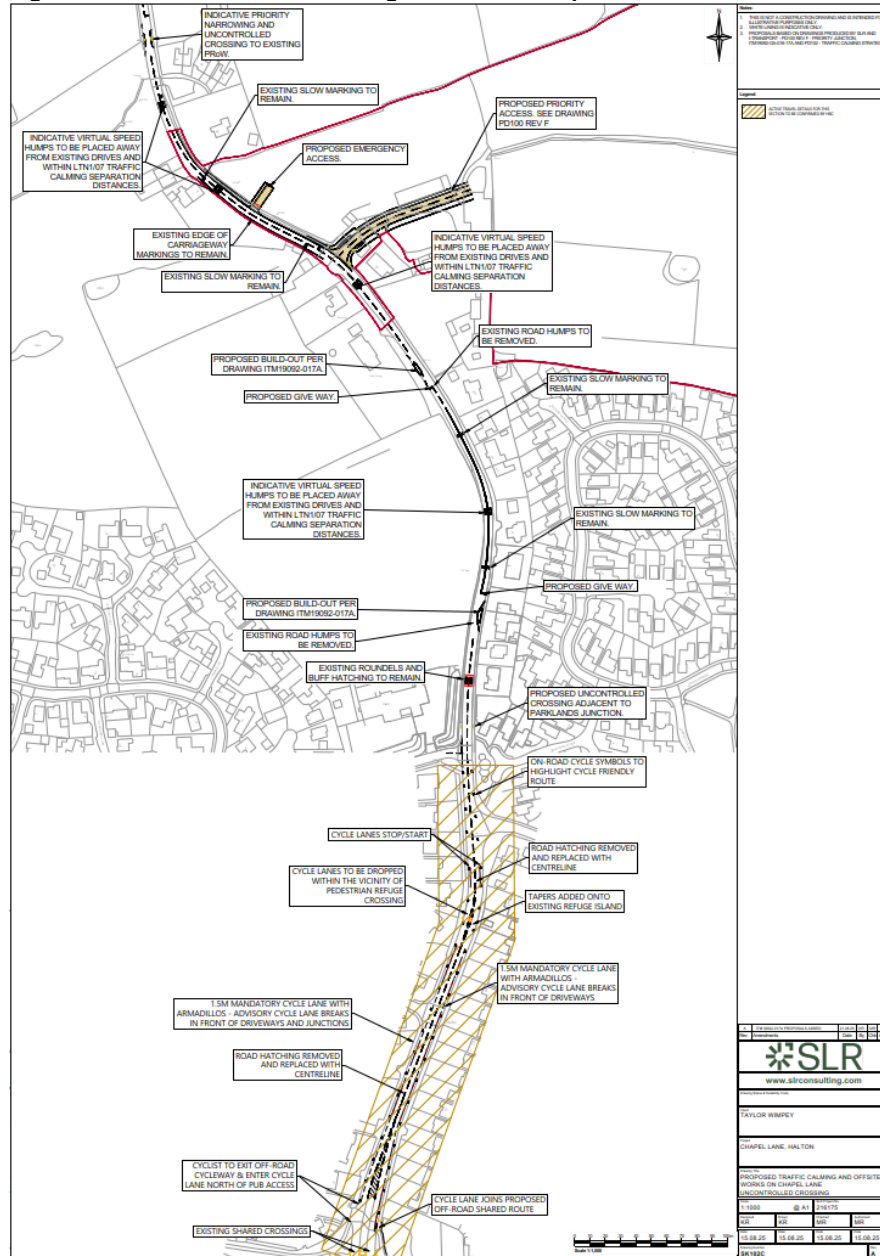
- 4.29 KC has requested that The Development include provision for traffic calming of Chapel Lane. As part of the provision of measures to improve the sustainability and amenity of the local area TW has been happy to comply.
- 4.30 The indicative traffic calming scheme agreed by Halton Borough Council and Knowsley Council is illustrated in Figure 5.1 included in Appendix 2.
- 4.31 Final design for the traffic calming will be the subject of investigation, public consultation and decision by Knowsley Council, and implemented by The Development. When implemented the effect will be to reduce average speeds and reduce the number of vehicles travelling at high speed.



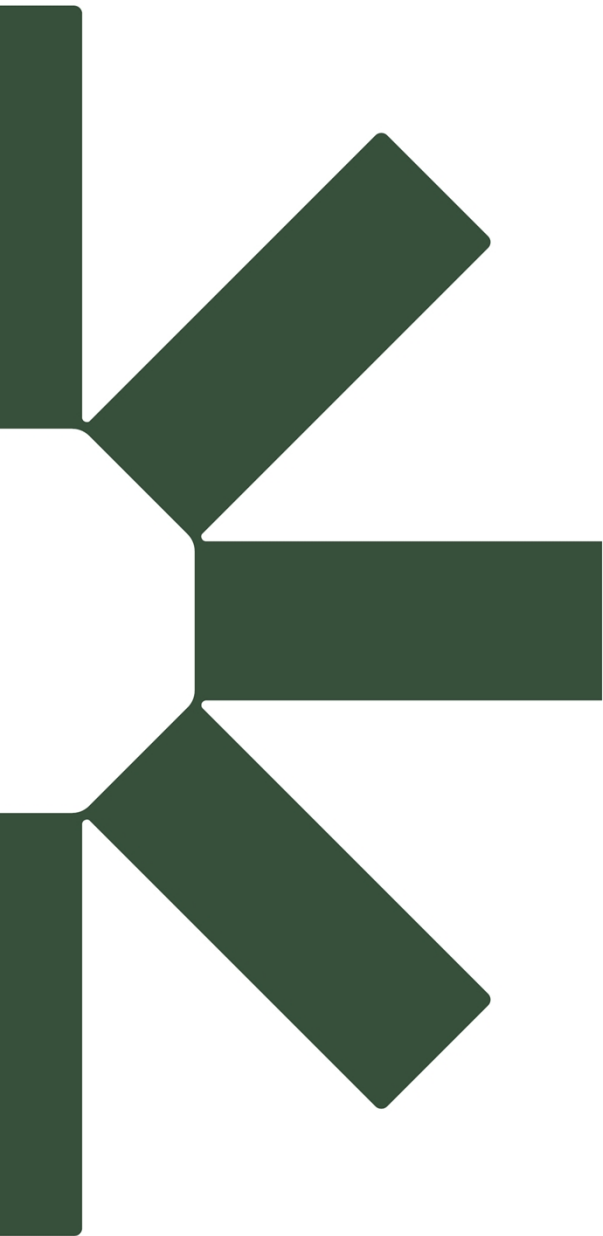
5.0 Appendix 2

5.1 This appendix includes a plan of the Indicative Traffic Calming Scheme

Figure 5-1: Indicative Traffic Calming Scheme on Chapel Lane







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