



Chapel Lane, Widnes

Transport Statement of Common Ground with Knowsley Council

Taylor Wimpey UK Limited

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Table of Contents

1.0	Introduction	1
2.0	Agreement	2
3.0	Disagreements	6
4.0	Appendix 1.....	7
5.0	Appendix 2.....	14

Figures in Text

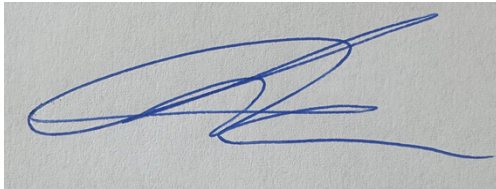
Figure 2-1	Location of ATC Surveys	3
Figure 4-1	Highway Authority Boundaries.....	7
Figure 4-2	Adopted Highway Boundaries	8
Figure 4-3	Access Locations	9
Figure 4-4	Bus Network	10
Figure 4-5	Rail Network	11
Figure 4-6	Chapel Lane Access Arrangements	12
Figure 4-7	Collision Data 2017-2024	13
Figure 5-1	Indicative Traffic Calming Scheme on Chapel Lane.....	14



Signatures

The Transport Statement of Common Ground has been prepared jointly between the Appellant and Knowsley Council.

Signed on behalf of the Appellant



Mr Mike Axon

Global Director of Transport SLR Consulting Limited

12/08/2026

Signed on behalf of Knowsley Council



Jon Robinson

Head of Highways and Capital Delivery

13/08/2026



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 are agreed between the Parties.
- 1.3 Section 3 sets out the statements or issues where there is disagreement.



2.0 Agreement

- 2.1 The site is in a sustainable location (see **Appendix 1**).
- 2.2 A number 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 local area also provides opportunities to access local services, facilities 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.
- 2.7 The TA and TAA concluded that the development would not give rise to any unacceptable impacts including safety.
- 2.8 All highways assessed within Knowsley and Halton are forecast to operate 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 Chapel Lane has a speed limit of 30mph, however, speed survey data collected by the appellant and Knowsley Council demonstrates that the 85th percentile speed exceeds this. **Table 2-1** provides details of existing speed limits, the 85th percentile speeds recorded from various surveys and the corresponding visibility splays in accordance with Manual for Streets (MfS). **Figure 2-1** indicates the location of the speed surveys in relation to the proposed site access.

Table 2-1 Survey speeds and MfS Horizontal visibility

Description	Direction	Speed (mph)	MfS Visibility (m)	
			to the north	to the south
Signed Speed Limit for Chapel Lane		30	43.0	43.0
TA Survey (May 2022)	Northbound	35.2 (85th %ile)	n/a	53.5
	Southbound	34.0 (85th %ile)	50.8	n/a
	Northbound	35.2 (85th %ile)	n/a	54.1
	Southbound	34.0 (85th %ile)	51.4	n/a
KC Survey Site 2 Week 1 (June 2025)	Northbound	37.4 (85th %ile)		
	Southbound	38.0 (85th %ile)		
KC Survey Site 2 Week 2 (June 2025)	Northbound	37.0 (85th %ile)		
	Southbound	37.9 (85th %ile)		
KC Survey Site 2 Average (June 2025)	Northbound	37.2 (85th %ile)	n/a	58.7



Description	Direction	Speed (mph)	MfS Visibility (m)	
			to the north	to the south
2025)	Southbound	38.0 (85th %ile)	60.6	n/a
TW Survey (Mar 2026)	Northbound	34.6 (85th %ile)	n/a	52.7
	Southbound	33.3 (85th %ile)	49.9	n/a
MfS (Table 7.1)		37	59.0	59.0
Achievable Splay for proposed junction			87.8	131.5

Figure 2-1 Location of ATC Surveys



- 2.11 The actual visibility splay used for design purposes has been calculated from the 85thile speed of traffic on Chapel Lane (TA May 2023) in both directions. The required visibility splays to the south of 53.5m and 50.8m to the north can be achieved. When considering the Knowsley Council 85thile speeds averaged across the two surveyed weeks, the corresponding visibility splays are 60.6m to the north and 58.7m to the south.
- 2.12 The provision of a scheme of traffic calming measures was agreed in principle with the Council to reduce vehicle speeds and 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. The indicative traffic calming scheme is included in **Appendix 2 but is not agreed between the parties (see later in this SoCG).**



- 2.13 There were no objections (subject to appropriate commitments) from the local highway authorities (Halton BC or Knowsley BC) or from National Highways during consideration of the application.
- 2.14 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."*
- 2.15 National Highways has confirmed that the development would not give rise to any detrimental impacts on the strategic highway network.
- 2.16 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).*
 - *The Council's speed survey recorded 85th-percentile speeds of 38.0 mph northbound and 37.4 mph southbound¹. These findings support the assessment figures proposed by the applicant showing that a significant proportion of vehicles exceed the 30 mph speed limit on Chapel Lane.*
 - *Given the actual speeds on Chapel Lane the, the visibility splays proposed for the new access will only be acceptable if the speed of vehicles using Chapel Lane in the vicinity of the site access is reduced to 30mph.*
 - *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).*
 - *Measured visibility splays of 2.4 m × 52 m (northbound) and 2.4 m × 54 m (southbound) have been demonstrated for the site access. If traffic-calming measures are implemented, recorded 85th-percentile speeds should reduce towards the 30 mph speed limit on Chapel Lane. On that basis the demonstrated visibility splays for the proposed site access are greater than the theoretical requirement under Manual for Streets 2 (2.4m x 45m) and are therefore acceptable for the proposed access and would not have an unacceptable impact on highway safety*
 - *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*

¹ Note that the directions of the speed surveys were incorrectly transposed in the Committee report. The quoted northbound speed is a southbound speed and vice versa. The correct directions and speeds are in Table 2-1.



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)

- 2.17 As set out in the Planning Statement of Common Ground, it is Knowsley Council's intention 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 the local planning authority in consultation with the local highway authority. It is the Appellant's view that the traffic calming improvement measures, together with other off-site improvements, should be delivered via a financial contribution secured through a legal agreement. Planning and highway officers are satisfied in principle that appropriate calming measures should reduce average speeds and the incidence of high speeds along Chapel Lane. All of the off-site highway improvements can be delivered and are within the limits of the adopted highway.
- 2.18 While the final details of the traffic calming 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. 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**). This is deliverable within the limits of the adopted highway.



3.0 Disagreements

- 3.1 Whilst the Appellant agrees that the 'indicative traffic calming scheme' that was submitted with the application will assist in reducing vehicle speeds on Chapel Lane and improve the environment for pedestrians and cyclists, the Appellant does not agree that traffic calming is necessary to make the existing and proposed situation acceptable in respect of highway safety.
- 3.2 Knowsley Council believes that the proposed development would have an unacceptable impact on highway safety as set out in its statement of case.
- 3.3 As set out in the Planning SoCG, Knowsley Council believes that if the Planning Inspector decides that planning permission should be granted, a traffic calming scheme and other highway mitigation works should be secured via planning condition. TW disagrees and states that this should be a planning obligation.
- 3.4 TW says that the achievable visibility splay to the north from the new junction on Chapel Lane is 87.8m and 131.5m, to the south. KC says that it has not assessed this and that it is not appropriate for it to assess this because this was not reported in the Application.
- 3.5 KC states that the traffic calming scheme remains an indicative scheme and has not been assessed as to whether the measures would reduce vehicle speeds to the posted limit. For the avoidance of doubt KC states that Knowsley Council's Highway Officers have not stated that the indicative scheme is acceptable and have advised that any traffic calming scheme would be subject to further negotiation. TW does not agree that it is necessary for vehicle speeds to be reduced to the posted limit.



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

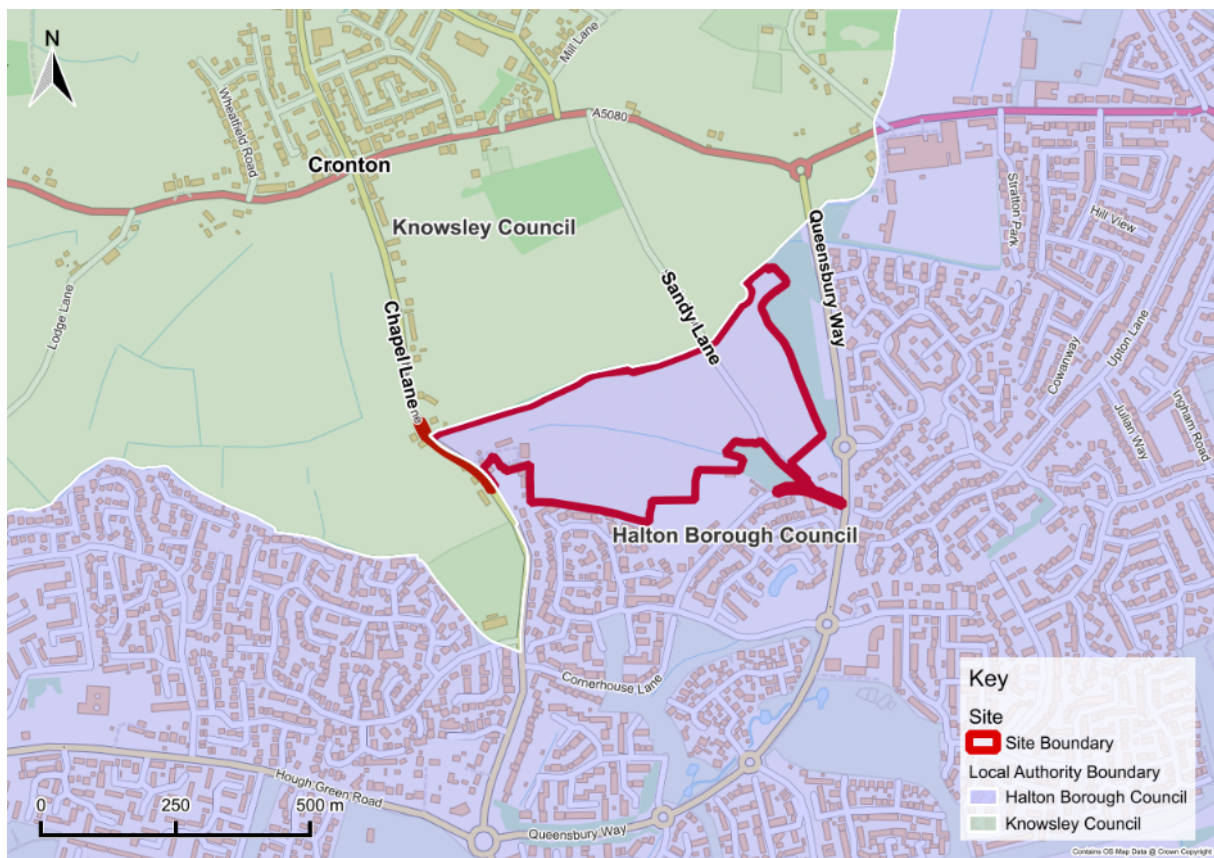
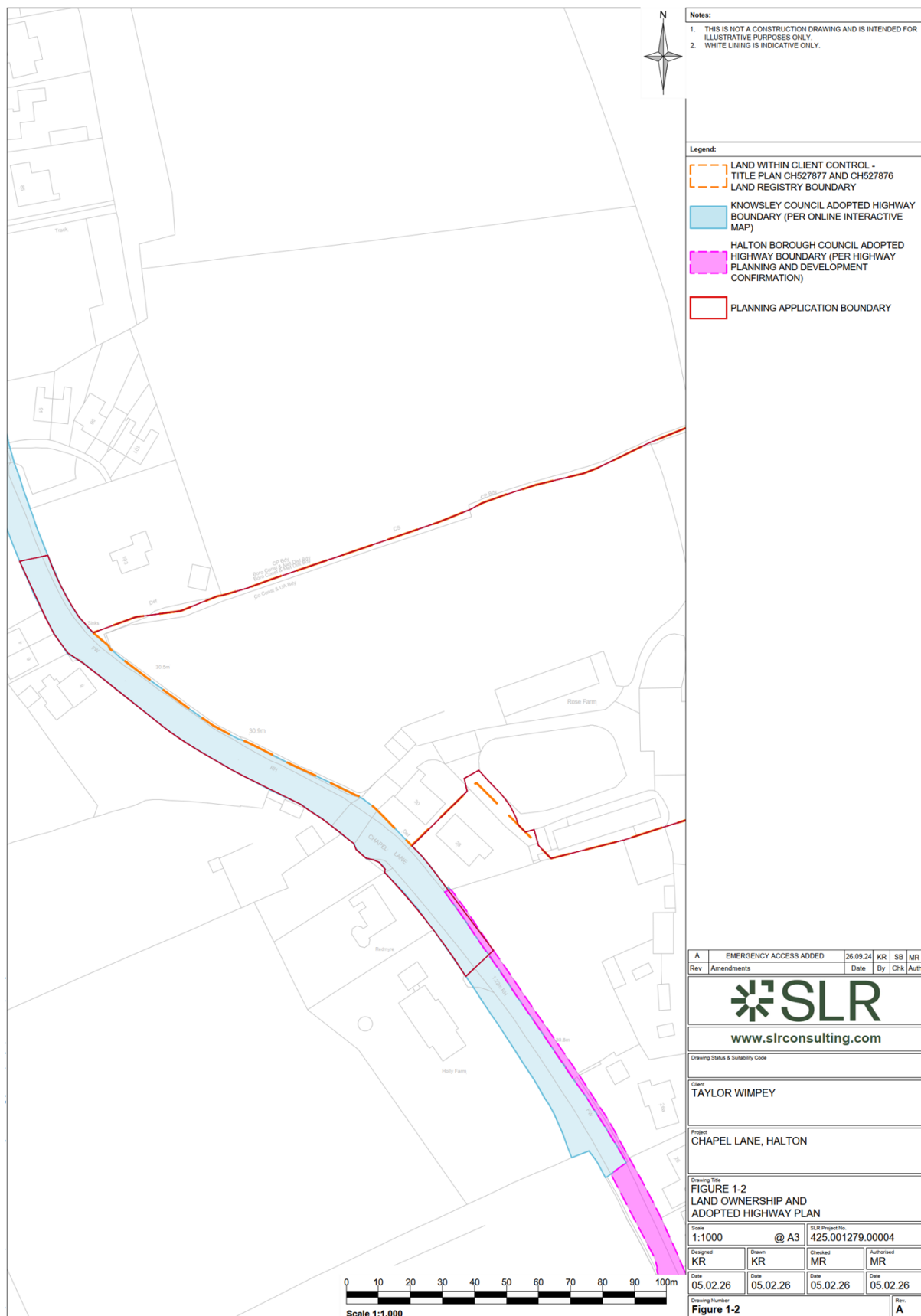


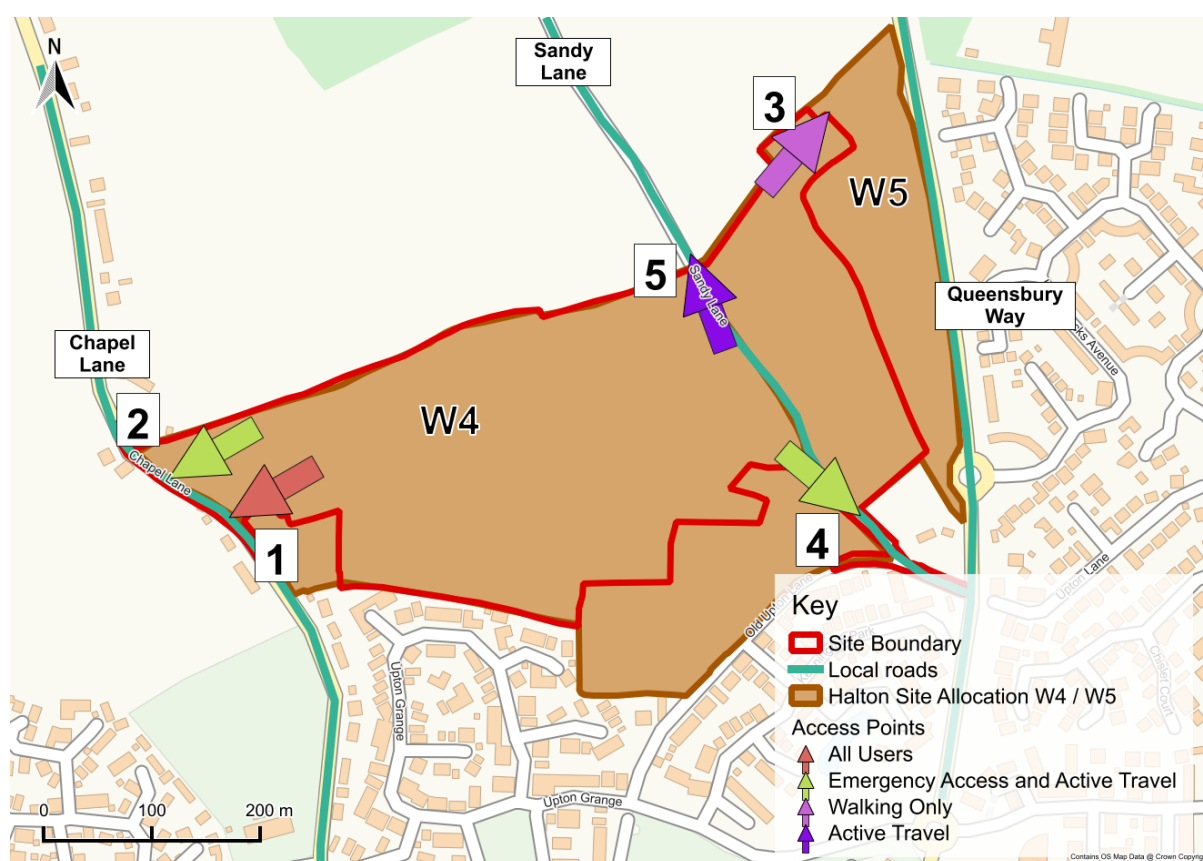
Figure 4-2 Adopted Highway Boundaries



Access

- 4.4 There are five proposed access points to The Development as indicated in **Figure 4-3**. They all cater for walking, wheeling and cycling except for access No. 3 which can only be used by walkers.
- 4.5 There is one access that can be used day to day by vehicles (No.1).
- 4.6 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 4).
- 4.7 The Development provides the opportunity to link to neighbouring parts of the Allocation in four places.

Figure 4-3 Access Locations



Accessibility Improvements

- 4.8 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

4.9 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

4.10 Local bus services are within 10 minutes walk of The Development including the 7 and 26(a). Route 7 is a half hourly service and links Liverpool and Warrington via Widnes town centre. Route 26A is a circular route serving Widnes, Hough Green and Cronton and runs hourly from Monday to Saturday.

4.11 Two railway stations Widnes Station and Hough Green Station are 27 minutes and 36 minutes walk from The Development respectively by 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.

4.12 The local bus network characteristics are in **Figure 4-4**. The rail network, accessed from Hough Green Railway Station or Widnes Railway Station, is illustrated in **Figure 4-5**.

Figure 4-4 Bus Network

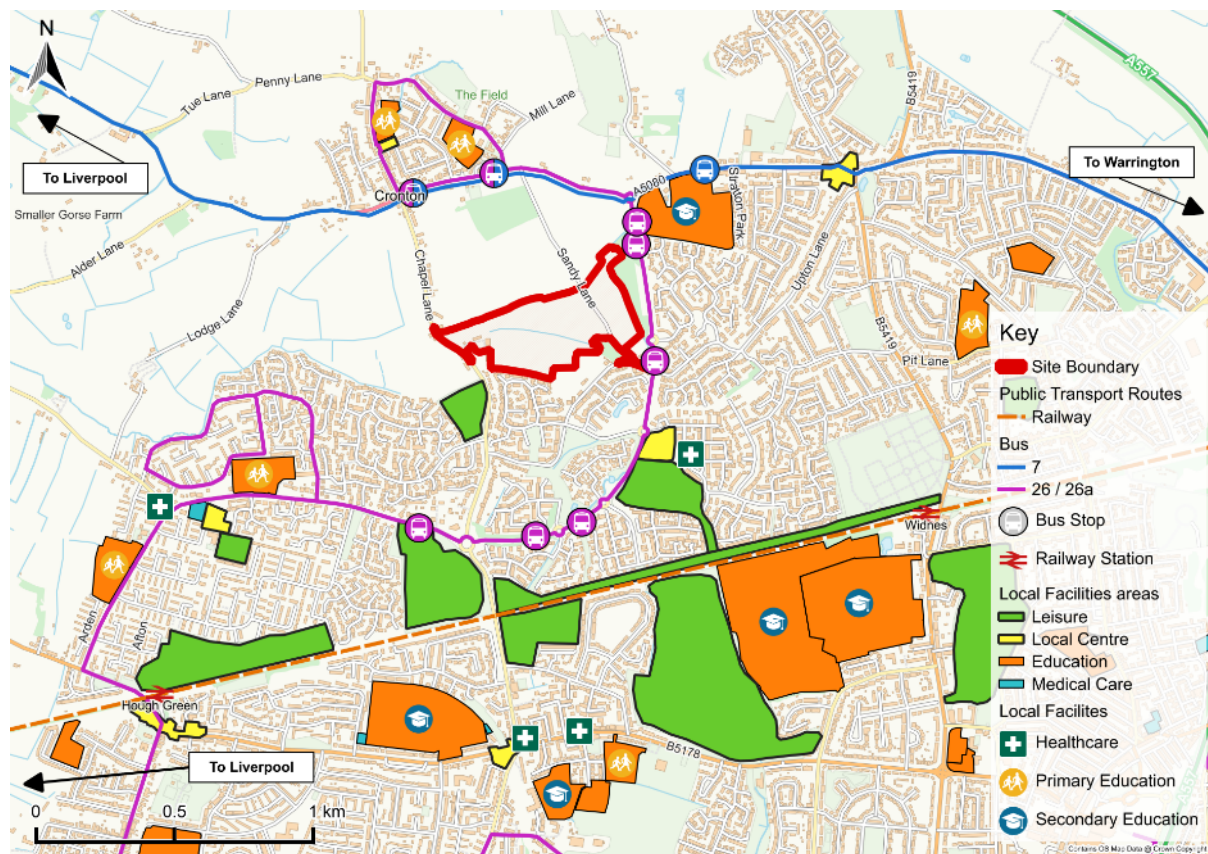
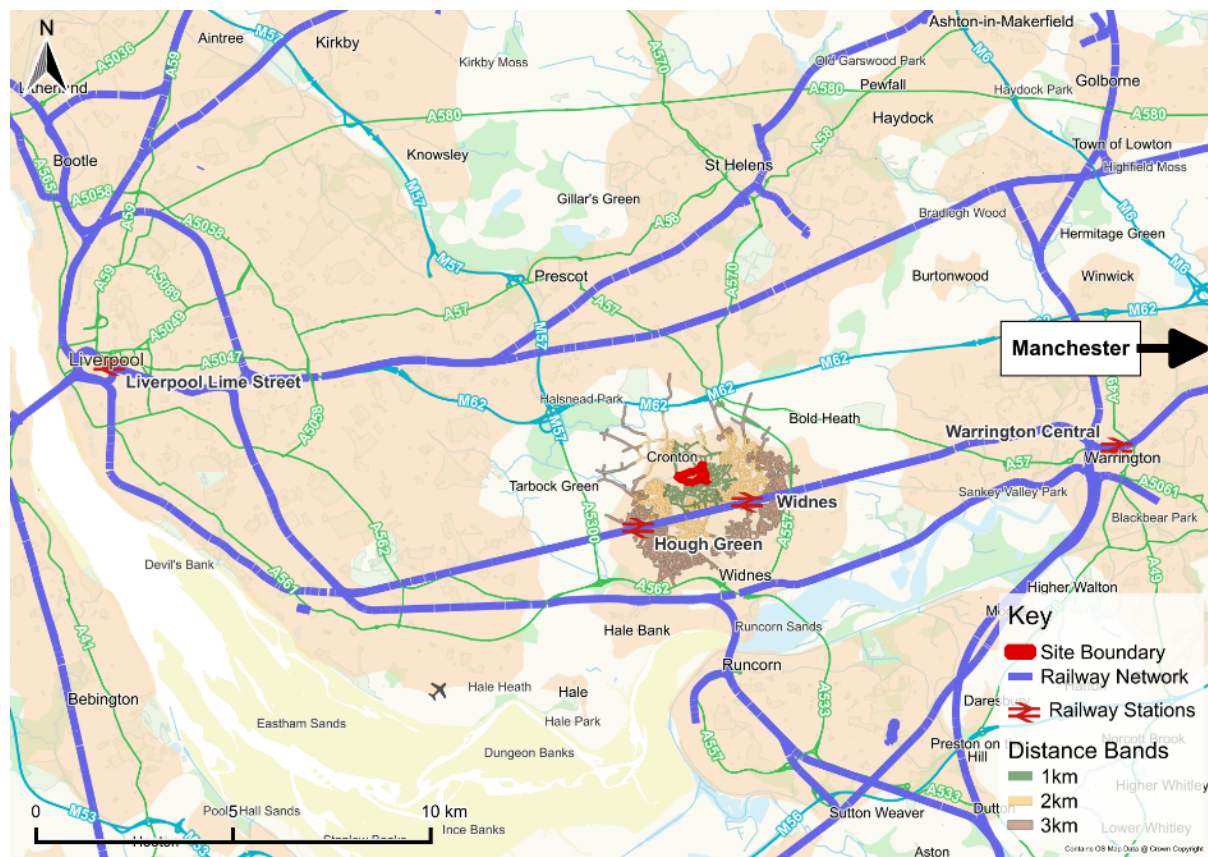


Figure 4-5 Rail Network



Chapel Lane Junction Design

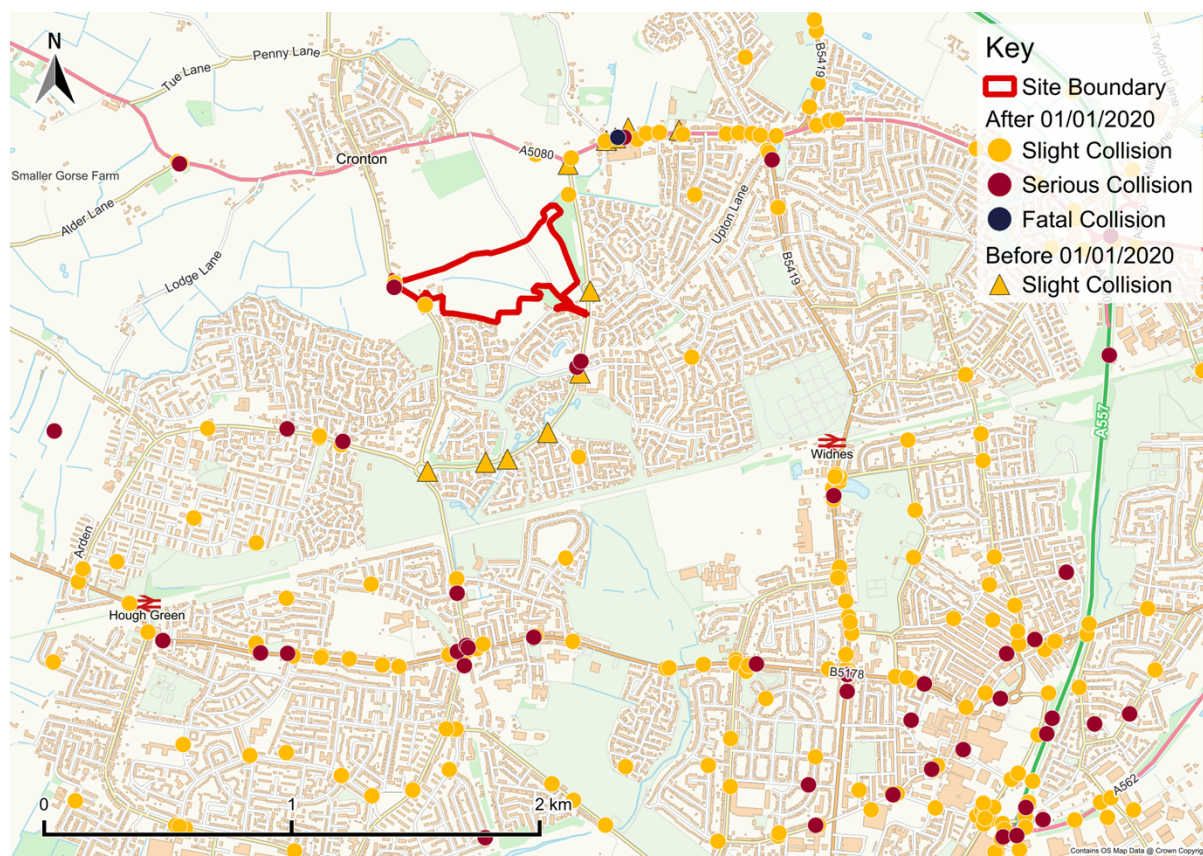
- 4.13 The proposed Chapel Lane priority junction and associated emergency vehicle access have been developed in collaboration with officers from HBC and KC.
- 4.14 The resulting junction arrangements, which form part of The Development proposal, are illustrated on SLR Drawing 216175_PD100 Rev F. The 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 4-6**.
- 4.15 Drawing 216175_PD100 Rev F 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.
- 4.16 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.



[illegible]

4.17 The latest available five-year collision record for the local area is in **Figure 4-7**.

Figure 4-7 Collision Data 2017-2024



- 4.18 Using STATS19 data (accidents where there was police involvement and does not include damage only or unreported collisions), 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.
- 4.19 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

- 4.20 KC has requested that The Development include provision for traffic calming of Chapel Lane. TW has been happy to comply.
- 4.21 The indicative traffic calming scheme submitted with the application is illustrated in **Figure 5-1** included in **Appendix 2**.
- 4.22 Final design for the traffic calming will be the subject of investigation, public consultation and decision by Knowsley Council, and implemented by The Development. If implemented the effect of a traffic calming scheme should be to reduce average speeds and reduce the number of vehicles travelling at high speed.



