

TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES)
RULES 2004
NETWORK RAIL (HUDDERSFIELD TO WESTTOWN
(DEWSBURY) IMPROVEMENTS) ORDER

TRAFFIC AND TRANSPORTATION
SUMMARY PROOF OF EVIDENCE

Graham Foulkes

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The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order 5 October 2021

Summary Proof of Evidence – Traffic and Transportation

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1. INTRODUCTION

- 1.1.1 My name is Graham Foulkes, a Managing Consultant in Transportation with Atkins. I am a Chartered Transport Planner being a full member of the Chartered Institute of Logistics and Transport since 1995. I graduated from Oxford Brookes University in 1989 with a Bachelor of Arts (BA Hons) degree in Planning Studies and from the University of Salford in 1992 with a Master's Degree (MSc) in Transport Engineering and Planning. I have over 30 years' experience in transport planning across the UK and Overseas.
- 1.1.2 Atkins has been involved in the development of the traffic and transport aspects of the Order since 2018, developing and refining the strategic traffic model and writing the necessary chapters of the Environmental Statement.

2. STRUCTURE OF THE SUMMARY PROOF OF EVIDENCE

2.1.1 This summary evidence considers the following:

- a. The adequacy of the Environmental Statement for traffic and transport;
- b. The impact on the highway network in terms of disruption due to temporary road closures and mitigation impacts;
- c. The impact on Public Rights of Way (PRoW);
- d. The impact on bus services; and
- e. Responses to specific objectors.

3. SCOPE OF EVIDENCE

3.1 Environmental Impact Assessment

- 3.1.1 The Scheme was subject to an Environmental Impact Assessment (EIA), as reported in the Environmental Statement (ES). The ES considers Traffic and Transport in Volume 2i, Chapter 14 (NR16A) derived from a supporting Transport Assessment (TA) in Volume 3 Appendix 14.1 (NR16B).
- 3.1.2 The TA used a strategic traffic model, revising Kirklees Council's Kirklees Traffic Model. Construction aspects such as temporary road closures, road width and lane restrictions were added alongside mitigation measures, including bus service diversions.
- 3.1.3 Temporary PRoW closures affecting pedestrian routes on footpaths, bridleways and towpaths, and cycle routes lasting more than one week were considered.
- 3.1.4 The Traffic and Transport study satisfactorily sets out measures to overcome highway network pinch points during construction, easing impacts. Measures in the ES are being included in the Order and in contemplation through Construction Traffic Management Plans (CTMPs) associated with each construction stage.

3.2 Impact on roads

- 3.2.1 The impact on roads as a result of the Order Scheme will be primarily due to diversion routes provided to mitigate the impacts of road and PRoW closures.
- 3.2.2 The assessment considered 22 construction compound sites of a scale warranting a transport assessment.
- 3.2.3 Construction proposals include temporary road closures. The traffic model considered five construction activity scenarios across the construction period, with mitigation embedded.
- 3.2.4 Construction Heavy Goods Vehicles were assigned to fixed routes. Construction staff movements were assumed to take place in the peak hours for assessment robustness.
- 3.2.5 The assessment concluded that of the critical 116 links in the study area, 107 links (on 68 roads) could be impacted during construction:
 - Driver delay, pedestrian and cyclist delay, and accidents and safety – temporary significant adverse effects on 48 links (37 roads);
 - Pedestrian and cyclist amenity – temporary significant adverse effects on 28 links (27 roads);

- Fear and intimidation – temporary significant adverse effects on 47 links (37 roads); and
 - Severance – temporary significant adverse effects on 67 links (42 roads).
- 3.2.6 The likely durations of the temporary activities vary between 1 and 28 months.
- 3.2.7 Mitigation measures are embedded into the Scheme design and the traffic model. Refinement of these measures will follow in CTMPs for each construction stage, to be developed with Kirklees Council and submitted for their agreement pursuant to Condition 6 of the DPP prior to any work proceeding.
- 3.2.8 The CTMPs will include details on construction traffic routes and their management, volumes by vehicle type, timing windows, staff movements and signage. For this Scheme, the development of CTMPs will also include measures to reduce impacts of temporary traffic management arrangements, comprising:
- Diversion routes during temporary road closures; discussions are ongoing with Kirklees Council for their appropriateness;
 - Planning works' phases such that suitable alternative routes remain available;
 - Access to properties and businesses will be maintained as far as reasonably practicable;
 - A Rail Replacement Strategy to help reduce the impact of replacement bus services;
 - A Travel Plan for Construction Staff to help reduce the impacts from construction staff and rail staff promoting sustainable travel; and
 - Station Travel Plans.
- 3.2.9 In addition, a temporary platform at the Hillhouse Compound site is proposed, enabling train services to continue operating to the east during works at Huddersfield Station, minimising impacts to rail passengers.
- 3.2.10 The model has output the residual impacts of these work and their mitigation, which are acceptable at this stage.

3.3 Impact on public rights of way

- 3.3.1 There will be temporary changes to Public Rights of Way (PRoW) and cycle routes including NCNs 66 and 69, during construction. In most cases diversion routes are identified. Where PRoW are crossed by construction traffic these will be managed by temporary control installations.

- 3.3.2 Where diversion routes are always available the impact of closures should not be felt for considerable durations. Where they are available, there will be increases of up to 50 minutes for pedestrians and up to around 16 minutes for cyclists.
- 3.3.3 The ES has adequately predicted the PRow residual impacts, which are broadly acceptable at this stage, particularly given their short-term duration.

3.4 Impact on bus services

- 3.4.1 There will be temporary changes to bus routes during construction particularly in Huddersfield and Deighton. Elsewhere, bus services that remain unaltered could be affected by traffic diverting from other roads.
- 3.4.2 In Huddersfield, bus services can divert to the ring road when John William Street is closed, and to Hillhouse Lane and the A62 when Northgate is closed.
- 3.4.3 Temporary lane restrictions on Westgate and Henry Street with potential traffic signals on Westgate are planned, but no closures are planned affecting Huddersfield Bus Station.
- 3.4.4 In Deighton when part of A62 Leeds Street is closed, a diversion route is recommended, but full closure is only programmed for limited periods (weekends and overnight).
- 3.4.5 The ES has adequately predicted the bus residual impacts, which are acceptable at this stage.

3.5 Rail replacement bus services

- 3.5.1 When the railway is closed for construction, rail replacement bus services will follow similar routes and frequencies with the same station stops as already established.
- 3.5.2 The ES has adequately predicted the rail replacement bus service impacts, which are acceptable at this stage.

4. RESPONSES TO SPECIFIC OBJECTORS

4.1 General objections with CTMP responses

4.1.1 Most issues and objections are to be addressed in the CTMPs, specifically:

- OBJ 33 - Kirklees Council – no objections but concerns about the impact on the PRoW and additional journey times;
- OBJ 40 - West Yorkshire Combined Authority – impact on bus services;
- OBJ 35 - Canal and River Trust – abnormal loads and routeing; and
- OBJ 19-21 - Newlay Concrete – impact on business.

4.2 Other objections

4.2.1 Kinder Properties (OBJ 15) and Domino's Pizza (OBJ 16), Castlegate Retail Park occupants, have objected regarding the retail car park access along the one-way Green Street during John Williams Street's closure. A proposal to mitigate this issue by temporarily allowing two-way movements on Green Street has been issued to Kirklees Council.

4.2.2 HD1 Developments (OBJ 23) objection regards the loss of parking on Fitzwilliam Street for five years, with no alternatives considered by Network Rail. Network Rail consider that any parking displaced can use other public car parks within the vicinity of the station.

4.3 Statement of Matters

4.3.1 Item 4 of the Statement of Matters requests that consideration be made of the impacts on walking, cycling, Huddersfield Bus Station and its users during construction. These matters will be addressed with the Council as the planning and highway authority, and in a Working Group to discuss and mitigate disruption with the Council and the Combined Authority.

5. WITNESS DECLARATION

5.1 Statement of declaration

- 5.1.1 My proof of evidence includes my declaration as an expert witness which also applies to my summary of my evidence