

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

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**REBUTTAL PROOF**  
**RELATING TO PROOF OF EVIDENCE KIRKLEES COUNCIL**  
**(OBJ/33)**

*Chris Williams – Highways*

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**The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order 19 October 2021**

*NR/PoE/REB/CW/11 Highways Rebuttal*

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## **1. INTRODUCTION**

### **1.1 Introduction**

- 1.1.1 The following provides Network Rail's response to the Proof of Evidence of Dominic Wing (OBJ33/DW/1) on Highway Design on behalf of Kirklees Council (the Council).

### **1.2 Structure of rebuttal**

- 1.2.1 The matters covered in this rebuttal are as follows:

- B6118 Colne Bridge Road
- Station Road, Mirfield
- Calder Road

## **2. NETWORK RAIL'S REBUTTAL OF OBJECTOR'S EVIDENCE**

### **2.1 B6118 Colne Bridge Rd. Overbridge**

2.1.1 As part of the Council's Statement of Case and conversations during August 2021, the Council suggested the provision of a shared footway over the proposed highway overbridge, limiting its provision to the bridge itself and the immediate approaches. My Proof of Evidence considered this provision and whether a safe and comfortable transition for cyclists could be achieved.

2.1.2 The Council's subsequent highways proof proposes an alternative option of providing a 2m wide on-carriageway advisory cycle lane (in one-direction) in combination with reduced lane widths. This provision is different to that suggested in the Council's 'Statement of Case' and therefore this alternative provision is discussed below. Early conversations with the Council prior to the submission of the TWA Order had shown a preference for minimum 3.65m wide lanes and a 2m wide eastern footway. The following sections review the alternative proposals, including reduction in lane widths from the DMRB requirements.

### **2.2 Southbound on-carriageway advisory cycle lane**

2.2.1 The Council proposes narrowing the two carriageway lanes to 3.25m with the addition of a 2m wide advisory cycle lane in one direction and 2m wide footway. Cyclists in the opposite direction would remain on carriageway, however with the reduced carriageway width this would limit the opportunity for vehicles to overtake cyclists within the carriageway lane.

2.2.2 I proposed to further investigate opportunities based on the above and propose further discussions with the Council as the design develops.

### **2.3 Station Road, Mirfield**

2.3.1 My Proof of Evidence outlined the reasoning for the layout and provision provided. The final layout can ultimately be agreed with the Council. The provision of the high containment kerb and guard railing is not required by the station and rather was aimed at improving pedestrian amenity to the station.

2.3.2 The proposed Mirfield Station works include the provision of a new eastern entrance with step free access and the provision of a lift between the station platform and Station Road. The design locates the threshold level of the lift door above the 1 in 25 return period and by providing a high containment kerb helps raise levels to achieve this requirement.

- 2.3.3 However, the provision of a high containment kerb is not critical to achieving this and pedestrian routes within the station limits can be ramped to ensure the required lift threshold levels can still be achieved if a standard 125mm upstand kerb is provided.
- 2.3.4 The provision of the high containment kerb raised the footway levels approximately 300mm above carriageway level and helped raise footway levels above any overland surface water flooding in lower rainfall events. Its provision is not to prevent flooding and in larger rainfall events surface water flooding would still be above footway levels as illustrated by recent floods.
- 2.3.5 Removing or reducing the extents that high containment kerb is provided over will help limit the extent of guard railing provided, however we would still propose to provide a short section of guard railing in front of the station entrance to help prevent people running out of the station entrance and into the carriageway.
- 2.3.6 I propose further discussions with the Council on this as the design develops.

## **2.4 Carriageway Width**

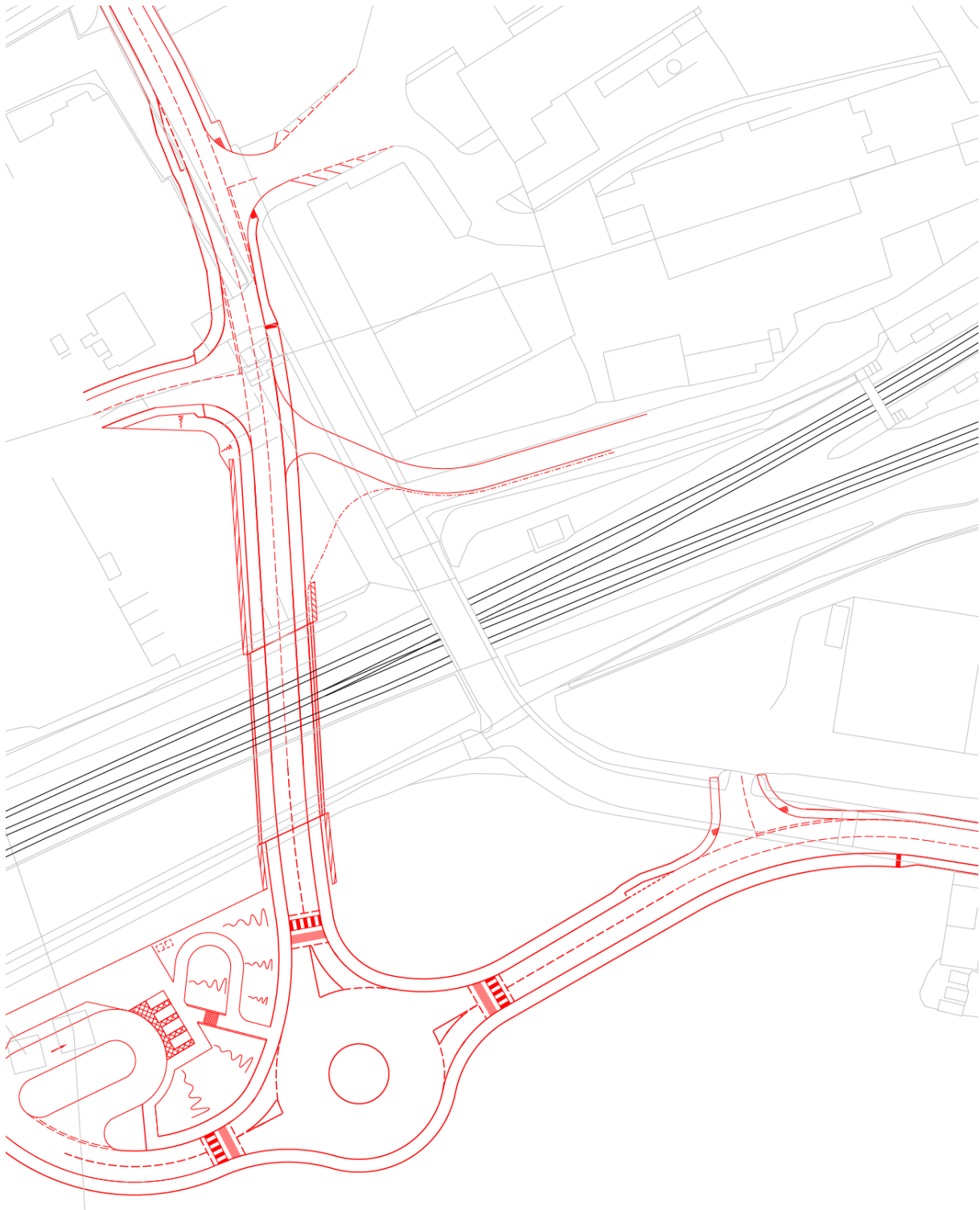
- 2.4.1 Due to vehicle headroom limits restricting vehicle movements to smaller vehicles, LTN1/20 would suggest carriageway widths being reduced to 3.0m with an absolute minimum width of 2.75m.
- 2.4.2 The reduced lanes widths proposed were to enable the footway width to be maximised in front of the station entrance and to help maximise public amenity in this area. Through further engagement with the Council, I will look to explore final carriageway lane widths, including the potential provision of a short build-out in the vicinity of the station entrance, reducing the carriageway width to a single lane.

## **2.5 Calder Road. New Overbridge & Calder River Bridge**

- 2.5.1 The Calder Road realignment as submitted as part of the TWA Order has been designed in accordance with the Design Manual for Roads and Bridges (DMRB), including the provision of the roundabout, highway geometry and visibility requirements.
- 2.5.2 Following recent discussions with the Council and as included in its Proof of Evidence, it has now been suggested that at this location, the highway should be designed in accordance with the Kirklees Highway Design Guide and Manual for Streets (MfS), rather than DMRB. Further discussions in relation to this are required with the Council to fully understand its position with respect to the standards.

- 2.5.3 The Council's submission also questions the suitability of a normal roundabout in this location and its suitability for cycling and pedestrian connectivity. The roundabout is provided as it enables arms to be tied into the station forecourt, Calder Road and Ravensthorpe Road. Recognising the requirements of LTN 1/20 and Manual for Streets guidance, these documents do not rule out the provision of a roundabout, however, recommend that the provision of a compact roundabout or dedicated cycling provision should be considered.
- 2.5.4 Work is ongoing to review the provision for cycling at the roundabout and this will be discussed in ongoing engagement with the Council. Acknowledging the Council's previous comments and as referenced in my Proof of Evidence, it is proposed to incorporate cycle provision into the design in the form of a shared provision with crossing facilities on each roundabout arm as illustrated in Figure 2.4.1. The extents of shared facilities provided to the north of the railway corridor on Calder Road will need to be agreed to minimise the need for any additional land acquisition from adjacent third-party properties.

**Figure 2.4.1: Indicative shared cycling / footway provision**





### **3. WITNESS DECLARATION**

#### **3.1 Statement of declaration**

3.1.1 Each named witness hereby declares as follows:

- (i) This proof of evidence includes all facts which I regard as being relevant to the opinions that I have expressed and that the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.
- (ii) I believe the facts that I have stated in this proof of evidence are true and that the opinions expressed are correct.
- (iii) I understand my duty to the Inquiry to help it with matters within my expertise and I have complied with that duty.

19 October 2021