

The Network Rail (East West Rail Bicester to Bedford Improvements) Order

Transport and Works Act 1992

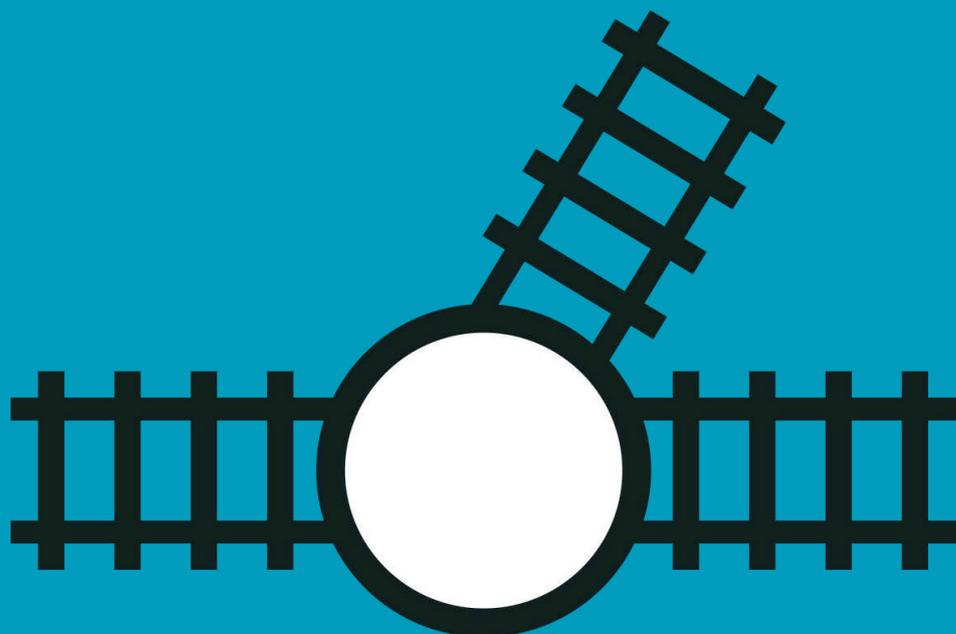
The Transport and Works
(Inquiries Procedure) Rules 2004

Summary of

Proof of Evidence of Tim Colles

Traffic

NR134



Summary of Proof

1.1 Introduction

- 1.1.1 My name is Tim Colles. I am a Senior Managing Consultant with Atkins Limited. My firm was retained by Network Rail as part of the East West Rail Alliance to prepare the Traffic and Transport Section of the Environmental Statement (Volume 2i Section 14) which incorporates the Transport Assessment (Volume 3 Appendix 14.1) and to respond to objections. I am a Civil Engineer (BEng Hons) with 19 years' experience. During my career I have provided transport planning to support nationally significant infrastructure and development in the UK and Middle East.
- 1.1.2 My involvement with Phase 2 of the Western Section of East West Rail (EWR2) started in June 2017 when I was retained to assess the transportation impacts of the construction and operation of EWR2. I have been involved with all stages of the assessment from stakeholder consultation through to road safety analysis, assessment of the traffic impact, identification of mitigation measures and sustainable access.
- 1.1.3 I have provided evidence on the following topics:
- The impacts on roads from increased traffic and construction vehicles.
 - The impact on Public Rights of Way.
 - The impact from the cumulative effects of HS2.
 - Measures to avoid, reduce or remedy any major or significant adverse impacts of the project.
 - The extent of any adverse environmental impacts that would still remain after the proposed mitigation.
 - Responses to specific objectors.

1.2 Impact on roads

Traffic impact due to construction and operation of the Project

- 1.2.1 The impact on roads as a result of the Order Scheme will be primarily due to construction vehicles, but also, to a lesser extent, operational traffic arriving and departing from the railway stations. The vehicular impact considered in my Proof of Evidence relates to traffic volumes, junction capacity and highway safety.

Construction phase potential effects

- 1.2.2 For total traffic the significance of effect for all links is neutral or slight. For HGV traffic the significance of effect for most links is neutral or slight, two links are moderate and three links (two roads) are large. The effects are temporary and will only be experienced during the peak construction period.

- 1.2.3 A mitigation strategy is provided which includes the use of temporary signage and consultation with local stakeholders to identify the most appropriate mitigation measures in order to reduce any impacts.

Construction phase junction capacity impact

- 1.2.4 All of the compound and local access points were found to work well within capacity resulting in no significant delays or queues.
- 1.2.5 The analysis found nine junctions exceeded acceptable capacity thresholds with and without EWR2 construction traffic.

Construction phase junction capacity mitigation

- 1.2.6 The construction phase traffic flows assessed were the highest experienced at each location during construction and typically only last for one month. Whilst the capacity of the junctions would exceed the normally acceptable thresholds, the temporary nature and short duration of the increased traffic does not warrant capacity improvements.

Operational phase junction capacity impact

- 1.2.7 The impact at three junctions was marginal and did not significantly increase the queues and delays in the Base scenario. The remaining junction is subject to an existing improvement scheme.
- 1.2.8 The maximum increase in delay at level crossings is less than 30 seconds per Passenger Car Unit which is unlikely to be perceptible.

Operational phase junction capacity mitigation

- 1.2.9 Due to the marginal impact on capacity and the potential for trips to be made by more sustainable modes to the stations, no junction capacity mitigation is proposed or required for the operational phase.

1.3 Highway safety

Construction phase

- 1.3.1 The assessment of construction phase collisions identified that the vast majority were attributable to driver error, several did not have any common causation factors, and recent or proposed improvement schemes would address issues at other locations. Two locations were identified as having existing problems which could be compounded by the addition of EWR2 construction traffic.
- 1.3.2 A mitigation strategy is proposed to promote safety during construction of EWR2 which is incorporated into the Framework CTMP.

Operational phase

- 1.3.3 The only existing safety issue was identified at the junction in Bedford which is subject to an improvement scheme which would resolve the existing safety issues.

1.4 Public rights of way

Impact on PRowS

- 1.4.1 In total, eight PRowS across the assessment area have an overall significance of effect of moderate or large, indicating that mitigation may be required. The majority of PRowS that see a high magnitude of change are as a result of temporary closures, so resultant impacts will be temporary.

Adverse impact after mitigation

- 1.4.2 For residual effects on PRowS, the recommended mitigation measures will not see a reduction in journey length, changes in gradient, or provision of step-free alternatives; therefore, the significance of effect remains moderate or large. However, measure such as improved signage will make these effects more manageable by improving ease of access.

1.5 HS2

HS2 construction impact

- 1.5.1 HS2 is considered as an integral part of the baseline assessment therefore all analysis considers the cumulative impact of HS2.

HS2 operational impact

- 1.5.2 There are no HS2 railway stations within the vicinity of the operational study area therefore there will not be any operational impact.

1.6 Responses to specific objectors

- 1.6.1 Responses have been provided to eight Objectors and further analysis has been undertaken to address concerns raised by Buckinghamshire County Council regarding safety, junction capacity, survey data and trip generation which has resulted in additional proposed mitigation measures to address safety concerns.

1.7 Conclusions

- 1.7.1 Vehicle flows, highway safety, PRow and impact from HS2 have all been considered.

- 1.7.2 The significance of effect of all construction traffic on the highway network for all links is neutral or slight. The significance of effect for HGVs is mostly neutral or slight. Two roads experience a large effect but they are temporary and a mitigation strategy has been developed to minimise the impact.
- 1.7.3 The junction capacity assessment identified junctions that are already operating at capacity where the construction phase traffic impact would further increase delays and queues. The construction phase traffic flows assessed were the highest experienced at each location during construction and typically only last for one month. Whilst the capacity of the junctions would exceed the normally acceptable thresholds, the temporary nature and short duration of the increased traffic does not warrant capacity improvements.
- 1.7.4 Operational impact at junctions is marginal and does not significantly increase the queues and delays with the exception of one junction which is subject to an existing improvement scheme.
- 1.7.5 A mitigation strategy is proposed to promote safety during construction of EWR2 which is incorporated into the Framework CTMP. The assessment in the TA and ES has been supplemented with additional analysis post submission which is appended to my Proof of Evidence. Additional localised road safety improvements are proposed in Buckinghamshire to mitigate the impact of HGVs during construction.
- 1.7.6 It is concluded that there are no long term significant, severe or unacceptable impacts of the Project.