From: **OWGRA info** <[info@owgra.org.uk](mailto:info@owgra.org.uk)>  
Date: Tue, 26 Jan 2021 at 22:05  
Subject: Tesco & Homebase proposed developments - Transport Assessment  
To: Paul Traynor <[Paul.Traynor@hounslow.gov.uk](mailto:Paul.Traynor@hounslow.gov.uk)>, Robert Heslop <[Robert.Heslop@hounslow.gov.uk](mailto:Robert.Heslop@hounslow.gov.uk)>  
Cc: Tony Louki (Council) <[Tony.Louki@hounslow.gov.uk](mailto:Tony.Louki@hounslow.gov.uk)>, Richard Eason (Council) <[richard.eason@hounslow.gov.uk](mailto:richard.eason@hounslow.gov.uk)>, Unsa Chaudri (Council) <[unsa.chaudri@hounslow.gov.uk](mailto:unsa.chaudri@hounslow.gov.uk)>, John McNulty <[johnjmcnulty@me.com](mailto:johnjmcnulty@me.com)>, Jim Storrar <[jimstorrar@hotmail.co.uk](mailto:jimstorrar@hotmail.co.uk)>, Denis Browne <[browne\_partnership@hotmail.com](mailto:browne_partnership@hotmail.com)>, Sheila O'Reilly <[sheilaoreilly.1971@gmail.com](mailto:sheilaoreilly.1971@gmail.com)>, Mohsen Zikri <[m.zikri@btinternet.com](mailto:m.zikri@btinternet.com)>

Dear Paul & Rob

Could we please have a response to the questions below?

Kind regards

Barbara Stryjak

OWGRA (Osterley & Wyke Green Residents' Association)

---------- Forwarded message ---------  
From: **Mark Frost** <[Mark.Frost@hounslow.gov.uk](mailto:Mark.Frost@hounslow.gov.uk)>  
Date: Thu, 12 Nov 2020 at 14:35  
Subject: RE: Tesco & Homebase proposed developments - Transport Assessment  
To: OWGRA info <[info@owgra.org.uk](mailto:info@owgra.org.uk)>  
Cc: Shane Baker <[Shane.Baker@hounslow.gov.uk](mailto:Shane.Baker@hounslow.gov.uk)>, Councillor Tony Louki <[Tony.Louki@hounslow.gov.uk](mailto:Tony.Louki@hounslow.gov.uk)>, Councillor Richard Eason <[Richard.Eason@hounslow.gov.uk](mailto:Richard.Eason@hounslow.gov.uk)>, Councillor Unsa Chaudri <[Unsa.Chaudri@hounslow.gov.uk](mailto:Unsa.Chaudri@hounslow.gov.uk)>, John McNulty <[johnjmcnulty@me.com](mailto:johnjmcnulty@me.com)>, [jimstorrar@hotmail.co.uk](mailto:jimstorrar@hotmail.co.uk) <[jimstorrar@hotmail.co.uk](mailto:jimstorrar@hotmail.co.uk)>, Denis Browne <[browne\_partnership@hotmail.com](mailto:browne_partnership@hotmail.com)>, Sheila O'Reilly <[sheilaoreilly.1971@gmail.com](mailto:sheilaoreilly.1971@gmail.com)>, Mohsen Zikri <[m.zikri@btinternet.com](mailto:m.zikri@btinternet.com)>, Robert Heslop <[Robert.Heslop@hounslow.gov.uk](mailto:Robert.Heslop@hounslow.gov.uk)>

Thanks Barbara.  I forwarded these detailed questions onto my team who in turn are looking to raise them with TfL.  Rob will reply in due course.

Best,

Mark Frost

Assistant Director Transport, Parking & Environmental Strategy

020 8583 5037

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**From:** OWGRA info <[info@owgra.org.uk](mailto:info@owgra.org.uk)>  
**Sent:** 12 November 2020 14:04  
**To:** Mark Frost <[Mark.Frost@hounslow.gov.uk](mailto:Mark.Frost@hounslow.gov.uk)>  
**Cc:** Shane Baker <[Shane.Baker@hounslow.gov.uk](mailto:Shane.Baker@hounslow.gov.uk)>; Councillor Tony Louki <[Tony.Louki@hounslow.gov.uk](mailto:Tony.Louki@hounslow.gov.uk)>; Councillor Richard Eason <[Richard.Eason@hounslow.gov.uk](mailto:Richard.Eason@hounslow.gov.uk)>; Councillor Unsa Chaudri <[Unsa.Chaudri@hounslow.gov.uk](mailto:Unsa.Chaudri@hounslow.gov.uk)>; John McNulty <[johnjmcnulty@me.com](mailto:johnjmcnulty@me.com)>; [jimstorrar@hotmail.co.uk](mailto:jimstorrar@hotmail.co.uk); Denis Browne <[browne\_partnership@hotmail.com](mailto:browne_partnership@hotmail.com)>; Sheila O'Reilly <[sheilaoreilly.1971@gmail.com](mailto:sheilaoreilly.1971@gmail.com)>; Mohsen Zikri <[m.zikri@btinternet.com](mailto:m.zikri@btinternet.com)>  
**Subject:** Fwd: Tesco & Homebase proposed developments - Transport Assessment

Dear Mark

Below is the e-mail we sent on 29 Oct with questions about the Tesco/Homebase development.

Kind regards

Barbara

---------- Forwarded message ---------  
From: **OWGRA info** <[info@owgra.org.uk](mailto:info@owgra.org.uk)>  
Date: Thu, 29 Oct 2020 at 08:54  
Subject: Tesco & Homebase proposed developments - Transport Assessment  
To: Mark Frost <[Mark.Frost@hounslow.gov.uk](mailto:Mark.Frost@hounslow.gov.uk)>  
Cc: Shane Baker <[Shane.Baker@hounslow.gov.uk](mailto:Shane.Baker@hounslow.gov.uk)>, Tony Louki (Council) <[Tony.Louki@hounslow.gov.uk](mailto:Tony.Louki@hounslow.gov.uk)>, Richard Eason (Council) <[richard.eason@hounslow.gov.uk](mailto:richard.eason@hounslow.gov.uk)>, Unsa Chaudri (Council) <[unsa.chaudri@hounslow.gov.uk](mailto:unsa.chaudri@hounslow.gov.uk)>, John McNulty <[johnjmcnulty@me.com](mailto:johnjmcnulty@me.com)>, Jim Storrar <[jimstorrar@hotmail.co.uk](mailto:jimstorrar@hotmail.co.uk)>, Denis Browne <[browne\_partnership@hotmail.com](mailto:browne_partnership@hotmail.com)>, Sheila O'Reilly <[sheilaoreilly.1971@gmail.com](mailto:sheilaoreilly.1971@gmail.com)>, Mohsen Zikri <[m.zikri@btinternet.com](mailto:m.zikri@btinternet.com)>, Barbara Stryjak <[bestryjak@gmail.com](mailto:bestryjak@gmail.com)>

Dear Mark

OWGRA has been examining the Transport Assessment Report, but there are a number of key issues that we would be grateful if you could clarify for us.

1. **Road Traffic Assessment and Modelling**(Chapter 11, Royal Haskoning DHV’s Report)

a.     **Traffic Modelling:**we are led to believe that TfL undertake their own independent traffic analysis using their Model (LoHAM). Also that TfL use information provided by Developers for their analysis and incorporate their own rules and assumptions. However, the Developer’s consultant has undertaken his own Model (VISSIM), based on his own assumptions.

Have the consultant’s assumptions been rigorously verified and agreed by TfL? Has TfL accepted the consultant’s findings and recommendations?

There is no clarity as to who would be responsible for monitoring the actual traffic conditions against the assumptions made, and be responsible for taking necessary measures.

Would that be TfL, the consultant, or others?

b.     **Traffic Growth Predictions:** TfL traffic predictions cover the period 2019 to 2031. The year 2031 being the “future year” in TfL’s Model (LoHAM). Do these predictions account for any of the proposed Homebase and Tesco site developments?

c.     **Future Growth Predictions** (item 11.5.3 in Report): TfL asked that no growth should be applied from 2031 to 2035. Can this be explained, given the anticipated growth in developments?

d.     **Gillette Junction Traffic**(item 11.5.4 & Tables 11.1 & 11.2): TfL‘s Model (LoHAM) applied to A4/Syon Lane predicts an increase in traffic flow from 2019 to 2031. This does not agree with the consultant’s prediction of reduced traffic flows, as their computed reductions apply only to Syon Lane North. How can this be explained?

e.     **Proposed Highway Layout:**(item 11.11.4): the suggested improvements only involve adding a second turning lane from the A4 into Syon Lane South, and a new traffic signal control junction for the Homebase site. The suggested improvements appear unconvincing, given the need to allow reasonable crossing times for the anticipated increase in cycling and pedestrian traffic.

Are the suggested improvements practical and reasonable?

f.      **Crossings for Cyclists and Pedestrians** (item 11.12): At Gillette Junction, the impact of people’s traffic at crossings (cyclists and pedestrians) does not appear to have been duly considered. Is that correct?

g.     **Traffic Signal Timings**(item 11.12): The Consultant is proposing to use traffic signal Model (VISSIM) to optimise traffic signal timings, to benefit bus service operation. It is unclear whether this will have an adverse effect on waiting and crossing times of cyclists and pedestrians.  Will cyclists and pedestrians be unduly affected?

h.     **TfL Model Audit**(item 11.3.3): TfL requested that traffic flow in “Design Year” 2035 be considered as higher than existing flow in 2019. However, the consultant is predicting lower traffic than existing by year 2035, which is the assumed completion date for the two proposed developments. This appears unconvincing.

Are we correct in our interpretation?

i.      **Design Year proposed for Traffic Model**: The “Design Year” in the Model is 2035. However, the Model does not appear to account for the much earlier Homebase site completion.  No interim results and recommended improvements are made in the Report to cater for this earlier completion. Is our interpretation correct?

j.      **Overall Traffic Assessment** (item 11.14): The Report states that “Overall the assessment demonstrates that the residual cumulative impact of the development on the road network will not be severe”. It might not be severe, but yet very significant.  Are we correct?

1. **Public Transport Improvements** (Chapter 7, Royal Haskoning DHV’s Report)

**a. Existing Rail and Tube Services -**Necessary improvements for accessible services

* ***Southern Rail***(Hounslow Loop to Waterloo) from Syon Lane.
* ***Piccadilly Line***(Heathrow branch) from Osterley.

The above services are currently running up to maximum capacity and need to be upgraded to cope with the anticipated increase in number of residents.

Our understanding is that there are no committed funds or firm timescales to implement improvements to Southern Rail, prior to completing the Homebase and Tesco developments. Is our understanding correct?

We note that upgrading the signalling of the Piccadilly Line is planned for 2024, assuming that funding is committed. However, we are led to believe that the current financial situation might put doubts on funding and timescales. Is our understanding correct?

**b. Future Rail Services**

The Homebase and Tesco sites are in the “Great West Road Opportunity Area” designated for development. Necessary improvements stated in the Report are in the “West Corridor Strategic Transport Study (2019) and the Mayor’s “Adopted Transport Strategy” (2019). These include:

* ***The West London Orbital Overground***: running from Hounslow and Kew Bridge towards Hendon and West Hampstead.
* ***The Southall Rail Link*** (Golden Mile station): trains linking Brentford to planned Crossrail station at Southall.
* ***Southern Rail*** access to Heathrow Airport, which involves a new rail line to extend the Southern Rail service to the Airport.

We understand that there are no available funds or firm timescales for the above future Rail Services. The three projects involve substantial capital costs and significant timescales to implement.

It is therefore reasonable to assume that they cannot be relied upon to be in place prior to the completion of the Homebase and Tesco developments. Is our assumption correct?

1. **Public Transport Accessibility Level**(PTAL)

The anticipated future PTAL levels are summarised in Great West Corridor Strategic Transport Study, Full Report (May 2019), dealing with both Buses and Rail. However, the Report contains capacity improvement options, which are contingent upon the availability of funding and acceptable timescales, to implement various packages to reduce crowding and improve connectivity and PTAL.

The current PTAL is poor, mostly at 2. The aim of introducing the improvement packages in the Report is to upgrade PTAL from 2 to 3, then to 4. This is essential, as more people are being encouraged to use Public Transport. Improvements are expected to be completed prior to the anticipated increase in residents, linked to the proposed Tesco and Homebase developments.

There appear to be no available funds or firm timescales to achieve PTAL 4. Such uncertainties are accentuated by the need for substantial funding and lengthy timescale, to upgrade the Rail services.

Are we correct in assuming that the necessary improvements to PTAL are very unlikely to be completed in good time to support the proposed Homebase and Tesco developments?

I look forward to hearing from you and thank you in anticipation.

Barbara Stryjak

OWGRA (Osterley & Wyke Green Residents' Association)  
[www.owgra.org.uk](https://eur01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.owgra.org.uk%2F&data=04%7C01%7CMark.Frost%40hounslow.gov.uk%7C3b9ccc3d07c84b3ccb8008d88713ecf8%7C5b62666662464c9bacc7716a5a94bd03%7C0%7C0%7C637407866935220248%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=0l2DOImsiRbUAQ2%2F64LliQIr2aKIXDgYnGWxHBQQRXU%3D&reserved=0)  Twitter: @OWGRA