

Jacob Gemma

From: Mackay Timothy (ST)
Sent: 14 June 2018 13:30
To: Jacob Gemma
Subject: FW: Feltham: Major Scheme - FOI-0497-1819 [REDACTED] Email 6

Email 6

Timothy Mackay
Principal Sponsor

E: [REDACTED] | T: [REDACTED] | Int: [REDACTED]

From: Christopher Deakins [mailto:[REDACTED]]
Sent: 28 February 2018 13:30
To: Korzeniowski David
Cc: Pancholi Anisha; George Andrew; Preston Matthew (ST); Ford Ian; Mackay Timothy (ST); Booth Dan; Ajamufua Paul (ST)
Subject: RE: Feltham: Major Scheme

Dave,

The closure shown on p.2 is what should be modelled, although it needs to be read in conjunction with the detailed plans, because the overall plan suggests the New Road junction is closed whereas it will operate under temporary 2-way lights.

The closure shown on p.8 is a night-time closure that will only be used occasionally during the works.

Regards

Christopher Deakins
Team Leader – Capital Projects & Network Management
Traffic, Transport & Environmental Strategy
Chief Executive's Department



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From: Korzeniowski David [mailto:[REDACTED]]
Sent: 28 February 2018 13:24
To: George Andrew ; Preston Matthew (ST) ; Ford Ian ; Mackay Timothy (ST) ; Booth Dan ; Christopher Deakins ; Ajamufua Paul (ST)
Cc: Pancholi Anisha
Subject: RE: Feltham: Major Scheme

Hi All,

Regarding the TM drawings sent over, can you please confirm which phase should be modelled for the long-term closure? Is this the closure shown on page 2 or page 8?

Kind regards,

Dave Korzeniowski

Principal Traffic Control Engineer (Acting)

Network Performance - Delivery

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EVERY JOURNEY MATTERS

From: George Andrew

Sent: 27 February 2018 11:20

To: Korzeniowski David; Preston Matthew (ST); Ford Ian; Mackay Timothy (ST); Booth Dan; 'Christopher Deakins'; Ajamufua Paul (ST)

Cc: Pancholi Anisha

Subject: RE: Feltham: Major Scheme

All,

Please see highlights from yesterday's meeting and advise if this covers off the majority of our discussion:-

Scheme summary: - Network Rail wish to extend the length of the existing platforms at Feltham station. Works are proposed to take place at the end of May 2018 for a 10 month period. Due to engineering constraints, it is intended to lengthen the platforms westbound which necessitates the stopping up of Bedfont Lane and closure of the existing level crossing. This has the added benefit of removing one of the worst performing level crossings (from a safety perspective) in the whole of greater London.

The closure of Bedfont Lane to traffic at the level crossing requires traffic to be diverted via New Road and Hounslow Road, which in turn creates capacity issues at two key junctions:

- New Road / Hounslow Road – an existing priority controlled junction with zebra crossings on all arms
- J25/133 Hounslow Road / Hanworth Road / Station Approach / Bedfont Lane / High Street – Existing signalised junction with no pedestrian facilities.

Following our meeting yesterday the main highlights were as follows: -

- Matthew Preston expressed concerns relating to bus diversions and there is a requirement for impact assessment to justify splitting the 285 service which is the main link to Heathrow Airport.
- VISSIM modelling has been completed for the main scheme, however to utilise this for construction modelling would be costly and time intensive exercise, and is unlikely to cover the extent of the diversion routes.
- MP raised a query whether Network Rail or BAA will pick up the cost of bus mitigations

- Proposed bus diversion will be to divert via Harlington Rd East and miss out Feltham Station which means a loss of patronage
- DK advised that modelling results could be gained from the one model to show how traffic will be reassigned on parallel routes, although this will not give journey times or que lengths. Potential to develop a heat map of congestions areas, DK to speak to Tony Dichev to understand cost and timescales.
- CD stated that one model would not tell us any more than we know currently (that traffic will be reassigned via Harlington Road East)
- AG advised this may assist to develop mitigation strategy and associated cost.
- Use of UTC temp signals to be considered to assist as mitigation for queuing traffic on Hounslow Road
- AP advised that Traffic Counts have been obtained for the triangle for a previous scheme and could be used to inform the assessment.

Post meeting consideration: - Could a shuttle bus be run via Hanworth Road to avoid loss of patronage at Feltham Station?

Regards

Andrew George
Senior Network Impact Assessment Engineer – North West
Works Master Planning



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-----Original Appointment-----

From: George Andrew
Sent: 19 February 2018 12:21
To: George Andrew; Korzeniowski David; Preston Matthew (ST); Ford Ian; Mackay Timothy (ST); Booth Dan; 'Christopher Deakins'
Cc: Pancholi Anisha
Subject: Feltham: Major Scheme
When: 26 February 2018 11:00-12:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.
Where: 3rd floor breakout Palestra building

All,

Unfortunately, as Christopher Deakins and Ian ford can't attend I have re-arranged for Thursday afternoon.

Regards

Andrew

All,

This meeting has been requested to begin discussions around Feltham scheme. I will be facilitating discussion in Paul Ajamufua absence.

Regards

Andrew George
Senior Network Impact Assessment Engineer – North West
Works Master Planning

<< OLE Object: Picture (Device Independent Bitmap) >> **TRANSPORT FOR LONDON**
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