

From: [Kumapley Seyram](#)
To: [Brady Colin](#)
Subject: FW: Strategic Outline Business Case
Date: 26 February 2019 15:48:43
Attachments: [image001.jpg](#)

Comments are in!

From: [REDACTED]
Sent: 26 February 2019 15:27
To: Porter Chris
Cc: [REDACTED] Kumapley Seyram
Subject: RE: Strategic Outline Business Case
Chris-

Here is a tracked change version of the document taking account of the comments I have received and some of our own. I have avoided repeating comments made at the last round.

I have had some comments I have not incorporated, but I pass them on in case you take a different view – and as I think some of these are things that we may return to, all being well.

There is a suggestion that Camden should be separated out from the WLO boroughs in table 5 (and the same could be said about Richmond) as this might add further weight rather than “burying local authorities together”. I don’t agree with this, personally but there may be some value in highlighting the fact that the table shows benefits beyond the west/north west boroughs.

We have had several comments which I think are too detailed at this stage (and would require further work/discussion):

- The prospect of extending the WLO to Colindale
- Identifying Bent Cross West Thameslink/WLO as a future potential strategic interchange and work LB Barnet are doing on a feasibility study of interchange options for Brent Cross West
- More detail on phasing
- Details of step free access, gateline and stair/entrance capacity at stations (raised in connection with Hendon and Cricklewood stations)
- Detailed breakdowns of the cost estimates for stations
- Commitments about the motive power for rolling stock (electric trains rather than diesel)
- Being more definitive about which service pattern is the preferred option.

There is a question about the second bullet on page 16 of the original draft where reference is made to journey length and whether this should be to journey time. I took it to be about changing patterns of development, but pass it on in case I’m wrong!

I am grateful to Seyram for her email. I have added a couple of sentences in the tracked version saying that the currently unmonetized benefits would be subject to further work should things go forward. Even if the outcome of the TAG methodology is that the air quality improvements are not a huge benefit in quantitative terms it would be something boroughs would be keen to make more of, even if on a more qualitative basis. I hope this is helpful and if there is anything else I can do, please do let me know.

On a different subject our proposed statement for the London Plan EiP was signed off yesterday and I will send it in before Friday’s deadline.

Best wishes

[REDACTED]

From: Porter Chris
Sent: 22 February 2019 10:22
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Strategic Outline Business Case

Hi Andrew,

The word version is attached above.

We’re expecting the report early next week so can share this with you from mid-next week. Ahead of this, please pass on any questions you have, and we may be in the position to respond or ensure that it’s captured in the final report before Motts issues the final report.

Thanks

[REDACTED]

From: [REDACTED]
Sent: 21 February 2019 16:12
To: Porter Chris
Cc: [REDACTED]
Subject: Strategic Outline Business Case
Chris-

We are starting to get borough comments in. Many of them are detailed textual suggestions (so far nothing fundamental!) and it might be more helpful to you if we could send you a version with suggestions track changed. We only have a PDF; would it be possible to have an editable version?

While writing, we have had some questions about some of the details in the Economic Case. Could we see the Mott Macdonald work (assuming you have it)?

Thank you very much.

[REDACTED]

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