

**From:** [Brady Colin](#)  
**To:** [Brady Colin](#)  
**Subject:** FW: WLO Railplan Outputs  
**Date:** 02 May 2019 08:28:59  
**Attachments:** [image001.png](#)

---

**From:** Brady Colin  
**Sent:** 22 November 2018 11:32  
**To:** Kumapley Seyram  
**Subject:** RE: WLO Railplan Outputs

I've added most of these to the Strategic Case. We should spend five minutes working out how to use them as in some cases the journey time in the base is longer than some journey planner options (although there's a lot of variability there).

---

**From:** [REDACTED]  
**Sent:** 22 November 2018 10:29  
**To:** Kumapley Seyram; [REDACTED]; Trinder Stefan  
**Cc:** [REDACTED]; Brady Colin  
**Subject:** RE: WLO Railplan Outputs  
Seyram

We have completed the journey time analysis you requested. Note that Railplan does not assume stopping Thameslink services at Hendon in the AM Peak therefore we assumed demand boards/alights from Thameslink at Brent Cross instead (this is relevant to the 4<sup>th</sup> and 6<sup>th</sup> journey scenarios). Please refer to the Summary Sheet for a summary of the analysis.

---

**From:** Kumapley Seyram  
**Sent:** 13 November 2018 14:25  
**To:** [REDACTED]; Trinder Stefan  
**Cc:** [REDACTED]; Brady Colin  
**Subject:** RE: WLO Railplan Outputs

Hi [REDACTED]

I have updated the table with routing for with and without the WLO and also taken out a few options. Please use this table instead of the earlier one for this work.

Hope this makes things clearer.

Regards,  
Seyram

OD Pair	Current/Reference	Number of changes	With WLO	Number of changes
<b>Hounslow station – Tottenham Court Road</b> (Hounslow – Waterloo, then Waterloo -> TCR)		1	Hounslow – OOC Victoria Rd – TTC (Elizabeth Line)	1
<b>Neasden – Heathrow</b> (Neasden – Bond St (Elizabeth line) – Heathrow)		1	Neasden – OOC Victoria Rd - Heathrow	1
<b>Hounslow station – Wembley Central</b>		2 (+ 1 bus stage)	WLO Hounslow – Harlesden,	1

(bus to Gunnersbury, Gunnersbury – Willesden Junction then to Wembley Central)		Bakerloo to Wembley Central	
<b>Hendon – Ealing Broadway</b> Hendon – West Hampstead – Bond St – Ealing Broadway	2	Hendon – OOC Victoria Rd – Ealing Broadway	1
<b>Brent Cross – Heathrow Airport</b> Brent Cross – Leicester Sq - Heathrow	1	Brent Cross - OOC Victoria Rd - Heathrow	1
<b>St. Albans – Heathrow Airport</b> St Albans- Farringdon - Heathrow	1	St Albans – Hendon – OOC Victoria Rd - Heathrow	2

**From:** [REDACTED]

**Sent:** 08 November 2018 12:15

**To:** Kumapley Seyram; [REDACTED] Trinder Stefan

**Cc:** [REDACTED]

**Subject:** RE: WLO Railplan Outputs

Hi Seyram

With regards to the output below [REDACTED] I and I have been considering the best way to populate this.

Unfortunately there isn't a standard Emme way to do this, so our proposed method is below.

- We're assuming that the OD pairs represent stations
- We propose to define journey time as Waiting Time (to reflect headway differences between routes) + In Vehicle Time
  - I.e a "clockface" time but excluding any walking interchange time
- In terms of the reference and with WLO routes as you have already populated the Number of Changes columns I presume you have already defined the routing you envisage being reflected here. Please can you share that with us for each OD pair, then we can extract the relevant times from the model.

Thanks and regards

[REDACTED]

From: Kumapley Seyram <[REDACTED]>

Sent: 24 October 2018 14:03

To: [REDACTED] Trinder Stefan [REDACTED] >

Cc: [REDACTED]

[REDACTED] >

Subject: RE: WLO Railplan Outputs

Hi [REDACTED]

Could you please include journey time analysis to complete the table below. We'll be looking for current journey times and the times with the WLO in place (8tph scenario) for the OD pairs in the table below.

Thanks.

Seyram

OD Pair	Current/Reference	Number of changes	With WLO	Number of changes
---------	-------------------	-------------------	----------	-------------------

<b>Hounslow station – Tottenham Court Road</b>	1	1
(Hounslow – Waterloo, then Waterloo -> TCR)		
<b>Neasden – Heathrow</b>	1	1
(Neasden –Green Park, then Green Park – Heathrow)		
<b>Acton Central – Canary Wharf</b>	2	1
(Acton Central – West Hampstead, then West Hampstead – CW)		
<b>Hounslow station – Wembley Central</b>	2 (+ 1 bus stage)	1
(Hounslow – Kew Bridge, then bus to Gunnersbury, Gunnersbury – Wembley Central)		
<b>Brentford station – Harrow-on-the-Hill</b>	2 (+ 1 bus stage)	1
Bus to Boston Manor, BM – Acton Town, AT – Rayners Lane then Metropolitan line to Harrow-on-the-Hill		
<b>Isleworth station – Wembley Central</b>	2 (+ 2 bus stages)	1
Bus to Gunnersbury station. Overground to Willesden Junction, Bakerloo to Wembley Central		
<b>Hendon – Ealing Broadway</b>	2	1
Hendon – West Hampstead – Bond St – Ealing Broadway		
<b>Brent Cross – Heathrow Airport</b>	1	1
Brent Cross – Leicester Sq - Heathrow		
<b>St. Albans – Heathrow Airport</b>	1	2

**From:** [REDACTED]  
**Sent:** 23 October 2018 16:03  
**To:** Trinder Stefan; Kumapley Seyram  
**Cc:** [REDACTED]  
**Subject:** WLO Railplan Outputs

Stefan/Seyram,

We have determined a set of outputs to produce as part of the WLO study – see below. We think these align with the discussions we have had and issues arising from them. Please could you let us know if you are happy with this list or suggest any amendments.

- Summary stats;
  - Boarding and alighting at key stations
  - Pass kms by line
  - Global stats (.res)
- WLO Line profile showing boarders, alighters, link flows and link crowding
- Select line analysis of all WLO users
- Rail Demand Difference Plots (Reference Case vs each scenario, with and without WLO) + comments on reassignment/route switching
- Rail Crowding - Standard Railplan plots showing absolute and differences in crowding
- PT catchment analysis showing changes in accessibility to/from key areas served by WLO (same format as GWC)
- Generalised time benefits
  - Tables showing generalised time benefits between Boroughs in each scenario – produce a GIS graphic providing a spatial reference point for the Boroughs and how these relate to the rail network
  - Summary table showing total generalised time benefits in each scenario for comparison purposes – using the generalised time matrix tables above we should consider screening out benefits between sectors which we don't think would realistically benefit (e.g. movements between Scotland and Wales)

Regards

[REDACTED]  
Principal Rail Planner

T + [REDACTED]



Mott MacDonald  
10 Fleet Place  
London  
EC4M 7RB  
United Kingdom

[Website](#) | [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [YouTube](#)

Mott MacDonald Limited. Registered in England and Wales no. 1243967. Registered office: Mott MacDonald House, 8-10 Sydenham Road, Croydon CR0 2EE, United Kingdom

The information contained in this e-mail is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If you are not the intended recipient of this e-mail, the use of this information or any disclosure, copying or distribution is prohibited and may be unlawful. If you received this in error, please contact the sender and delete the material from any computer.

These data files are issued for the party which commissioned the work and for specific purposes connected with that project only. They should not be relied upon by any other party or used for any other purpose. We accept no responsibility for the consequences of these data files being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

Furthermore you warrant that those of your employees who use the information for the specified project have been suitably trained to do so. You accept that Mott MacDonald shall not be liable for any losses incurred by you due to the actions of your employees whom are not properly qualified to process and interpret the information contained in the data or model files.

These data files contain confidential information and proprietary intellectual property. They should not be shown to other parties without consent from us and from the party which commissioned them.

Click [here](#) to report this email as SPAM.

\*\*\*\*\*

The contents of this e-mail and any attached files are confidential. If you have received this email in error, please notify us immediately at [postmaster@tfl.gov.uk](mailto:postmaster@tfl.gov.uk) and remove it from your system. If received in error, please do not use, disseminate, forward, print or copy this email or its content. Transport for London excludes any warranty and any liability as to the quality or accuracy of the contents of this email and any attached files.

Transport for London is a statutory corporation whose principal office is at 55 Broadway, London, SW1H 0DB. Further information about Transport for London's subsidiary companies can be found on the following link: <http://www.tfl.gov.uk/corporate/about-tfl/>

Although TfL have scanned this email (including attachments) for viruses, recipients are advised to carry out their own virus check before opening any attachments, as TfL accepts no liability for any loss, or damage which may be caused by viruses.

\*\*\*\*\*