

From: [Kumapley Seyram](#)
To: [REDACTED] S
Cc: [Cadwell Amanda](#); [Brady Colin](#); [Cadwell Amanda](#)
Subject: RE: WLO
Date: 23 November 2018 15:29:20
Attachments: [image001.png](#)

Hi [REDACTED]

We always expected scenario 5 would be the one to go ahead with. We're happy to proceed on this basis.

Regards,

Seyram

From: [REDACTED]
Sent: 23 November 2018 12:29
To: Kumapley Seyram; [REDACTED] S
Cc: Cadwell Amanda; Brady Colin
Subject: RE: WLO

Seyram,

I've considered what should be the Preferred Scenario (out of 5 to 8). The Hounslow schemes (5 and 7) provide significantly higher patronage and benefits than the Kew Bridge schemes (6 and 8) due to the wider area which the Hounslow schemes serve, therefore providing enhanced connectivity and capacity for a wider catchment. Schemes 5 and 7 attract similar levels of patronage on to WLO, however scheme 5 provides significantly higher benefits as it provides crowding relief on Thameslink and the Northern Lines into Central London whereas scheme 7 attracts more demand on to Thameslink through the connections at Cricklewood and West Hampstead and does not provide any relief on the Northern Line. This can be seen in the attached demand difference plots (showing changes in demand in each scenario relative to the Reference Case, excluding demand on WLO).

Therefore my recommendation would be that we take forward scenario 5 as the "Preferred Scenario".

Please let me know if you would be happy for us to proceed on this basis.

From: [REDACTED]
Sent: 21 November 2018 10:58
To: Kumapley Seyram ; [REDACTED]
Cc: Cadwell Amanda ; Brady Colin
Subject: RE: WLO

Seyram

No that doesn't impact on our overall project timescales. We'll make an internal assessment of what the "Preferred Scenario" (out of tests 5 to 8) should be based on the outputs and advise.

From: Kumapley Seyram <[REDACTED]>
Sent: 21 November 2018 10:31

To: [REDACTED]

Cc: Cadwell Amanda [REDACTED] Brady Colin <[REDACTED]>

Subject: RE: WLO

Hi [REDACTED]

Thanks for letting me know. I hope this doesn't impact on the overall project timescales? Can you let me know if this changes anything from your side. To respond to your questions:

A few questions for you;

- Are there any outputs which we should provide to you, other than the journey time outputs? – [Amanda is looking into this and would confirm shortly with you.](#)
- How are you envisaging we determine what the "Preferred Scenarios" should be? – [I think it would be looking at patronage, benefits, crowding to take a view on this. Looking at your programme in the earlier email, it would need a quick turnaround from our side so if you're able to collate these and summarize, that would be very helpful.](#)
- When are you expecting us to provide you with a report covering the LTS/Railplan modelling? [We](#)

would ideally like the report this side of Christmas if possible or first week in January at the latest. Is this ok with you?

Regards,
Seyram

From: [REDACTED]
Sent: 20 November 2018 16:46
To: Kumapley Seyram
Cc: [REDACTED]
Subject: RE: WLO

Hi Seyram

Further to my earlier email, due to the rush to run LTS over the weekend we were unable to fully check the inputs and unfortunately we have found errors in the inputs. Therefore we will have to rerun LTS this weekend – whilst tight we will concentrate resources next week with the aim of completing the Railplan modelling.

If you could respond to my queries below that would be appreciated.

Regards

[REDACTED]

[REDACTED] [REDACTED]
Sent: 16 November 2018 14:22

To: Kumapley Seyram [REDACTED]
Cc: [REDACTED] Cadwell

Amanda [REDACTED]
Subject: WLO

Hi Seyram,

Just wanted to give you an update on progress on this project – just tried to call you but went straight to answer phone.

We have completed a full set of 2031 AM and PM model runs, excluding the Development Capacity growth scenarios and the “Preferred” Scenarios (12-14 in the latest proposal). The Development Capacity scenarios are being run in LTS this weekend. We are aiming to run the Development Capacity scenarios and the “Preferred Scenarios” in Railplan next week.

We have produced the majority of outputs for each of the scenarios run so far, although some still need to be produced and checked. One of the outputs which still needs to be checked is the journey time analysis which you requested. We have been providing these outputs gradually to [REDACTED] and his team for use in the Funding Study and Economic Case work.

A few questions for you;

- Are there any outputs which we should provide to you, other than the journey time outputs?
- How are you envisaging we determine what the “Preferred Scenarios” should be?
- When are you expecting us to provide you with a report covering the LTS/Railplan modelling?

Regards

[REDACTED]
Principal Rail Planner

[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 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.
