From:	Kumapley Seyram		
To:	████████████████████████ Trinder Stefan		
Cc:	████████████████████████ Brady Colin		
Subject:	RE: WLO Railplan Outputs		
Date:	13 November 2018 14:25:26		
Attachments:	image001.png		

Hi ████

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
Hounslow station – Tottenham Court Road (Hounslow – Waterloo, then Waterloo -> TCR)		1	Hounslow – OOC Victoria Rd – TTC (Elizabeth Line)	1
Neasden – Heathrow (Neasden –Bond St (Elizabeth line) – Heathrow)		1	Neasden – OOC Victoria Rd - Heathrow	1
Hounslow station – Wembley Central (bus to Gunnersbury, Gunnersbury – Willesden Junction then to Wembley Central)		2 (+ 1 bus stage)	WLO Hounslow – Harlesden, Bakerloo to Wembley Central	1
Hendon – Ealing Broadway Hendon – West Hampstead – Bond St – Ealing Broadway		2	Hendon – OOC Victoria Rd – Ealing Broadway	1
Brent Cross – Heathrow Airport Brent Cross – Leicester Sq - Heathrow		1	Brent Cross - OOC Victoria Rd - Heathrow	1
St. Albans – Heathrow Airport		1	St Albans – Hendon – OOC Victoria	2

From: ████████████████████████████████████]
Sent: 08 November 2018 12:15
To: Kumapley Seyram; ████████████████; Trinder Stefan
Cc: ████████████████
Subject: RE: WLO Railplan Outputs

Hi Seyram

With regards to the output below ████████ 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
    - Ie 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

████████████
████████

From: Kumapley Seyram
Sent: 24 October 2018 14:03
To: ████████████████ ; Trinder Stefan
Cc: ████████████████████████████████ , ████████
Subject: RE: WLO Railplan Outputs

Hi ██████████

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
Hounslow station – Tottenham Court Road (Hounslow – Waterloo, then Waterloo -> TCR)		1		1
Neasden – Heathrow (Neasden –Green Park, then Green Park – Heathrow)		1		1
Acton Central – Canary Wharf (Acton Central – West Hampstead, then West Hampstead – CW)		2		1
Hounslow station – Wembley Central		2 (+ 1 bus stage)		1

(Hounslow – Kew Bridge, then bus to Gunnersbury, Gunnersbury – Wembley Central)		
Brentford station – Harrow-on-the-Hill Bus to Boston Manor, BM – Acton Town, AT – Rayners Lane then Metropolitan line to Harrow-on-the-Hill	2 (+ 1 bus stage)	1
Isleworth station – Wembley Central Bus to Gunnersbury station. Overground to Willesden Junction, Bakerloo to Wembley Central	2 (+ 2 bus stages)	1
Hendon – Ealing Broadway Hendon – West Hampstead – Bond St – Ealing Broadway	2	1
Brent Cross – Heathrow Airport Brent Cross – Leicester Sq - Heathrow	1	1
St. Albans – Heathrow Airport	1	2

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

Principal Rail Planner
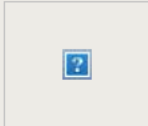
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