

From: Kumapley Seyram  
To: Kumapley Seyram  
Subject: FW: Brent Cross Thameslink  
Date: 02 May 2019 10:06:39  
Attachments: image001.png  
Sensitivity: Confidential

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From: [REDACTED]  
Sent: 28 February 2019 09:12  
To: Porter Chris; Kumapley Seyram  
Subject: RE: Brent Cross Thameslink  
Sensitivity: Confidential  
Chris

Many thanks for that. I will come back to you if DfT would like to a more detailed discussion.

Best regards [REDACTED]

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From: Porter Chris  
Sent: 27 February 2019 20:20  
To: [REDACTED]; Kumapley Seyram  
Subject: RE: Brent Cross Thameslink  
Sensitivity: Confidential

Hi [REDACTED]  
Thanks for the email.  
The key point for us and something that we have also made clear to Barnet is that the proposals should not preclude (and ideally provide as much passive provision as possible for) the ability to deliver platforms for the WLO at Brent Cross Thameslink station. These platforms should be as accessible from the rest of the station as possible (i.e. minimising walk distances) and enable the future delivery of necessary infrastructure such as lifts etc.

Happy to discuss in more detail if that would be helpful.  
Chris

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From: [REDACTED]  
Sent: 27 February 2019 13:05  
To: Kumapley Seyram; Porter Chris  
Subject: Brent Cross Thameslink  
Importance: High  
Sensitivity: Confidential  
Seyram and Chris

Further to the message below the DfT has been in contact about a funding decision for Brent Cross Thameslink station asking for some very quick comments. Are there any particularly issues or concerns that you would like to raise about this scheme in relation to the impact on the WLO proposal that DfT should be aware of in their considerations?

Apologies for the very short notice but they have asked for any comments today. If you are able to let me know any key issues that come to mind asap that would be very helpful.  
Best regards [REDACTED]

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From: [REDACTED]  
Sent: 27 February 2019 12:56  
To: 'Kumapley Seyram' <SeyramKumapley@tfl.gov.uk>  
Subject: RE: Confidential - Draft Strategic Outline Business Case for the WLO  
Sensitivity: Confidential  
Dear Seyram

- Thank you for sharing the SOBC draft for consultation. The proposal covers 5 Network Rail routes. Please see below some summary comments for consideration for your final document
- A single programme level view of works in the Old Oak Common area needs to be taken for further development of the scheme. This is particularly the case in terms of the effects of interchange and increased demand on the Elizabeth Line and at Old Oak GWML station in the future.
  - As a general point the document is not clear how the capacity of the existing infrastructure to accommodate the additional services has been assessed. It is important for a clear description of this and what further assessment will be needed post SOBC to achieve more certainty in the cost and scope of the scheme.
  - Reference 3.3.1.4 refers to "provision for infrastructure maintenance and renewals is at least part covered by the Fixed Track Access Charge (FTAC) included within operating costs". It is not clear where the balance of the additional maintenance costs of using the existing infrastructure have been obtained. It is important for this to be explained and note that it would be expected these additional costs include those for the future (CP6).
  - The description of 'heavy rail options' simply note that existing infrastructure on the MML will be used. No additional capital costs allocated above new platforms have been used (assume on the Hendon lines).
  - It is important to recognise the interaction and any conflicts with the new Brent Cross station design.
  - There is no consideration of the on impacts on freight services of using the Hendon lines (and limited for the Dudding Hill line). This is particularly the case for regulation of services. It is important to acknowledge at this stage even if further work is planned.
  - It is important to reference any risks to delivery and operation and any power supply assumptions.
  - It should be noted that there are already other long term aspirations for greater use of parts of the route that should be acknowledged. In particular the Hounslow loop for possible services to Heathrow airport in the future.

I hope this is helpful. Very happy to discuss further or provide greater clarity.  
Best regards

[REDACTED] | Lead Strategic Planner | [REDACTED]  
cid:image003.png@01D44366.B18BC780

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From: Kumapley Seyram <SeyramKumapley@tfl.gov.uk>  
Sent: 19 February 2019 13:37  
To: [REDACTED]  
[REDACTED]  
[REDACTED] Weaver Simon <SimonWeaver@tfl.gov.uk>; [REDACTED]  
[REDACTED] <>

Cc: Porter Chris <ChrisPorter@tfl.gov.uk>; Brady Colin <ColinBrady@tfl.gov.uk>  
Subject: Confidential - Draft Strategic Outline Business Case for the WLO  
Sensitivity: Confidential

Hello everyone  
We now have a confidential draft of the SOBC for the WLO to share with you all. This has been developed to incorporate feedback from the sessions we have had with you over the course of this project. At this point we would welcome your comments before the document is finalised. We would also appreciate it if you could review Table 28 on policy alignment in particular and let us know if there is any additional policy that should be captured in this Table.

Please can you provide any comments or feedback on this document by COP Tuesday 26<sup>th</sup> February 2019.  
Warm regards  
Seyram  
Seyram Kumapley | City Planner | City Planning  
9th Floor 5 Endeavour Square Westfield Avenue Stratford London E20 1JN  
Tel: [REDACTED]

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