

From: [redacted]
To: [redacted]
Subject: RE: WLO action
Date: 18 Jan 2019 10:30

Well at least it's being reviewed properly.

-----Original Message-----

From: Kampeley Seymour
Sent: 14 January 2019 16:12
To: Brady Colin
Cc: Peter Chris
Subject: FW: WLO action

Not the kind of news I was expecting...

I've asked Amanda to lead on this.

-----Original Message-----

From: Tander Stefan
Sent: 14 January 2019 15:53
To: Kampeley Seymour
Cc: Caldwell Amanda
Subject: FW: WLO action

Hi Stefan

Some comments below on the attached report. The most important to clarify is the second part as the report is extremely confused and I'm not sure if the confidence key is actually modified. The light scheme!

2.2.1 state that 'various' network includes all day also applies including the currently cancelled DACT (Hendon and No items added from Train). These are included to represent a future capacity increase on these routes even though the precise specification will change. This is considered a conservative assumption to make as the benefits of WLO would likely be higher without. The reason being to some extent that the cost for WLO still exists even with the Tube upgrades. The most realistic of which is likely to be the Piccadilly line full upgrade.

Section 1 - I think here's confusion on the report regarding Hendon and West Hampstead. In fact, Section 1.1st para says "Scenario 5 (iph Hendon -> West Hampstead)" whereas Table 3 says "2031 Ref Case WLO (iph Hendon -> Hendon)". Judging by the second part of text "Scenario 5 (iph Hendon -> West Hampstead)", I think it's only the report that is confused and not the modelling itself.

Would be good to see change in bus flows as a result of WLO. 5.2.2, second bullet and Table 6 refer to a decrease in bus demand. It would be good to get a feed for spatial distribution of this.

I think reporting of the PT demand impact of the additional deployment (what we are claiming as WLO Dependent deployment) would be helpful. A flow change plot showing the PT demand impact of each additional deployment scenario would be helpful. Which other PT services are impacted?

Thanks
Stefan

Stefan Tander

Public Transport Analysis Manager | T.L. City Planning

Phone: [redacted]

Photo: [redacted]

File: [redacted]

Many thanks
Stefan

From: [REDACTED]
Sent: 09 January 2019 12:12
To: Kamaljeet Seryam; Tindor Stefan; Caldwell Amanda
Cc: [REDACTED]; Brady Colin
Subject: RE: [REDACTED]

Sey am

I had further look into h's I don't think it would be worthwhile running the coding process as I don't think that will still be much. The effects of crowding are a function of demand and actually demand doesn't change much away from the WLO scheme when compared to the Core 8ph and 1ph Hounslow -> Hendon schemes. Therefore those some alternative analysis shown in the attached document which I am hoping will be better than what happens now. This is based on a comparison of the Core 8ph and 1ph Hounslow -> Hendon schemes.

The first figure shows differences in demand between the 8ph and the 1ph scenario. This shows that the demand doesn't change much away from the WLO scheme and (b) more importantly shows logical differences between the scenarios. In the 8ph scenario higher demand on the central section and West Hampstead to much lower demand on the Hendon branch as the West Hampstead branch competes for capacity. The difference on the Hounslow branch as both scenarios are a 1ph and a reduced on the most other lines to/from Central London.

How are oddities not appear when we look at changes in passenger flows (coverage of by demand) and looking from the above changes in demand flows - refer to the 2nd and 3rd figures which show changes to and from zones respectively. Based on the above we would expect times to be lower in the 8ph scenario across the whole model except on the Hendon branch where the 1ph scenario provides better coverage. However when we look at the 4th figure we find that the 1ph scenario provides small improvements in generalised time across the network as a whole away from the WLO scheme - this is a combination of these improvements which outweigh the higher times along the route of WLO and therefore give the odd outcome of higher benefits occurring on the 1ph scenario. This is clearly counter-intuitive. Based on the above analysis my view remains the same that we should screen based on the final assigned demand flows which look good.

[REDACTED]

From: Kamaljeet Seryam [REDACTED]
Sent: 09 January 2019 12:12
To: [REDACTED]; Tindor Stefan; [REDACTED]; Cabreré I Amanda; [REDACTED]
Cc: [REDACTED]; Brady Colin
Subject: RE: [REDACTED]

Thank [REDACTED]

We had some internal discussions and agree that there are oddities in the model and there may be a need to screen benefits. We would like to look into this a bit further - help to decide reasonable boundaries for screening. What consequences are required in the model? Can you compare crowding on links between the WLO reference case and test scenarios e.g. core 8ph? We screen based on the WLO reference case and test scenarios e.g. core 8ph. We screen based on the WLO reference case and test scenarios e.g. core 8ph. We screen based on the WLO reference case and test scenarios e.g. core 8ph.

1ph Hendon -> Hounslow

1ph Hendon -> Hounslow w/ Baseline De

I've spent some time looking hopefully we can agree reasonable screening criteria (e.g. boroughs or GLA etc.) for the benefit to a road oddities.

Stefan has provided the attached spreadsheet matrix which could be helpful for this. Please let me know if you'd like me to call to discuss this.

Regards

Sey am

From: [REDACTED]
Sent: 09 January 2019 12:12
To: Kamaljeet Seryam; Tindor Stefan; Caldwell Amanda
Cc: [REDACTED]; Brady Colin
Subject: RE: [REDACTED]

Sey am

Please see my comments below in red.

[REDACTED]

From: Kamaljeet Seryam [REDACTED]
Sent: 09 January 2019 12:12
To: [REDACTED]; Tindor Stefan; [REDACTED]; Cabreré I Amanda; [REDACTED]
Cc: [REDACTED]; Brady Colin
Subject: RE: [REDACTED]

Thank you for sending this through. It's good to see that the station coding updates have improved passenger flow at the stations. Can you please share with us the impact that has had at Brent Cross West station (5 stops Core)? Total demand (including boardings and alightings) increases from 137 to 528.

I'm summarising the benefits from previous comments in the table below. I'm wondering if the changes mean that perhaps we can include Brent Cross West and Eding? As Stefan mentioned in his email it would be challenging to explain why Brent Cross West is included (just for the scenario with station coding updates please). I agree it would be feasible to include Brent Cross West. List of benefits:

- 1ph Hendon -> Hounslow: 185.7 2 minutes benefit in the AM Peak period (Whole Model = 246 328 mins)
- 1ph Hendon -> Hounslow w/ Baseline De: 185.20 minutes benefit in the AM Peak period (Whole Model = 96 976 mins)
- 1ph Hendon -> Hounslow w/ Max De: 238.0 3 minutes benefit in the AM Peak period (Whole Model = 267.2 3 minutes)
- Core 8ph (1ph Hendon, 1ph West Hampstead): 222.669 minutes benefit in the AM Peak period (Whole Model = 233 862 mins)
- Core 8ph with Baseline De: 238.386 minutes benefit in the AM Peak period (Whole Model = 150 319 mins)
- Core 8ph with Max De: 265.58 minutes benefit in the AM Peak period (Whole Model = 197 006 mins)

Also in the table below the 1ph Max De equipment scenario benefit in the whole model goes up whereas the 8ph Max De equipment benefit goes down. Given that the growth scenario is the same this feels a bit odd. Do you think there is a reason for this? This will be linked to the model noise issue hence why it is sensible for us to screen the benefits. Note we get the same issue in the Baseline scenario as well.

With station coding updates

Hounslow/Brent/ Eding Benefits

Whole model

Whole model - selected boroughs

Hounslow/Brent/ Eding Benefits

Whole model

Whole model - selected boroughs

1ph Hendon -> Hounslow

10 510

2506.3

1 6433

157 577

286 328

124751

1ph Hendon -> Hounslow w/ Baseline De

102 299

5 121

57178

1603.6

96 976

63370

1ph Hendon -> Hounslow w/ Max De

1 0 252

167 833

27581

207 070

267.2 3

40173

Core 8ph (1ph Hendon, 1ph West Hampstead)

125.26

160 005

3 7 1

197 12

233 802

36390

Core 8ph w/ Baseline De

1 6 396

228 802

82 06

212 921

150 319

42582

Core 8ph w/ Max De

175 628

160 20

15208

256 886

197 006

59880

Looking forward to hearing from you.

Many thanks

Sey am

From: [REDACTED]
Sent: 09 January 2019 12:12
To: Kamaljeet Seryam; Tindor Stefan; Caldwell Amanda
Cc: [REDACTED]; Brady Colin
Subject: RE: [REDACTED]

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We have now reproduced the benefits from the scenario with the updated station coding. The good news is that (a) the benefit has been boosted significantly and (b) the core 8ph is now logical when I added to Hounslow/Eding/Brent. The boost to the benefits is mainly due to a significant number of passengers now using Harlesden (2 800 boardings or alightings) in the Core 8ph scenario whereas previously they were not using it and a tripling of passengers as per Stefan.

- 1ph Hendon -> Hounslow: 157 577 minutes benefit in the AM Peak period (Whole Model = 246 328 mins)
- 1ph Hendon -> Hounslow w/ Baseline De: 160.3 6 minutes benefit in the AM Peak period (Whole Model = 96 976 mins)
- 1ph Hendon -> Hounslow w/ Max De: 207 070 minutes benefit in the AM Peak period (Whole Model = 267.2 3 mins)
- Core 8ph (1ph Hendon, 1ph West Hampstead): 197 12 minutes benefit in the AM Peak period (Whole Model = 233 802 mins)
- Core 8ph with Baseline De: 212 921 minutes benefit in the AM Peak period (Whole Model = 150 319 mins)
- Core 8ph with Max De: 256 886 minutes benefit in the AM Peak period (Whole Model = 197 006 mins)

[REDACTED]

From: [REDACTED]
Sent: 09 January 2019 12:12
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Cc: [REDACTED]; Brady Colin
Subject: RE: [REDACTED]

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