

From: [Cadwell Amanda](#)
To: [REDACTED] [Kumapley Seyram](#); [REDACTED]
Cc: [Porter Chris](#); [Brady Colin](#); [REDACTED]
Subject: RE: WLO - query re station coding and further steps
Date: 05 December 2018 13:58:53
Attachments: [image001.jpg](#)

Thanks for your response [REDACTED]

Please could you submit a cost proposal for a run representing improved links at Harlesden, i.e. good interchange with the existing station and a location that is not isolated from its catchment.

We can then review if this is acceptable.

Many thanks

Amanda

From: [REDACTED]
Sent: 05 December 2018 12:43
To: Cadwell Amanda; Kumapley Seyram; Alexander, David M
Cc: Veiga Aitor; Porter Chris; [REDACTED] Brady Colin; [REDACTED]
Subject: RE: WLO - query re station coding and further steps

Amanda

Please see my comments in red below.

From: Cadwell Amanda [REDACTED]
Sent: 04 December 2018 14:57

To: [REDACTED] Kumapley Seyram
[REDACTED]

Cc: Veiga Aitor <[REDACTED]>; Porter Chris <[REDACTED]>
<[REDACTED]>; Brady Colin <[REDACTED]>

Subject: WLO - query re station coding and further steps

Hi [REDACTED]

Thanks for the further material. I've had a chat with Seyram and Chris and we need to understand this further and some related issues that this has raised:

1. Given your explanation of the coding situation at Harlesden and some low demand at a number of other stations, please could you do a sense check of the WSP coding for the stations and their interchange distances, prioritising those with low flows, i.e. Staples Corner, Harlesden and Lionel Road, but checking any that should have an interchange? It sounds like you have done some checking of the WSP material when it gave extreme results, i.e. zero demand at Harlesden, though not sure how extensive this was? **I have had a thorough check of all the station coding along the WLO and how it is linked in to the walk networks – the only issue I can see is the one at Harlesden mentioned previously.**
2. Please could you carry out a comparison of how the WSP modelling compares to our work – flows, borders and alighters (I'm assuming you have a copy of the model?) **We don't have a copy of the model (it was done in CUBE). We were provided with the WLO coding files at the start of the GWC study.**
3. Depending on the results of step 1, please undertake a sensitivity including any corrections that would be necessary to represent adequate station interchange and connectivity links for the 8tph and 4tph scenarios. This will certainly include a new station location for Harlesden station (there is no reason why it should be in the location assumed for this stage of scheme development) but maybe other changes depending on the outcomes of step 1. **We have already undertaken a sensitivity which I mentioned below where we corrected the excessive link length leading to Harlesden Station, which had little impact. Could we treat any new station location for Harlesden as a variation please, as we don't think this was in the original scope.**

Please could you advise when each of these can be done by? **We should be able to turn around the new Harlesden station location sensitivity by the end of the week.** As you know the borough meeting to present material is next Wednesday.

On the subject of the meeting, I will be in touch separately to discuss slides.

I have to leave the office now, but can discuss this with you today after about 4.30pm if that would suit you,
[REDACTED]

or tomorrow (on [REDACTED])?

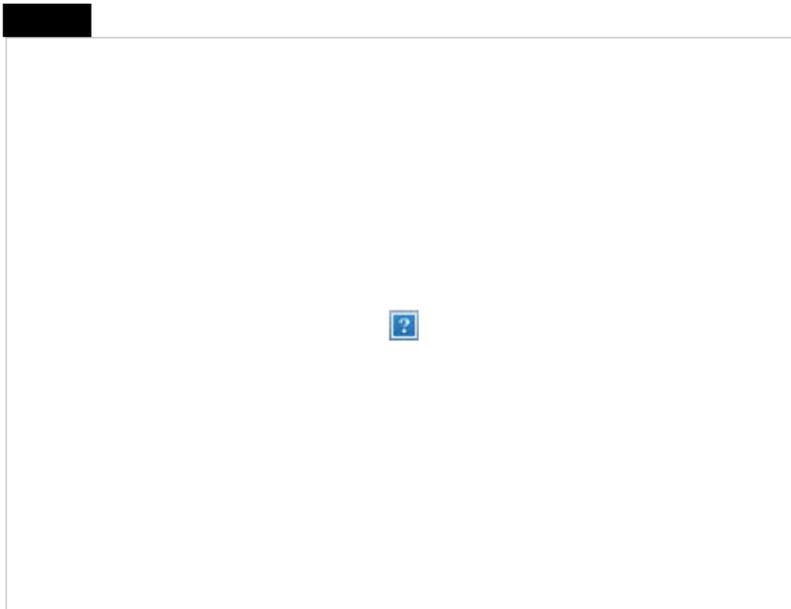
Thanks

Amanda

From: [REDACTED]
Sent: 03 December 2018 16:41
To: Kumapley Seyram; [REDACTED]
Cc: Veiga Aitor; Porter Chris; Cadwell Amanda; [REDACTED] Brady Colin
Subject: RE: Programme Update - WLO funding study
Seyram

The low patronage at Harlesden is due primarily to the relatively inaccessible location of the station – see the figure below. The only option for trips accessing the station is via Old Oak Lane. There is no interchange with the existing Harlesden Bakerloo/Overground station to the north west as a result of the severance caused by the industrial site directly to the west of the WLO station.

This coding was originally developed by WSP and was provided to us for use on the GWC study. Unfortunately we have found an error with the coding provided by WSP which has fed through to all the runs undertaken – there is a link between the station and Old Oak Lane which has been coded with an excessive length. We have run a sensitivity correcting the link in the Core 8tph scenario (2) but this has little impact on demand using Harlesden WLO – an increase in boarders from 24 to 86 and an increase in alighters from 16 to 52. A separate error in WSP’s coding was picked up and corrected by us – prior to correction of that error there was zero demand forecast to use the station.



From: Kumapley Seyram [REDACTED]
Sent: 30 November 2018 14:16
To: [REDACTED]
Cc: Veiga Aitor [REDACTED] <[REDACTED]>; Porter Chris [REDACTED] Cadwell Amanda [REDACTED] Brady Colin [REDACTED]

Subject: RE: Programme Update - WLO funding study

Hi [REDACTED]

Thanks for the response. We still have concerns about how inaccessible Harlesden station is. Looking across all options, it appears that boarders/alighters is much lower than the scale of boarders and alighters for all the other stations. Has this got something to do with the station coding e.g. walk links?

I don’t think we would feel comfortable to show figures that suggest 3 pax in the 3hour peak boarding the station. I have asked Amanda to review this and discuss with you.

Ahead of this, could you please review the station coding and confirm that everything is ok? I’m not in on Monday but Amanda/Colin may be able to advise. I don’t want us to lose time on this given the upcoming meeting.

Regards,

Seyram

From: [REDACTED]
Sent: 29 November 2018 14:15
To: [REDACTED] Kumapley Seyram
Cc: Veiga Aitor; Porter Chris; Cadwell Amanda; [REDACTED]
Subject: RE: Programme Update - WLO funding study

Seyram

Please see my responses below in red.

I've uploaded all the outputs to an ftp site – details of how to access it below.

[REDACTED]
You can access your FTP site from [REDACTED] with the following credentials:

username: [REDACTED]

password: [REDACTED]

Data stored on your FTP site will be purged on 06/12/2018 13:26. After this date data will be unrecoverable.

From: [REDACTED]
Sent: 29 November 2018 12:04
To: Kumapley Seyram <[REDACTED]>
Cc: Veiga Aitor [REDACTED]; Porter Chris [REDACTED] Cadwell Amanda
<[REDACTED]>, [REDACTED]
[REDACTED]

Subject: RE: Programme Update - WLO funding study

Seyram

Your email missed [REDACTED] so I have added him, but taken [REDACTED] out (this is not relevant for them).

Regarding your point 1 below – this was my error, and we will update the pack before our 9.30 call tomorrow morning. (I picked the wrong scenario, but the features it exposes will I think be similar)

My understanding is that points 2 and 3 are features of Railplan, so I will let Mike comment on these.

From: Kumapley Seyram [REDACTED] >
Sent: 29 November 2018 10:02

To: [REDACTED]
[REDACTED]
[REDACTED]
Cc: Veiga Aitor [REDACTED] >; Porter Chris [REDACTED] Cadwell Amanda
[REDACTED]

Subject: RE: Programme Update - WLO funding study

Hi [REDACTED]

We've just briefly looked over the slides and a few things look odd. I'm not sure if this is coming from the modelling or just a summary error but thought we should get some answers on this before we look at the slides in more detail. Our comments are for both the funding and modelling studies.

1. I see a 4tph variant – West Hampstead ->Hounslow has been used. Is this because it is Phase 1? Mike has previously confirmed that the preferred 4tph option is Hendon ->Hounslow. Would this be reflected in the funding study work? Otherwise, it seems like we're missing something in the presentation?
2. Why is the Staples Corner (Brent Cross West?) figure (slide 13) lower in the 8tph scenario than in the 4tph? In theory, the level of service at the station in both scenarios is the same but the 8tph figure is particularly low. Even if we were to assume Cricklewood boarders walk there (because they don't have a service in the 4tph option), it's still less! **As you say the level of service at Staples Corner in both scenarios is the same (4tph). The difference is that in the WLO 8tph scenario there is an additional 4tph via Neasden – Cricklewood – W Hampstead which competes for demand with the Staples Corner branch, providing 2 alternative routes to Central London (OOC and West Hampstead), 1 alternative route between Neasden and South Acton and a direct route between Lionel Road and Hounslow (not available directly from Staples Corner).**
3. The Harlesden Boarders are quite low. A max of 24 boarders across all scenarios and 3 boarders in the Brent Cross West ->Hounslow scenario **This is a function of the station location, which is in a pretty inaccessible location with no interchange with the main NR/LUL Harlesden station.**

Is there an explanation for the above queries? Can you share the emerging outputs from the runs that have been completed with us + Amanda so we can review this in good time?

Regards,
Seyram

From: [REDACTED]
Sent: 28 November 2018 22:42
To: Veiga Aitor
Cc: [REDACTED]
Subject: RE: Programme Update - WLO funding study

Aitor

Please find attached a set of output (draft, for discussion, with some gaps to be completed) setting out the analysis we have undertaken on operating costs and revenue.

At the current time this uses the standard Railplan scenarios only – the development scenarios are not yet available.

The results overall are likely to be disappointing – using the standard method available, revenue has gone down and costs have gone up vs the previous WSP work. For this reason the concluding slides focus on the lower cost 4tph (Hounslow to West Hampstead) option rather than the 8tph scenario.

In this scenario:

- Annual operating costs are estimated at £13.8m per annum (base year prices, from the TfL analysis). We see some scope for cost reduction against this number, but this is offset partially by missing station operating costs. We have presented a better (currently indicative) alternative costs scenario at £1.5m per annum lower.
- Annual revenue is estimated from the Railplan 2031 outputs (without additional development), giving annual net revenue at £6.7m (this is based on a standard TfL business case method). However, we see various factors that indicate the demand forecast may be low, so show a sensitivity test with 25% higher revenue.
- Even if we use the most favourable numbers above (for cost and revenue), revenue does not exceed cost until circa 2041.

I would be grateful if we could discuss before these outputs are circulated. This pack is only 75% complete, and I'm going to ask the Railplan team to help check the demand outputs.

We also have opportunity from the development scenario outputs – this may be significant. I also believe there is a large range of uncertainty surrounding the demand outputs, as indicated by the benchmarking against the existing London Overground network (I suggest we do a bit more refinement of this).

Sorry this email is late in the day – it has been a very busy week already.

Finally, Seyram – did you get any feedback on the subject of testing alternative fares structures? This is currently not included, and as discussed previously I think we would struggle to consider this fully within time / budget, but we can give this or other areas some attention depending on perceived priorities.

Thanks

[REDACTED]

From: Veiga Aitor [REDACTED] >
Sent: 28 November 2018 13:23

To: [REDACTED]
Cc: [REDACTED]
<[REDACTED]>
Subject: RE: Programme Update - WLO funding study

[REDACTED],

Thanks for the update, around when today can we expect to see the findings?

Kind regards,

Aitor

Aitor Veiga | Corporate Finance

Transport for London

6th Floor | North Wing | 55 Broadway | London SW1H 0BD

Telephone: [REDACTED]

Mobile: [REDACTED]

E-mail: [REDACTED]

From: [REDACTED]

Sent: 27 November 2018 20:47

To: Veiga Aitor

Cc: [REDACTED]

Subject: RE: Programme Update - WLO funding study

Aitor

We are now due to issue updated reporting of the capital cost funding tomorrow. In addition, I will also update you tomorrow on the operating costs / revenue analysis.

I hope this slight delay does not cause too much inconvenience, and I look forward to discussing further.

Kind Regards

From: Veiga Aitor <[REDACTED]>

Sent: 27 November 2018 16:10

To: [REDACTED]

Cc: [REDACTED]

[REDACTED] Kumapley Seyram

Subject: RE: Programme Update - WLO funding study

Can we get an update on the below?

Kind regards,

Aitor

Aitor Veiga | Corporate Finance

Transport for London

6th Floor | North Wing | 55 Broadway | London SW1H 0BD

Telephone: [REDACTED]

E-mail: [REDACTED]

From: [REDACTED]

Sent: 19 November 2018 13:52

To: Veiga Aitor

Cc: [REDACTED]

Subject: RE: Programme Update - WLO funding study

Aitor

Sorry for the slight delay responding to this. The update is as follows:

- We will issue updated reporting on the capital cost funding by 27th November. This will be complete from our perspective, pending any comment from TfL.
- I will email an update on the operating costs funding tomorrow; we have recently captured the results from the latest Railplan outputs, but we still await the development scenario modelling.

Regards

From: Veiga Aitor <[REDACTED]>

Sent: 15 November 2018 18:47

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]; Kumapley Seyram

Subject: Programme Update - WLO funding study

Hope all is going well. I was wondering if Motts could provide a programme update on the WLO funding study, it would help us plan how to fit its outputs into the other work going on.

Thanks.

Kind regards,

Aitor

Aitor Veiga | Corporate Finance

Transport for London

6th Floor | North Wing | 55 Broadway | London SW1H 0BD

Telephone: [REDACTED]

Mobile: [REDACTED]
E-mail: [REDACTED]

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