

Thomas Sara

From: Farrow Claire (ST)
Sent: 08 April 2020 15:49
To: Rogers Andrew (ST)
Subject: FW: Olympia comments

From: Farrow Claire (ST)
Sent: 08 February 2019 07:45
To: Seiler Clare <[ClareSeiler](#)>; Miklasz Michal <[MichalMiklasz](#)>
Cc: Rogers Andrew (ST) <[Andrew.Rogers](#)>; Burman Thomas <[ThomasBurman](#)>
Subject: Olympia comments

Hi Clare,

We are now happy with the models and how they operate.

From the results it would suggest that options 5a and 6a are not effective options. With journey times of up to c. 10 minutes in the AM and c. 15 minutes in the PM (sect 16 West to Holland Road) the impacts are quite significant with the longest queues on Hammersmith Road East approach in both AM and PM peaks.

Signalising D Gate appears to be counter intuitive due to the extremely low flow exiting this junction in the peaks (0 in AM, 6 in PM). Signalising D Gate would lead to increased congestion on Hammersmith Road. I have concerns regarding flow outside of peak hours during event times – due to a potential 181 car park spaces – flow could be significantly higher at times. However full time signalisation for increased flow at irregular event times is unlikely to be the most efficient way of operating the junction, and would lead to an increase in congestion on Hammersmith Road. Unfortunately part time signalisation is unlikely to be an option due to safety, as the occasions the signals would be required will vary for events by day and time of day, and it would be unsafe to switch signals on in what would appear to drivers to be a random and unexpected – and therefore dangerous – way. Marshalling by Olympia staff would be the safer option though this would need to be strictly adhered to in order to maintain safety for cyclists and pedestrians and minimise queueing from D Gate onto Hammersmith Road which could further increase any congestion.

Signalising Blythe Road also leads to increased congestion on Hammersmith Road and the results show that signalising Blythe Road has an impact on journey time. Leaving Blythe Road un-signalised works due to the fairly low flow at this junction, however the congestion on Hammersmith Road can make it more difficult for traffic trying to exit Blythe Road, especially in the PM, which can in turn increase the queue on Blythe Road. However these queues are still lower in the un-signalised option 3a than in option 4a where Blythe Road is signalised.

Bus delays are lowest in Option 3a however there are still up to 1.5min delays for buses. There is the potential to mitigate some impacts to buses and general traffic through SCOOT, bus priority, call cancel etc.

Any questions let me now.

Kind regards,

Claire Farrow

Principal Network Manager – West (Hammersmith&Fulham, Hounslow, A4)

Network Performance – Delivery

Please note my working days are Monday – Wednesday

 **TRANSPORT FOR LONDON**

Surface Transport | Network Management Directorate

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██████████ | E: claire.farrow@palestra.co.uk ██████████

Thomas Sara

From: Farrow Claire (ST)
Sent: 08 April 2020 15:49
To: Rogers Andrew (ST)
Subject: FW: Olympia comments

From: Farrow Claire (ST)
Sent: 19 February 2019 12:14
To: Seiler Clare <ClareSeiler[REDACTED]>
Cc: Rogers Andrew (ST) <Andrew.Rogers[REDACTED]>; Burman Thomas <ThomasBurman[REDACTED]>; Miklasz Michal <MichalMiklasz[REDACTED]>
Subject: RE: Olympia comments

Hi Clare,

If Blythe Road was un-signalised vehicles would need to give way to cyclists (and pedestrians) in the usual manner. It would operate as other give way junctions do along various existing cycle super highways so in that sense I don't anticipate an issue, and drivers should exercise usual caution that they would at any give way junction. The flows from Blythe Road are fairly low and they are pulling on to a congested Hammersmith Road so are unlikely to be pulling out at high speed which should also help.

Looking at existing give way junctions and how they operate along with cycle and vehicle flow numbers – perhaps on North-South Cycle Superhighway – could be a useful comparison exercise?

Is there anything else you need from NP for now on Olympia? If not we will arrange for the modelling team to invoice the Olympia guys for our time spent auditing the models.

Kind regards,

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[REDACTED] | E: claire.farrow@tfl.gov.uk [REDACTED]

From: Seiler Clare
Sent: 12 February 2019 12:12
To: Farrow Claire (ST); Miklasz Michal
Cc: Rogers Andrew (ST); Burman Thomas
Subject: RE: Olympia comments

Hi Claire, thanks for below comments. Do you have any comments regarding potential safety of cyclists on CS9 and vehicles coming in and out of Blythe Road? The transport consultant is meant to be having a Stage 1 RSA done for this junction but I've not seen anything yet.

Thanks
Clare

Clare Seiler – TfL Spatial Planning

[REDACTED]

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Thomas Sara

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Subject: FW: Olympia highway modelling outputs

From: Seiler Clare
Sent: 10 January 2019 08:13
To: Farrow Claire (ST) <[Claire.Farrow](#)>; Benford Oliver (ST) <[Oliver.Benford](#)>; Derstroff Karin <[KarinDerstroff](#)>; Miklasz Michal <[MichalMiklasz](#)>; Hotko Jure <[JureHotko](#)>
Cc: Rogers Andrew (ST) <[Andrew.Rogers](#)>; Groot Stephanie <[StephanieGroot](#)>; Shah Nutan <[NutanShah](#)>; Gill Indi <[indigill](#)>; Burman Thomas <[ThomasBurman](#)>
Subject: RE: Olympia highway modelling outputs

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Sent: 09 January 2019 20:59
To: Seiler Clare ; Benford Oliver (ST) ; Derstroff Karin ; Miklasz Michal ; Hotko Jure
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Tel: [REDACTED] | E: claire.farrow@tfl.gov.uk

From: Seiler Clare

Sent: 08 January 2019 22:24

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- Journey times results with the updated modelling
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The scenarios are also outlined in the attached section of the TA and I have attached the three interim layouts for cycle facilities during the construction phases.

The next all party meeting to discuss the application is on Thursday at 9.30 AM so I'd be very grateful if you could prioritise having a quick look at this during Wednesday and providing me with any initial comments you have. Let me know if you need any further asap and I'll try to provide it.

Also, I am not clear if the modelling has now been signed off – please can someone confirm?

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Clare Seiler

Principal Area Planner | Spatial Planning

Phone: [REDACTED]

9B5, Endeavour Square, Westfield Avenue, London E20 1JN | Email: ClareSeiler@tfl.gov.uk

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 E: [claire.farrow\[REDACTED\]](mailto:claire.farrow[REDACTED])

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Sent: 14 January 2019 16:37
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I should probably add that some of this will presumably be linked to the inner workings of the car park, i.e. barrier or barrier-less solutions, etc, I gather the barrier-less versions exist now through ANPR etc. Egress is less of a concern re; network operation, clearly safety is relevant. Access is the main one re; how smoothly any operation within the car park ties into the situation on the SRN re; signalling, queuing, safety etc. Ideally we'd also want them to propose a solution which avoids queuing on the network when the car park is full to prevent detriment to bus journeys etc, especially as we're only proposing one general traffic lane each way in the current scenarios.

Thanks,

Ollie

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 | E: [claire.farrow](mailto:claire.farrow@tfl.gov.uk) 

From: Seiler Clare

Sent: 10 January 2019 08:13

To: Farrow Claire (ST); Benford Oliver (ST); Derstroff Karin; Miklasz Michal; Hotko Jure

Cc: Rogers Andrew (ST); Groot Stephanie; Shah Nutan; Gill Indi; Burman Thomas

Subject: RE: Olympia highway modelling outputs

Thanks Claire and Ollie for your comments and update on sign-off, these are helpful for today's meeting. I'm going to discuss the outputs and your comments with LBHF officers and see what their take is as a next step and obviously discuss the points/queries with the applicant.

Thanks,

Clare

From: Farrow Claire (ST)
Sent: 09 January 2019 20:59
To: Seiler Clare ; Benford Oliver (ST) ; Derstroff Karin ; Miklasz Michal ; Hotko Jure
Cc: Rogers Andrew (ST) ; Groot Stephanie ; Shah Nutan ; Gill Indi ; Burman Thomas
Subject: RE: Olympia highway modelling outputs

Hi Clare,

The modelling has not been fully signed off yet. As we have only been able to open the models since Monday, following the issues we had with them, we are aiming to have them signed off and more detailed comments on them back to you by early/middle of next week. I am not anticipating there will be any issues with the updated models they have sent through so it shouldn't take too long to check them.

Really briefly however, so far from the modelling we've seen, based purely on the results SC3a looks like the most appropriate option, however we want to look further at SC4a and any benefits of signalising Blythe Road. From a modelling point of view SC6a fully signalised seems an unfavourable option, and SC5a signalising D Gate seems potentially pointless as there is almost zero flow exiting here. I am trying to clarify with the consultant that there are no other peaks not modelled/future scenarios where flow here would be much higher.

Also as Ollie said there may be potential to mitigate some impacts through SCOOT, bus priority, call cancel etc which is worth considering.

Kind regards,

Claire Farrow

Principal Network Manager – West (A4)

Network Performance – Delivery

My usual hours are 07:30-16:45 Monday & Tuesday, 08:30-16:15 Wednesday

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Tel: +44 (0)20 7332 2500 | E: claire.farrow@tfl.gov.uk

From: Seiler Clare
Sent: 08 January 2019 22:24
To: Farrow Claire (ST); Benford Oliver (ST); Derstroff Karin; Miklasz Michal; Hotko Jure
Cc: Rogers Andrew (ST); Groot Stephanie; Shah Nutan; Gill Indi; Burman Thomas
Subject: Olympia highway modelling outputs
Importance: High

Hi All, I received the attached documents from Momentum transport consultants this afternoon.

- Journey times results with the updated modelling
- Benefits & dis-benefits of the different options tested with regards to Healthy streets, CS9 and Vision Zero, for the interim and final schemes.

The scenarios are also outlined in the attached section of the TA and I have attached the three interim layouts for cycle facilities during the construction phases.

The next all party meeting to discuss the application is on Thursday at 9.30 AM so I'd be very grateful if you could prioritise having a quick look at this during Wednesday and providing me with any initial comments you have. Let me know if you need any further asap and I'll try to provide it.

Also, I am not clear if the modelling has now been signed off – please can someone confirm?

Thanks

Clare

Clare Seiler

Principal Area Planner | Spatial Planning

Phone: [REDACTED]

9B5, Endeavour Square, Westfield Avenue, London E20 1JN | Email: ClareSeiler@tfl.gov.uk [REDACTED]

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process.

For more info please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>



Thomas Sara

From: Farrow Claire (ST)
Sent: 08 April 2020 15:50
To: Rogers Andrew (ST)
Subject: FW: Olympia highway modelling outputs

From: Seiler Clare
Sent: 15 January 2019 09:44
To: Benford Oliver (ST) <Oliver.Benford@tfl.gov.uk>; Farrow Claire (ST) <Claire.Farrow@tfl.gov.uk>
Cc: Burman Thomas <ThomasBurman@tfl.gov.uk>; Rogers Andrew (ST) <Andrew.Rogers@tfl.gov.uk>
Subject: RE: Olympia highway modelling outputs

Hi both,

We did go through the trip gen exercise and resultant flows with them at some length and the flows used are based on survey data and the spaces available in the car park which have to be pre-booked. It is largely for exhibitors who will arrive / depart outside peak hours and some for exhibition visitors with blue badges (I am trying to get them to cut out any general visitor car parking) who would also arrive /depart outside peaks based on survey data and exhibition opening and closing times.

I spoke with the applicant and LBHF officers last Thursday about this and their preference for D gate would be to commit to a management / marshalling system for the this access, but part time signals could be a good option too. Marshalling would also assist with any vehicles arriving outside their pre-booked slots, stop them waiting on / blocking the highway as you mention below.

Thanks,
Clare

Clare Seiler – TfL Spatial Planning
T: [REDACTED]

From: Benford Oliver (ST)
Sent: 15 January 2019 08:16
To: Farrow Claire (ST); Seiler Clare
Cc: Burman Thomas; Rogers Andrew (ST)
Subject: RE: Olympia highway modelling outputs

I should probably add that some of this will presumably be linked to the inner workings of the car park, i.e. barrier or barrier-less solutions, etc, I gather the barrier-less versions exist now through ANPR etc. Egress is less of a concern re; network operation, clearly safety is relevant. Access is the main one re; how smoothly any operation within the car park ties into the situation on the SRN re; signalling, queuing, safety etc. Ideally we'd also want them to propose a solution which avoids queuing on the network when the car park is full to prevent detriment to bus journeys etc, especially as we're only proposing one general traffic lane each way in the current scenarios.

Thanks,

Ollie

From: Benford Oliver (ST)
Sent: 15 January 2019 07:53
To: Farrow Claire (ST); Seiler Clare

Cc: Burman Thomas; Rogers Andrew (ST)
Subject: RE: Olympia highway modelling outputs

Morning Claire,

Yes, agreed, this was one of my concerns as per my recent comments. The use of D-gate as a car park access / egress changes the dynamics somewhat, albeit for certain times of day / week when exhibitions are on. There seems to be some merit in a controlled situation re; access / egress, especially if we now have a cycle track crossing the entrance to the car park and an uplift in ped demand when exhibitions etc are on.

Not sure whether this car park will only be in use on event days or whether access / egress will be required at other times as part of the operation of the new estate. Just wondering if there's any scope for part time signalisation etc, so it sits on green for the main road most of the time other than event days when a specific plan is triggered to improve the situation re; safety of peds / cyclists etc. Clearly this would put the onus on the exhibition centre to be prompt re; advising us of days that the car park would be in use so we can execute the appropriate signal plan, but may alleviate the network challenge at other times whilst delivering a positive environment on event days.

Thanks,

Ollie

From: Farrow Claire (ST)
Sent: 14 January 2019 16:37
To: Seiler Clare; Benford Oliver (ST)
Cc: Burman Thomas; Rogers Andrew (ST)
Subject: RE: Olympia highway modelling outputs

Hi Clare/Ollie,

I have a quick question re. D Gate flows. In the models there is 0 flow from D Gate in the AM and 6 in the PM. These are obviously very low numbers and this concerns me. I have raised it with the consultants and they say the following in their tech note

D-Gate is the exhibition visitor proposed car park access. Exhibition visitors have specific profiles linked to the opening and closing times of the shows which are outside of network peaks and specifically the peak hours modelled in VISSIM.

We agreed these profiles with the spatial team at TfL and it was also highlighted to the network performance team at the time of the modelling. You'll see in the attached email from July that the agreed trip generation methodology leads to zero arrivals for the AM peak and 3% departures for the PM evening (because the 3% is from 1700 and 1800 and our model is 1745-1845, we have 'pushed' the 3% into the model times to test a worst case). 181 spaces car park x 3% of departures = 6 vehicles out during the PM peak."

My concern is that potentially at opening and closing times of exhibitions/shows in the worst case there could be up to 181 vehicles arriving/leaving (I am assuming based on total number of car park spaces). Looking at 0 flow would suggest signalling D Gate would be pointless and losing unnecessary time from the main road, however if the flow was 181 (for example) having it as give way could be quite unsafe for pedestrians and cyclists (and impact CS9) and lead to queues and blocking back on the main road on arrival and issues in the ability to exit and waiting for gaps in traffic. Obviously purely looking at the model as it is now and the results it would suggest signalling D Gate is unnecessary, but I feel it doesn't perhaps capture the full picture or worst case situation?

What are your thoughts on this?

Thanks.

Kind regards,

Claire Farrow

Principal Network Manager – West (Hammersmith&Fulham, Hounslow, A4)

Network Performance – Delivery

My usual hours are 07:30-16:45 Monday & Tuesday, 08:30-16:15 Wednesday

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From: Seiler Clare

Sent: 10 January 2019 08:13

To: Farrow Claire (ST); Benford Oliver (ST); Derstroff Karin; Miklasz Michal; Hotko Jure

Cc: Rogers Andrew (ST); Groot Stephanie; Shah Nutan; Gill Indi; Burman Thomas

Subject: RE: Olympia highway modelling outputs

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Thanks,

Clare

From: Farrow Claire (ST)

Sent: 09 January 2019 20:59

To: Seiler Clare ; Benford Oliver (ST) ; Derstroff Karin ; Miklasz Michal ; Hotko Jure

Cc: Rogers Andrew (ST) ; Groot Stephanie ; Shah Nutan ; Gill Indi ; Burman Thomas

Subject: RE: Olympia highway modelling outputs

Hi Clare,

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Kind regards,

Claire Farrow

Principal Network Manager – West (A4)

Network Performance – Delivery

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Surface Transport | Network Management Directorate

From: Seiler Clare

Sent: 08 January 2019 22:24

To: Farrow Claire (ST); Benford Oliver (ST); Derstroff Karin; Miklasz Michal; Hotko Jure

Cc: Rogers Andrew (ST); Groot Stephanie; Shah Nutan; Gill Indi; Burman Thomas

Subject: Olympia highway modelling outputs

Importance: High

Hi All, I received the attached documents from Momentum transport consultants this afternoon.

- Journey times results with the updated modelling
- Benefits & dis-benefits of the different options tested with regards to Healthy streets, CS9 and Vision Zero, for the interim and final schemes.

The scenarios are also outlined in the attached section of the TA and I have attached the three interim layouts for cycle facilities during the construction phases.

The next all party meeting to discuss the application is on Thursday at 9.30 AM so I'd be very grateful if you could prioritise having a quick look at this during Wednesday and providing me with any initial comments you have. Let me know if you need any further asap and I'll try to provide it.

Also, I am not clear if the modelling has now been signed off – please can someone confirm?

Thanks

Clare

Clare Seiler

Principal Area Planner | Spatial Planning

Phone: [REDACTED]

9B5, Endeavour Square, Westfield Avenue, London E20 1JN | Email: ClareSeiler [REDACTED]

We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process.

For more info please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>



Thomas Sara

From: [REDACTED]
Sent: 13 December 2018 10:05
To: Farrow Claire (ST)
Cc: Burman Thomas; Greenland Adam; Bottoms Joseph; Miklasz Michal; [REDACTED]
Subject: Olympia models - Revised Modelling & Reporting
Attachments: 181212 03541 MM TN4 -C- With CS9_TfLAudit.pdf; 181212 03541 MM TN5 -C- NoCS9_TfLAudit.pdf

Hi Claire,

Please find attached a couple of Tech Notes relating to the revised Olympia VISSIM modelling (with and without CS9). These have been updated following the audit comments received from TfL over the last couple of months.

The models, results and tech notes have also been uploaded to the 'Olympia Modelling' OneDrive link, which was provided to me by Michal back in August. The updated models and results are all in folders with 'AfterTfLAudit' in the title.

It is acknowledged that there is a separate exercise being undertaken between Momentum Transport Planning and TfL in relation to the final designs of the Blythe Road and/or D-Gate signalisation schemes and this may require further updated modelling once the designs have been finalised.

I hope this all helps and makes sense. If you have any queries or need any further information, please let me know.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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Mobile: [REDACTED]
Email: [REDACTED] [@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)

From: Farrow Claire (ST)
Sent: 28 November 2018 16:18
To: [REDACTED]
Cc: Burman Thomas ; Greenland Adam ; Bottoms Joseph ; Miklasz Michal ; [REDACTED]
Subject: RE: Olympia models - comments

Hi [REDACTED]

Please see below for my comments in red (both with and without CS9 – please scroll all the way to the end).

Any questions please let me know.

Kind regards,

Claire Farrow
Principal Network Manager – West (A4)
Network Performance – Delivery

My usual hours are 07:30-16:45 Monday & Tuesday, 08:30-16:15 Wednesday

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[REDACTED] | E: [claire.farrow](mailto:claire.farrow@multimodaluk.com) [REDACTED]

From: [REDACTED] [[mailto:\[REDACTED\]@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)]

Sent: 01 November 2018 10:29

To: Farrow Claire (ST)

Cc: Burman Thomas; Greenland Adam; Bottoms Joseph; Miklasz Michal; [REDACTED]; [REDACTED]

Subject: RE: Olympia models - comments

Hi Claire,

Please see response below on the latest modelling comments.

D-Gate Flows

Response previously provided in email to Claire Farrow on 05/10/18 at 12:33 – flows based on numbers provided by Momentum. **Is it possible momentum are incorrect? It seems unlikely there would be 0 flow out of D-gate so this can be raised with Momentum.**

Cyclist Numbers on North End Road

Response previously provided in email to Claire Farrow on 05/10/18 at 12:33 – issue acknowledged and to be corrected in revised modelling. **Ok.**

Scenario 3a & 4a – Cyclist Behaviour

The behaviour at the bus stops on eastbound exit of both D-Gate and Blythe Road has been based on the bus stop behaviour on Link 29 in TfL's approved 'Future Base AM/PM' models (SC16 & 17). This was to ensure consistency with TfL's approved modelling.

At the time, we did try using 'Urban (motorised)' in line with the bus stop behaviour on Link 16 in TfL's approved 'Future Base AM/PM' models, but recall this showed similar issues. As a result, we opted for the specific bus stop behaviour to match TfL's models. **I think the behaviour was not so much the concern here but rather the width of the cycle track being inconsistent causing some issues as cyclists merge.**

Further advice is sought from TfL on this comment if changes are required above the approved 'Future Base AM/PM' models. We would also need to include our Client, Momentum, in these discussions as these changes are considered 'out of scope'. It was always our intention to keep the cyclist behaviour and set-up consistent with the approved TfL models.

Scenario 3a & 4a – Leaving D-Gate

This comment is acknowledged and the priority rules will be reviewed to create more opportunities for right turning traffic to leave D-Gate when Hammersmith Road is queuing westbound. **Ok.**

Scenario 5a – D-Gate Signals

In scenarios where D-Gate is signalised, the staging chosen has been deemed the most efficient way of operating the junction to reduce delays. However, if TfL have suggestions to improve the operation through a reconfigured signal set-up, then comments/information on this is welcome. **We will look into this further to see if we can identify any improvements.**

Priority Rules

Response previously provided in email to Claire Farrow on 05/10/18 at 12:33 – this is deliberate and as a result of how the modification files are read for the various scenarios tested. **Ok.**

Large Input Flows

It is not clear which flows TfL are referring to for this comment. The only changes made to the inputs for this piece of work have been the inclusion of 'OlymDev' flows for the associated scenarios (SC3a, 4a, 5a, 6a). All other flows have been kept consistent with TfL's approved 'Future Base AM/PM' models (SC16 & 17). Generally traffic flows in the warm-down period (final 1800 seconds of the model I assume) are lower than usual counts – in order for the model to clear out, however, in this case this doesn't appear to be happening.

If these flows are to change, then we would need to include our Client, Momentum, in these discussions as these changes are considered 'out of scope'. It was always our intention to keep all previous vehicle inputs consistent with the approved TfL models.

Hope this all helps and makes sense. However, if anything is unclear, please get in touch.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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Email: [REDACTED] [@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)

From: Farrow Claire (ST)

Sent: 31 October 2018 16:17

To: [REDACTED]

Cc: Burman Thomas ; Greenland Adam ; Bottoms Joseph ; Miklasz Michal

Subject: RE: Olympia models - comments

Hi [REDACTED]

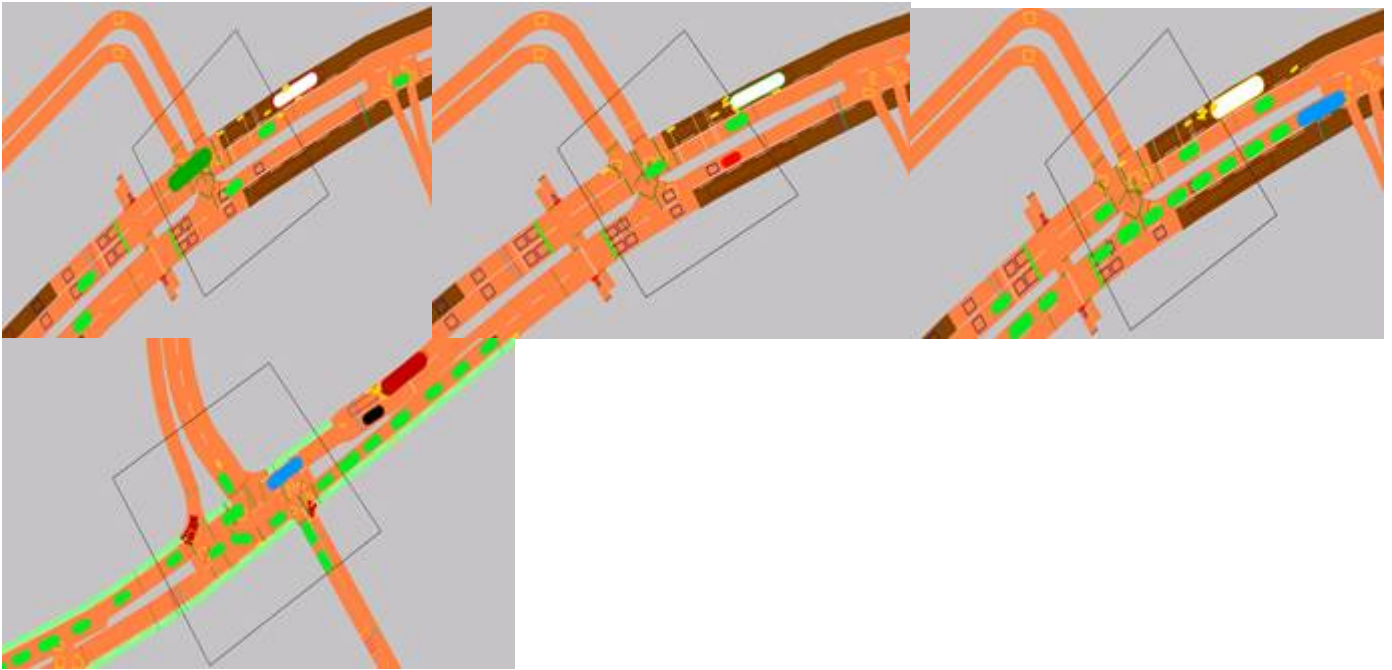
Please see below for comments on Olympia models – without CS9 scenarios. There is a slight delay on comments for scenario 6a but these will be with you by the end of next week. I thought I would send you these in the meantime. Quite a few of the comments are similar to those we had for the with CS9 scenarios and I know you have already provided a response to those. We will start going through those now while we await your response to the below comments. We will get back to you on all your responses for all scenarios once we have received them.

As in the with CS9 scenario:

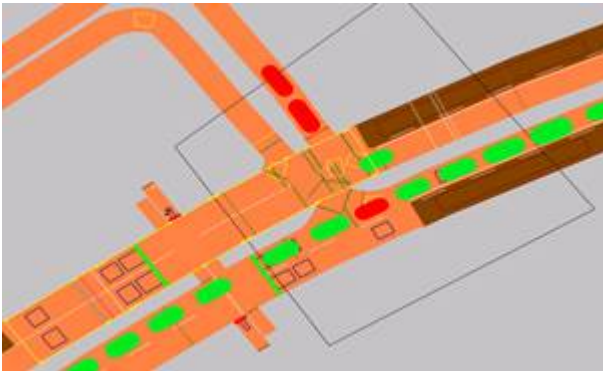
- D-gate lack of flows?
- Cyclist numbers on North End Road query?

Scenario 3a & 4a:

AM – cyclists stuck behind buses at bus stop on eastbound exit of both D-gate and Blythe Road junctions – some turn left around the bus, some turn right. Behaviour seems a bit erratic/unrealistic?



PM – took a very long time for vehicles leaving D-gate to get out



Scenario 5a:

D-gate:

3 stages, less efficient than stand-alone crossing with give-way junction

- Main road
- Peds
- Side Road

The following Priority Rules do not affect any vehicle types as follows

- 1304
- 1305
- 1306
- 1307

Fairly large input flows during last 1800 seconds of model run during warm-down period, seems a bit strange.

Thanks.

Kind regards,

Claire Farrow
Principal Network Manager – West (A4)
Network Performance – Delivery

My usual hours are 07:30-16:45 Monday & Tuesday, 08:30-16:15 Wednesday

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Surface Transport | Network Management Directorate

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From: [REDACTED] [[mailto:\[REDACTED\]@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)]

Sent: 18 October 2018 11:04

To: Farrow Claire (ST)

Subject: RE: Olympia models - comments

Hi Claire,

Thanks for the email and the update, much appreciated.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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Mobile: [REDACTED]

Email: [REDACTED] [@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)

From: Farrow Claire (ST) <Claire.Farrow@transportforlondon.gov.uk>

Sent: 17 October 2018 16:43

To: [REDACTED] [@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)

Cc: Miklasz Michal <MichalMiklasz@transportforlondon.gov.uk>; Burman Thomas <ThomasBurman@transportforlondon.gov.uk>;

Greenland Adam <AdamGreenland@transportforlondon.gov.uk>; Bottoms Joseph <JosephBottoms@transportforlondon.gov.uk>; [REDACTED]

[REDACTED] [@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com); [REDACTED] [@momentum-transport.com](mailto:[REDACTED]@momentum-transport.com)

Subject: RE: Olympia models - comments

Hi [REDACTED]

Apologies for the delay in replying.

Yes we will get you our comments in the next 2 weeks on the 'without' CS9 scenarios and also address the comments on 'with' CS9 scenarios below.

Progressing with any revised modelling once you have received all comments for all scenarios is fine.

Thanks.

Kind regards,

Claire Farrow

Principal Network Manager – West (A4)

Network Performance – Delivery

My usual hours are 07:30-16:45 Monday & Tuesday, 08:30-16:15 Wednesday

TRANSPORT FOR LONDON

Surface Transport | Network Management Directorate

From: [REDACTED] [[mailto:\[REDACTED\]@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)]

Sent: 11 October 2018 13:56

To: Farrow Claire (ST)

Cc: Miklasz Michal; Burman Thomas; Greenland Adam; Bottoms Joseph; [REDACTED]

Subject: RE: Olympia models - comments

Hi Claire,

Further to my email below, I just wanted to check if we are due to be receiving further model audit comments for the Olympia modelling?

I only ask as the response below acknowledges the need for revised testing, but wanted to ensure you were not awaiting this updated modelling before providing any further audit comments? Our assumption was that we would receive all audit comments for the 'With' and 'Without' CS9 testing before progressing with the revised modelling.

Hope that makes sense and thanks in advance.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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Email: [REDACTED] [@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)

From: [REDACTED]

Sent: 05 October 2018 12:33

To: 'Farrow Claire (ST)' <Claire.Farrow@multimodaluk.com>

Cc: Miklasz Michal <MichalMiklasz@multimodaluk.com>; Burman Thomas <ThomasBurman@multimodaluk.com>;

Greenland Adam <AdamGreenland@multimodaluk.com>; Bottoms Joseph <JosephBottoms@multimodaluk.com>; [REDACTED]

<[\[REDACTED\]@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)>; [REDACTED] <[\[REDACTED\]@momentum-transport.com](mailto:[REDACTED]@momentum-transport.com)>

Subject: RE: Olympia models - comments

Hi Claire,

Thanks for your email.

I have provided some responses below on your comments.

Westbound approach at D-gate junction

A separate document has been attached showing the differences in the network layout between the scenarios in the location. It can be seen from the proposals for Scenarios 3a and 4a that a two-lane approach would not be representative of what is proposed. **Ok.**

D-Gate Flows

These values are correct and based on proposed development flows provided by Momentum. Appendix A of Multimodal's TN titled '*180802 03541 MM TN2 -C- Revised Olympia Proposal Testing*' provides the flow

diagram. Is it possible momentum are incorrect? It seems unlikely there would be 0 flow out of D-gate so this can be raised with Momentum.

D-Gate Split Phasing

Split phasing of Phases A and B was a follow on from initial mitigation testing that had a separate right turn stage into D-Gate. However, revisions to the mitigation meant that this separate stage was no longer required, but the separate phases remained.

The comment on the PUA file is acknowledged and Phase A should start at 16s instead of 12s. However, this is unlikely to change the modelled results given the low flows into D-Gate and vehicles driving towards a priority rule to give-way to on-coming traffic.

The split phasing at Blythe Road for Phases C and D is also carried through from initial mitigation testing and has no impact on the revised mitigation results.

Ok.

Cyclist Behaviour

From a review of the link structure, the cycle links are the same width through D-Gate (when signalised). For the scenarios where D-Gate is priority controlled, the cycle link structure and behaviours have been kept consistent with TfL's 'Proposed AM/PM V2' models. I think the behaviour was not so much the concern here but rather the width of the cycle track being inconsistent causing some issues as cyclists merge.

Further advice is sought from TfL on this comment if changes are required above the approved 'Proposed AM/PM V2' models. We would also need to include our Client, Momentum, in these discussions as these changes are considered 'out of scope'. It was always our intention to keep the cyclist behaviour and set-up consistent with the approved TfL models.

Cyclist Numbers

Scenarios 3a and 5a have the correct cyclist flows. For Scenarios 4a and 6a, as a result of the closure of Munden Street to 'Entry Only' traffic, the vehicles which previously entered the network from this approach were reassigned to North End Road. However, a review of the calculation of these inputs has revealed an error in the number of cyclists calculated and the models will need to be re-run for Scenarios 4a and 6a.

Ok.

Northbound Link on Munden Road

In scenarios 4a and 6a, this approach is 'Entry Only' in line with Momentum's mitigation proposals. This was confirmed by Momentum, but unfortunately not updated on the drawing at the time of issuing the VISSIM models. Scenario 5a should have Munden Street attached to the network in the models that were submitted. Ok – will this be updated?

Priority Rules

This warning appears due to the way in which the different scenarios read the modifications in VISSIM's Scenario Manager. Rather than take out the priority rules, to then add them back in later on, these have simply been made to apply to no vehicle types. This was for Scenarios 5a and 6a, where the exit to D-Gate was replaced from a priority controlled exit to a signalised exit (which no longer needed the priority rules).

Ok.

Hope this all helps and make senses. However, if anything is unclear, please get in touch.

Kind regards,

■

■ | Transport Modelling | Associate

MULTIMODAL 
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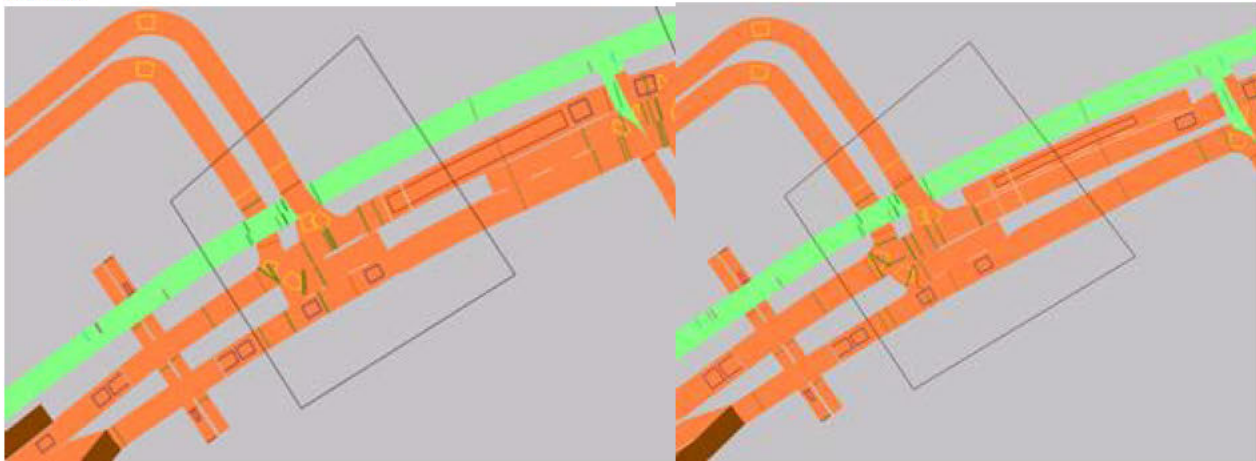
From: Farrow Claire (ST) <Claire.Farrow [REDACTED]>
Sent: 03 October 2018 16:04
To: [REDACTED]@multimodaluk.com>
Cc: Miklasz Michal <MichalMiklasz [REDACTED]>; Burman Thomas <ThomasBurman [REDACTED]>;
Greenland Adam <AdamGreenland [REDACTED]>; Bottoms Joseph <JosephBottoms [REDACTED]>
Subject: Olympia models - comments

Hi [REDACTED]

Please see below for comments on Olympia models – with CS9 scenarios.

- Westbound approach at D-gate junction: On signalised scenarios 5a and 6a westbound has a 2 lane approach from Earsby Road as per design. In 3a however it goes from 2 lanes to 1 lane and back to 2. In 4a it is 1 lane until close to the stopline when it becomes 2 lanes. All the designs suggest this westbound section should be 2 lanes from Earsby Road up to the stopline. According to the drawing lane 1 should be ahead and right turn but appears to be only right turn in the model.

3a: 4a:



- D-gate: No flow in the AM models for D-gate input, and only 6pcu in the PM – is this correct?
- Is split phasing of movements necessary for phases A & B at the D-gate? This seems to imply that right turners would get a full green when opposed by ahead traffic (phase C) and therefore creating a conflict. They should presumably run together as one phase with right turners gap accepting until westbound traffic is stopped. An error in PUA file – westbound RT lane signalled in different phase and receives green before both ahead movements.
 - \$INTERSTAGE
 - INTERSTAGE_number : 10
 - Length [s] : 16
 - From stage : 4
 - To stage : 1
 - \$
 - F -127 0
 - G -127 0
 - A 12 127
 - B 16 127
 - C 16 127

A similar situation also exists with phases C & D on Blythe Rd (without the obvious opposing phase).

- Behaviour of cyclists at D-gate junction very slow on exit of junction. It could be that the width of the cycle track is inconsistent, this can cause stuttering behaviour as the cyclists “merge” – this should

be dealt with by changing the cycle track width gradually with multiple links, rather than over a connector between a wide link and a narrow link

- Cyclist numbers significantly vary between scenarios at North End Road approach: Scenarios 4a and 6a have in the region of ~200 every 15 minutes, while scenarios 3a and 5a have ~30 every 15 minutes. This needs to be checked – which flow input is correct? This high cyclist numbers in 6a cause further problems due to D-gate being signalised in this option - cyclists are queuing back from the D-Gate junction and eventually blocking the North End Rd junction. This essentially causes the whole model to work incorrectly, making it hard to see any other potential problems. This does not happen in 5a the other scenario with D-gate signalised as the cycle flows are so much lower. We need to identify which cycle flow is correct. Queuing of cyclists also seems unrealistic. The long queues are a results of the limitations of VISSIM modelling, but I believe that if queues reached the length they are in the AM model on the westbound approach to both Blythe Rd and D-Gate, what you would actually see is more bunching & cyclists getting off the cycle superhighway and using the main road.
- Northbound link on Munden Road (opposite Blythe Road): In scenarios 4a, 5a, and 6a this link is not attached to the network (no connector), according to the drawing this should have a stopline set back followed by a give way to get onto Hammersmith Road. Only in 3a has this link been connected to network but presumably it should be in all scenarios.



- Priority rules – these rules were highlighted by VISSIM because they do not affect any vehicle types:
 - Rule 152
 - Rule 153
 - Rule 155
 - Rule 156

If you have any questions please let me know.

Kind regards,

Claire Farrow

Principal Network Manager – West (A4)

Network Performance – Delivery

My usual hours are 07:30-16:45 Monday & Tuesday, 08:30-16:15 Wednesday

TRANSPORT FOR LONDON

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Thomas Sara

From: [REDACTED]@momentum-transport.com>
Sent: 17 April 2018 08:37
To: Green John (ST); Miklasz Michal; Korzeniowski David
Cc: [REDACTED]
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Good morning John,

I hope you are well.

I was wondering if you had a chance to amend the proposal & programme based on my response below?
Would you also please be able to indicate the invoicing arrangements?

Please let me know if you need any further information on our side.
Thank you in advance,



Clerkenwell House
23 Hatton Wall
London
EC1N 8JJ

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w www.momentum-transport.com

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From: [REDACTED]
Sent: 09 April 2018 12:17
To: 'Green John (ST)'; Miklasz Michal; Korzeniowski David
Cc: [REDACTED]; [REDACTED]; [REDACTED]
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Hello John,

Many thanks for your response.

We would prefer working remotely after having attended a kick off meeting at Palestra, and maybe arrange a couple of technical meetings/cross working sessions with you at key milestones of the programme with regards to your advice indicating that it would speed up the overall process and review?

I am looking forward to receiving the updated proposal based on this. Will this also include details on the invoicing arrangements?

Kind regards,



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23 Hatton Wall
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EC1N 8JJ

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Momentum Transport Planning Limited Registered in England No. 8234059 Registered Office: 27 Mortimer Street London W1T 3BL

From: Green John (ST) <John.Green@momentum-transport.com>
Sent: 06 April 2018 15:10
To: <MichalMiklasz@momentum-transport.com>; Miklasz Michal <DavidKorzeniowski@momentum-transport.com>; Korzeniowski David <DavidKorzeniowski@momentum-transport.com>
Cc: <John.Green@momentum-transport.com>; <John.Green@yoo-capital.com>; <John.Green@momentum-transport.com>
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Hello

One of our model access conditions is that TfL models are maintained on TfL asserts. We can accommodate this in two ways:

- Co-location at Palestra
- Remote server access

Someone would need to attend Palestra at least once to obtain network user account details and be introduced to our modelling server platform etc. and also to receive RSA SecureID dongle which allows you to log into our servers remotely.

Once we have agreed on which path above you desire I will update the proposal to reflect this.

Regarding the review process:

I haven't detailed this as yet, but a programme does need to be agreed with Michal and David, ideally before we issue a quote. The proposal I have produced assumes a very minor review but if a more detailed and thus longer review is required that would need to be time charged separately and included in the quote I will provide once we have everything agreed. It is worth noting that reviews are often quicker if the modeller is co-locating at TfL as we have the opportunity to observe and provide input to the modelling process and avoid possible issues before they arise. I will discuss the approvals/review requirements with Michal.

Kind Regards,

John.

John Green
Principle Transport Modeller
Network Performance – Delivery

TRANSPORT FOR LONDON

Surface Transport | Network Management Directorate
Palestra House | 2nd floor – 2Y1 | 197 Blackfriars Road | London SE1 8NJ

E: [john.green](mailto:john.green@momentum-transport.com)



From: [REDACTED] [\[REDACTED\]@momentum-transport.com](mailto:[REDACTED]@momentum-transport.com)
Sent: 06 April 2018 12:41
To: Green John (ST); Miklasz Michal; Korzeniowski David
Cc: [REDACTED]
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Good afternoon John,

Many thanks for sending the proposal.

One question we have is around the access to the models via the UTC modelling server and co-location at Palestra offices. Would it be possible to undertake the work remotely (following an initial meeting at Palestra if necessary and provided a confidentiality agreement is signed for example)?

I was also wondering at which step of process we will agree a timetable for the reviewing process?

Thank you in advance,



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From: Green John (ST) <John.Green@momentum-transport.com>
Sent: 05 April 2018 17:17
To: <[REDACTED]@momentum-transport.com>
Cc: Miklasz Michal <MichalMiklasz@momentum-transport.com>; <[REDACTED]@momentum-transport.com>; Korzeniowski David <DavidKorzeniowski@yoo-capital.com>
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

All,

Please see attached. This is a proposal so if I have omitted or misunderstood anything please let me know and I will amend.

If the attached is acceptable I will re-issue as an agreement along with a formal Quote.

Models can be made available within a few days of TfL receiving a purchase order.

Please feel free to contact me directly with any queries.

Kind Regards,

John

John Green
Traffic Modelling Specialist
Network Performance – Delivery
Operational Modelling & Visualisation
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Surface Transport | Network Management Directorate
Palestra House | 2nd floor – 2Y1 | 197 Blackfriars Road | London SE1 8NJ
[REDACTED] | E: john.green@momentum-transport.com



From: <[REDACTED]@momentum-transport.com>
Sent: 04 April 2018 15:18

To: Green John (ST)
Cc: Miklasz Michal; [REDACTED] Korzeniowski David; [REDACTED]
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Good afternoon John,

Hope you're well. I was wondering whether you have had any luck with compiling a draft access proposal and quote for the TfL model?

Kind regards,

[REDACTED]



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From: [REDACTED] <[\[REDACTED\]@yoocapital.com](mailto:[REDACTED]@yoocapital.com)>
Sent: 28 March 2018 18:03
To: Green John (ST) <John.Green@momentum-transport.com>
Cc: Miklasz Michal <MichalMiklasz@momentum-transport.com>; [REDACTED] <[\[REDACTED\]@momentum-transport.com](mailto:[REDACTED]@momentum-transport.com)>; Korzeniowski David <DavidKorzeniowski@momentum-transport.com>
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

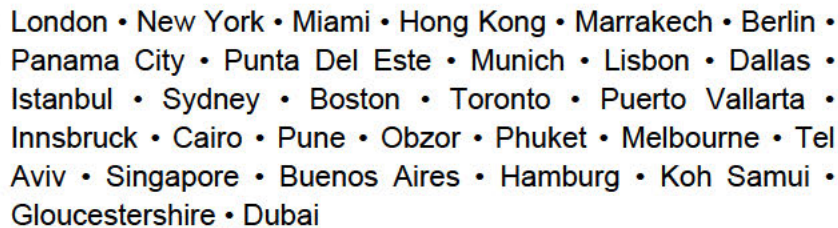
John,

Many thanks for this.

The team will look at this and let you know if we have any questions at this point. We very much look forward to receiving the quote on Tuesday.

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Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Hi [REDACTED]

I've attached a very brief overview of the scope of the models that we have available at TfL. The normal procedure is for me to write-up a model access proposal and provide a cost estimate but I haven't been able to catch-up with the corridor manager today, unfortunately, so I'm not able to quote the cost until that has happened; I'm particularly interested in the model's Modal Auditing Process (MAP) status and your proposals as I have to assess if the model is "fit-for-purpose" or include caveats for consideration.

However, I have sent the attached now for info in case it raises questions on your side and I will get a draft access proposal and quote to you after the Easter break as a priority (Tuesday)

Kind Regards,

John.

Surface Transport | Network Management Directorate
Palestra House | 2nd floor – 2Y1 | 197 Blackfriars Road | London SE1 8NJ
Tel: +44 (0)20 7036 9100 | E: john.green@transportforlondon.gov.uk



From: [REDACTED]@yoocapital.com]
Sent: 27 March 2018 17:32
To: Green John (ST)
Cc: Miklasz Michal; [REDACTED]; [REDACTED]@momentum-transport.com'
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Hi John,

Many thanks for getting in touch and much appreciated.

I am now also copying in our consultants, Momentum who will be able to help with any technical questions.

Very much look forward to hearing back from you.

[REDACTED]

[REDACTED] Director of Development, yoo Capital
T: +44 (0) 20 7009 0218 M: [REDACTED] E: [REDACTED]@yoocapital.com

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From: Green John (ST) [<mailto:John.Green@yoocapital.com>]
Sent: 27 March 2018 16:58
To: [REDACTED]@yoocapital.com>
Cc: Miklasz Michal <MichalMiklasz@yoocapital.com>
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

[REDACTED]

My apologies for not getting back to you sooner regarding this. I'm generally responsible for providing access to TFL models. I will dedicate some time tomorrow to look at what modelling we have available, talk to the corridor manager and potentially give you a call to answer any queries that I may have.

Kind Regards,

John.

John Green
Traffic Modelling Specialist
Network Performance – Delivery
Operational Modelling & Visualisation
🚗TRANSPORT FOR LONDON
Surface Transport | Network Management Directorate
Palestra House | 2nd floor – 2Y1 | 197 Blackfriars Road | London SE1 8NJ
[REDACTED] | E: john.green@tfl.gov.uk



From: Miklasz Michal
Sent: 27 March 2018 16:31
To: Green John (ST)
Subject: FW: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Michal Miklasz
TfL Planning/ Network Performance Modelling Liaison
TfL Planning | Planning | Palestra | 3rd Floor | 197 Blackfriars Road | London | SE1 8NJ
Tel (Auto): [REDACTED] | Email: michalmiklasz@tfl.gov.uk

From: [REDACTED] [\[REDACTED\]@voocapital.com](mailto:[REDACTED]@voocapital.com)
Sent: 21 March 2018 15:31
To: Spatial Planning; Seiler Clare
Cc: [REDACTED]@momentum-transport.com'; [REDACTED]@momentum-transport.com'; [REDACTED]@london.gov.uk'; Ranaweera Rohan; Roche Daniel; Wigg Joy; Alvarez Julio; Benford Oliver (ST); Korzeniowski David; Burman Thomas; Meeks Richard; Miklasz Michal; [REDACTED]@momentum-transport.com'
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Clare,

Many thanks for the letter.

Do we have an indication on when we will receive the quote for the lease of the VISSIM model?

As you know we are very keen to get cracking with this.

Many thanks

[REDACTED]

██████████ Director of Development, yoo Capital
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From: Spatial Planning [<mailto:SpatialPlanning@tfl.gov.uk>]

Sent: 20 March 2018 17:05

To: ██████████@momentum-transport.com' <██████████@momentum-transport.com>

Cc: ██████████@momentum-transport.com' <██████████@momentum-transport.com>;

██████████@momentum-transport.com' <██████████@momentum-transport.com>; ██████████
<██████████@yoocapital.com>; ██████████@london.gov.uk' <██████████@london.gov.uk>; Seiler

Clare <ClareSeiler@london.gov.uk>; Ranaweera Rohan <RohanRanaweera@london.gov.uk>; Roche Daniel

<Daniel.Roche@london.gov.uk>; Wigg Joy <JoyWigg@london.gov.uk>; Alvarez Julio

<JulioCesarHernandez@london.gov.uk>; Benford Oliver (ST) <Oliver.Benford@london.gov.uk>; Korzeniowski David

<DavidKorzeniowski@london.gov.uk>; Burman Thomas <ThomasBurman@london.gov.uk>; Meeks Richard

<MeeksR@london.gov.uk>; Miklasz Michal <MichalMiklasz@london.gov.uk>

Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Dear ██████████

Following on from your recent pre-application meeting for the above site, please find Transport for London's formal pre-application advice letter attached for your information. Should you have any questions about these comments, please contact Clare Seiler.

Your views are important to us and in order to improve our service, we would appreciate it if you would complete and send back the enclosed feedback form ASAP.

Kind regards,

TfL Spatial Planning

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Thomas Sara

From: [REDACTED]@yoocapital.com>
Sent: 06 April 2018 07:00
To: Green John (ST); [REDACTED]
Cc: Miklasz Michal; [REDACTED]; Korzeniowski David
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Thank you John
The team will review and come back with any questions today.

[REDACTED] Director of Development, yoo Capital
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From: Green John (ST) [mailto:John.Green@yoocapital.com]
Sent: 05 April 2018 17:17
To: [REDACTED]
Cc: Miklasz Michal; [REDACTED]; Korzeniowski David; [REDACTED]
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

All,
Please see attached. This is a proposal so if I have omitted or misunderstood anything please let me know and I will amend.
If the attached is acceptable I will re-issue as an agreement along with a formal Quote.
Models can be made available within a few days of TfL receiving a purchase order.
Please feel free to contact me directly with any queries.

Kind Regards,
John

John Green
Traffic Modelling Specialist
Network Performance – Delivery
Operational Modelling & Visualisation
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EMERGENCY MATTERS

From: [REDACTED]@momentum-transport.com]

Sent: 04 April 2018 15:18

To: Green John (ST)

Cc: Miklasz Michal; [REDACTED]; Korzeniowski David; [REDACTED]

Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Good afternoon John,

Hope you're well. I was wondering whether you have had any luck with compiling a draft access proposal and quote for the TfL model?

Kind regards,

[REDACTED]



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From: [REDACTED]@voocapital.com>

Sent: 28 March 2018 18:03

To: Green John (ST) <John.Green@voocapital.com>

Cc: Miklasz Michal <MichalMiklasz@momentum-transport.com>; [REDACTED]@momentum-transport.com>; [REDACTED]@momentum-transport.com>; Korzeniowski David <DavidKorzeniowski@voocapital.com>

Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

John,

Many thanks for this.

The team will look at this and let you know if we have any questions at this point. We very much look forward to receiving the quote on Tuesday.

[REDACTED]

Director of Development, yoo Capital

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From: Green John (ST) [mailto:John.Green@yooconsulting.com]
Sent: 28 March 2018 17:42
To: [redacted]@yooconsulting.com
Cc: Miklasz Michal <MichalMiklasz@yooconsulting.com>; [redacted]@momentum-transport.com>; [redacted]@momentum-transport.com>; [redacted]@momentum-transport.com>; Korzeniowski David <DavidKorzeniowski@yooconsulting.com>
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter
Hi [redacted]

I've attached a very brief overview of the scope of the models that we have available at TfL. The normal procedure is for me to write-up a model access proposal and provide a cost estimate but I haven't been able to catch-up with the corridor manager today, unfortunately, so I'm not able to quote the cost until that has happened; I'm particularly interested in the model's Modal Auditing Process (MAP) status and your proposals as I have to assess if the model is "fit-for-purpose" or include caveats for consideration. However, I have sent the attached now for info in case it raises questions on your side and I will get a draft access proposal and quote to you after the Easter break as a priority (Tuesday)

Kind Regards,
John.

John Green
Traffic Modelling Specialist
Network Performance – Delivery
Operational Modelling & Visualisation
TRANSPORT FOR LONDON

Surface Transport | Network Management Directorate
Palestra House | 2nd floor – 2Y1 | 197 Blackfriars Road | London SE1 8NJ
Tel: +44 (0) 20 7009 0100 | E: john.green@yooconsulting.com



EMERGENCY MATTERS

From: [redacted]@yooconsulting.com
Sent: 27 March 2018 17:32
To: Green John (ST)
Cc: Miklasz Michal; [redacted]@momentum-transport.com
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter
Hi John,
Many thanks for getting in touch and much appreciated.
I am now also copying in our consultants, Momentum who will be able to help with any technical questions.
Very much look forward to hearing back from you.

[redacted] Director of Development, yoo Capital
T: +44 (0) 20 7009 0218 M: [redacted] E: [redacted]@yooconsulting.com

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From: Green John (ST) [<mailto:John.Green@yooconsulting.com>]
Sent: 27 March 2018 16:58
To: [REDACTED]@yooconsulting.com>
Cc: Miklasz Michal <MichalMiklasz@yooconsulting.com>
Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

My apologies for not getting back to you sooner regarding this. I'm generally responsible for providing access to TFL models. I will dedicate some time tomorrow to look at what modelling we have available, talk to the corridor manager and potentially give you a call to answer any queries that I may have.

Kind Regards,

John.

John Green

Traffic Modelling Specialist

Network Performance – Delivery

Operational Modelling & Visualisation

TRANSPORT FOR LONDON

Surface Transport | Network Management Directorate

Palestra House | 2nd floor – 2Y1 | 197 Blackfriars Road | London SE1 8NJ

[REDACTED] | E: john.green@yooconsulting.com



EXEMPT FROM AUTOMATIC DELETION

From: Miklasz Michal
Sent: 27 March 2018 16:31
To: Green John (ST)
Subject: FW: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Michal Miklasz

TfL Planning/ Network Performance Modelling Liaison

TfL Planning | Planning | Palestra | 3rd Floor | 197 Blackfriars Road | London | SE1 8NJ

Tel (Auto): [REDACTED] | Email:

michalmiklasz@yooconsulting.com

From: [REDACTED]@yooconsulting.com]

Sent: 21 March 2018 15:31

To: Spatial Planning; Seiler Clare

Cc: [REDACTED]@momentum-transport.com'; [REDACTED]@momentum-transport.com';

[REDACTED]@london.gov.uk'; Ranaweera Rohan; Roche Daniel; Wigg Joy; Alvarez Julio; Benford

Oliver (ST); Korzeniowski David; Burman Thomas; Meeks Richard; Miklasz Michal;

[REDACTED]@momentum-transport.com'

Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Clare,

Many thanks for the letter.

Do we have an indication on when we will receive the quote for the lease of the VISSIM model?

As you know we are very keen to get cracking with this.

Many thanks

[REDACTED] Director of Development, yoo Capital

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From: Spatial Planning [<mailto:SpatialPlanning@tfl.gov.uk>]

Sent: 20 March 2018 17:05

To: [REDACTED]@momentum-transport.com' <[REDACTED]@momentum-transport.com>

Cc: [REDACTED]@momentum-transport.com' <[REDACTED]@momentum-transport.com>;

[REDACTED]@momentum-transport.com' <[REDACTED]@momentum-transport.com>; [REDACTED]
<[REDACTED]@yoocapital.com>; [REDACTED]@london.gov.uk' <[REDACTED]@london.gov.uk>; Seiler
Clare <ClareSeiler@tfl.gov.uk>; Ranaweera Rohan <RohanRanaweera@tfl.gov.uk>; Roche Daniel
<Daniel.Roche@tfl.gov.uk>; Wigg Joy <JoyWigg@tfl.gov.uk>; Alvarez Julio
<JulioCesarHernandez@tfl.gov.uk>; Benford Oliver (ST) <Oliver.Benford@tfl.gov.uk>; Korzeniowski David
<DavidKorzeniowski@tfl.gov.uk>; Burman Thomas <ThomasBurman@tfl.gov.uk>; Meeks Richard
<MeeksR@tfl.gov.uk>; Miklasz Michal <MichalMiklasz@tfl.gov.uk>

Subject: RE: Olympia London, Hammersmith Road, London, W14 8UX - TfL's Pre-Planning Application Advice Letter

Dear [REDACTED]

Following on from your recent pre-application meeting for the above site, please find Transport for London's formal pre-application advice letter attached for your information. Should you have any questions about these comments, please contact Clare Seiler.

Your views are important to us and in order to improve our service, we would appreciate it if you would complete and send back the enclosed feedback form ASAP.

Kind regards,

TfL Spatial Planning

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