

## Thomas Sara

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**From:** Miklasz Michal  
**Sent:** 27 July 2018 12:21  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Olympia VISSIM Modelling  
**Attachments:** RE: PTV Network Licence Issue - Vissim/Visum

Hi [REDACTED]

See attached update on the case as promised.

Regards,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com) [REDACTED]

---

**From:** Miklasz Michal  
**Sent:** 27 July 2018 10:45  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Olympia VISSIM Modelling

Let's hope so.

In the meantime would you mind sending over your Linsig for signalised junctions accompanied by scale drawing (1:500) for signal checks please?

Many thanks,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com) [REDACTED]

---

**From:** [REDACTED] [\[REDACTED\]@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)  
**Sent:** 27 July 2018 09:50  
**To:** Miklasz Michal  
**Cc:** [REDACTED]; Qu Huagang; [REDACTED]  
**Subject:** RE: Olympia VISSIM Modelling

Hi Michal,

Many thanks for that.

Hope it gets sorted soon, that must be affecting a lot of people!

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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MODELLING | ANALYSIS | PRESENTATION

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---

**From:** Miklasz Michal  
**Sent:** 27 July 2018 09:47  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Qu Huagang  
**Subject:** RE: Olympia VISSIM Modelling

Hi [REDACTED]

Please see attached email which should shed some light on the issue you experiencing.  
Will let you know once the issue is resolved

Regards,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

---

**From:** [REDACTED]@multimodaluk.com]  
**Sent:** 27 July 2018 07:08  
**To:** Miklasz Michal; Qu Huagang  
**Cc:** [REDACTED]  
**Subject:** Olympia VISSIM Modelling

Hi Michal, Huagang,

I hope you are both well.

I'm just in the process of finishing off the last of the Olympia VISSIM modelling runs, but I've had an error appear that the 'codemeter connection has been lost'.

Has someone taken the dongle out of the machine, or has the licence expired? I was under the impression that the licence ran until the end of the day?

Thanks in advance for your help.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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\*\*\*\*\*

## Thomas Sara

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**From:** Miklasz Michal  
**Sent:** 04 July 2018 10:20  
**To:** [REDACTED]; [REDACTED]  
**Cc:** [REDACTED]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David; Green John (ST)  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons  
**Attachments:** Quote for Momentum Transport Consultancy\_2018-06-20.pdf

[REDACTED]

Please find attached quote for model checks as discussed. At present we quoted for scenario checks as per provided details by [REDACTED] (30/04/2018). In terms of flow scenarios essentially we aim to assess future net impact of the development so comparing *baseline + committed dev* "with" and "without" Olympia flows. Should any additional revisions be required, this is subject to extra costs. Please note that the quote already considers 15% discount against the standard rate.

Once we received PO we can start looking into the models. If possible I would advise a quick modelling catch up before the audit is commenced to agree on the expected workload and timescales.

Regards,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

---

**From:** [REDACTED]@multimodaluk.com]  
**Sent:** 18 June 2018 09:19  
**To:** Miklasz Michal  
**Cc:** [REDACTED]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Apologies for not getting back to you on this last Friday.

I've spoken to [REDACTED] at Momentum and in terms of scenarios, we're looking at "definitely scenario 2, then either 3/4/5 and then either 6/7/8/9, comparing options like for like."

So it will be at least 3 and possibly 4 in total, depending on which layout works the best.

I appreciate this is a bit vague at the moment, but hope it still helps.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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---

**From:** Miklasz Michal  
**Sent:** 15 June 2018 14:04  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi [REDACTED]

For purpose model audit cost estimate analysis, mind listing which scenarios are to be submitted for MAP checks please?

Many thanks,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

---

**From:** [REDACTED]@multimodaluk.com  
**Sent:** 15 June 2018 10:50  
**To:** Miklasz Michal  
**Cc:** [REDACTED]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Many thanks for the attached and the clarifications on my queries.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate



Telephone: [REDACTED]  
Mobile: [REDACTED]  
Email: [REDACTED]@multimodaluk.com

---

**From:** Miklasz Michal <[MichalMiklasz@multimodaluk.com](mailto:MichalMiklasz@multimodaluk.com)>  
**Sent:** 15 June 2018 10:10  
**To:** [REDACTED]@multimodaluk.com  
**Cc:** [REDACTED]@momentum-transport.com; [REDACTED]@multimodaluk.com; Simpson Lucy <[LucySimpson@multimodaluk.com](mailto:LucySimpson@multimodaluk.com)>; Farrow Claire (ST) <[Claire.Farrow@multimodaluk.com](mailto:Claire.Farrow@multimodaluk.com)>; Korzeniowski David <[DavidKorzeniowski@multimodaluk.com](mailto:DavidKorzeniowski@multimodaluk.com)>  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi [REDACTED]

Please find below as requested. I was convinced that I already sent it to you so I am glad you came back with a little nudge.

Regards,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

---

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

**Sent:** 14 June 2018 16:09

**To:** Miklasz Michal

**Cc:** [REDACTED]

**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Further to our phone call the other day, please find attached a spreadsheet which clarifies what each scenario consists of for the Olympia VISSIM modelling. However, please be aware that whilst we are modelling the full list of scenarios for Momentum to analyse, not all of these will be reported to you as part of the VMAP submission (only the most appropriate will be).

As requested on our call, please find attached the calculations used to derive the vehicle inputs and static routes for the existing Olympia operation, Committed Development and proposed Olympia development. I appreciate that these may not make complete sense without the VISSIM model, but hope they provide some assistance. I need to produce the 'amended future baseline' flows, so will send this over once it is complete.

I was also emailing to chase:

- The random seed numbers used for the final CS9 modelling and reporting; - **AM Peak - the first simulation was seed 42, and it was 1 seed increments, PM Peak - the first simulation was seed 42, and it was 19 seed increments. Each consisted 20 runs**
- Clarification on only using Journey Time Markers 9001-9056 for reporting; **Correct. Please also create additional JT markers from North End Road as well as the queue markers on southern and northern approaches**
- The parameters used for your saturation flow tool for obtaining sat flows from each of the VISSIM scenarios – **There are no specific tool settings required for future year models that would be different to base models, other than possible changes to average PCU values where multiple vehicle types are used. Recommendations for typical values are included in the documentation. Note that overtaking at stoplines is not supported as this results in negative headways within the discharge output.**
- Any spreadsheet / macro you have for calculating the pedestrian 'wait' times. **These would not be required unless you are anticipating a change in cycle time**

Hope this all helps and makes sense. If you have any questions, please do let me know.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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**From:** [redacted]  
**Sent:** 12 June 2018 12:22  
**To:** 'Michalasz Michal' <MichalMiklasz@[redacted]>  
**Cc:** [redacted] <[redacted]@momentum-transport.com>; [redacted] <[redacted]@multimodaluk.com>; Simpson Lucy <LucySimpson@[redacted]> Farrow Claire (ST) <Claire.Farrow@[redacted]>; Korzeniowski David <DavidKorzenowski@[redacted]>  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Thank you for your email.

To answer your first question, the AM & PM peak scenarios that we are modelling and assessing are as follows:

1	Future Baseline (Existing TfL VISSIM model, including CS9 proposals)
2	Future Baseline + Current Olympia Development
3	Future Baseline + Current Olympia Operations + Proposed Blythe Road Signalisation
4	Future Baseline + Current Olympia Operations + Committed Development
5	Future Baseline + Current Olympia Operations + Committed Development + Proposed Blythe Road Signalisation
6	Future Baseline + Committed Development + Proposed Olympia Development
7	Future Baseline + Committed Development + Proposed Olympia Development + Proposed Blythe Road Signalisation
8	Future Baseline + Committed Development + Proposed Olympia Development + Proposed D-Gate Signalisation
9	Future Baseline + Committed Development + Proposed Olympia Development + Proposed Blythe Road Signalisation + Proposed D-Gate Signalisation

Thanks for the advice on the outputs. However, that has led to more questions and comments below, which I would appreciate your guidance on.

**Journey Times**

Thanks for the consultation link, that's very useful. Just to confirm our understanding from this:

- Our assessment should be in bands (in seconds)?
- The 'Impact' column will be comparing the scenarios back to the original CS9 proposals?
- For the Hammersmith CS9 model, we propose to use Journey Time markers 9001 – 9056. There are other markers present, but these were used for the model calibration and validation. Are you happy with this?
- Please can you confirm the random seed numbers used for the CS9 assessment?
- The *Walking* wait times in the consultation material, how have this been calculated? Is this required for every crossing at each signalised junction?

**Queue Lengths**

- We will consider the local roads as well as Hammersmith Road for the queue comparisons.

**Saturation Flows**

- There are two junctions which are proposed to be signalised – D-Gate and Blythe Road. You mention calculating the sat flows using RR67, which we can do, do you need to see these comparisons before we run the models for outputs?

**Traffic Flows**

- Momentum have provided us with the traffic flows for the development and I will ask them to forward these on for you to review.

**Overall Stats**

- We will include some basic data on this, with latent demand likely to be something of interest.

## Ped Stages

- All ped stages for the new signalised junctions are proposed to be run every cycle.

I hope all of the above makes sense and thanks in advance for your help. If you have any questions, please do get in touch.

Kind regards,

█

█ | Transport Modelling | Associate



Telephone: █

Mobile: █

Email: █@multimodaluk.com

---

**From:** Miklasz Michal <MichalMiklasz█>  
**Sent:** 12 June 2018 10:52  
**To:** █@multimodaluk.com  
**Cc:** █@momentum-transport.com; █  
<█@multimodaluk.com>; Simpson Lucy <LucySimpson█>; Farrow Claire (ST)  
<Claire.Farrow█>; Korzeniowski David <DavidKorzeniowski█>  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi █

Thank you for your email and early engagement with the process. Before we talk about format of the output mind listing your scenarios again as I may need to revise the audit cost should it be more than initially discussed?

In terms of the outputs, my suggestion is to follow the format of the comparison tables that were produced for CS9 consultation for cyclists, PT, general traffic and walking (but more detailed results i.e. in seconds). Link to the consultation results is below

[https://consultations.tfl.gov.uk/roads/1f754be4/user\\_uploads/cs9-traffic-modelling-am-2.pdf](https://consultations.tfl.gov.uk/roads/1f754be4/user_uploads/cs9-traffic-modelling-am-2.pdf)

On top of that we would expect the following:

- queue length comparison for side roads would also be recommended unless there are already JT markers set up in the original model that allow for the side traffic to be analysed as well;
- I would encourage you to keep the original JT markers from CS9 and use the same seeds throughout the process. I would also ensure that your results are calculated as average of at least 10 sequential runs (same seeds as those used in the CS9 model);
- In terms of sat flow, I encourage you calculating RR67 for the new junctions and then compare them with CS9 model averages (to ensure they are not significantly different from what has been considered for this location) before running VISSIM to ensure the match. Will speak with my colleagues about TfL sat flow tool and the settings you mentioned;
- Would expect that the development flow uplift will consider vehicles as well as cyclists. Please share your traffic distribution diagrams prior to model submission
- Overall statistics would be beneficial, but probably not essential;
- Lastly I would have thought that most of ped stages in your model should be set up as 100% demand given the propose increase in ped movements in the area (spectators)

If you have any other questions please let me know. I am now all week this week so please ignore yesterday's voicemail

Many thanks,  
Michal

**Michal Miklasz**

**TfL Planning/ Network Performance Modelling Liaison**

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---

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

**Sent:** 11 June 2018 12:46

**To:** Miklasz Michal

**Cc:** [REDACTED]

**Subject:** Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

My name is [REDACTED] and I am working with [REDACTED] at Momentum Transport Planning on the VISSIM modelling for the proposed development at Olympia.

We're at the stage now of running for outputs and understand that you would require saturation flows, queues and journey times for assessment purposes.

However, as we've got nine scenarios to compare (18 if taking into account the two peak periods), there is a lot of data that could be pulled off and compared and would therefore appreciate your comments/guidance on what would be most appropriate for you as an auditor of the work.

Our current thinking was:

- Saturation Flows
  - Comparison tables of the saturation flows for each approach at each junction (where data can be collected and analysed using the TfL Sat Flow tool)  
*(Do you have default settings to use for your sat flow tool for future year network models?)*
- Queues
  - Queue graphs of the average queue at each junction and each approach
- Journey Times
  - Comparison tables of the overall EB and WB journey times for Lights, Heavies, Buses and Cyclists.
- Overall Network Stats
  - Comparison tables of average delay per vehicle, average speed and latent demand

Is there anything else in particular that would be useful, or would the above be a suitable set of data for comparison?

I hope the above makes sense and thanks in advance for your help.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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## Thomas Sara

---

**From:** [REDACTED]  
**Sent:** 18 June 2018 09:19  
**To:** Miklasz Michal  
**Cc:** [REDACTED]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Apologies for not getting back to you on this last Friday.

I've spoken to [REDACTED] at Momentum and in terms of scenarios, we're looking at "definitely scenario 2, then either 3/4/5 and then either 6/7/8/9, comparing options like for like."

So it will be at least 3 and possibly 4 in total, depending on which layout works the best.

I appreciate this is a bit vague at the moment, but hope it still helps.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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---

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Michal

**Michal Miklasz**  
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Tel (Auto): [REDACTED] | Email: [michalmiklasz@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

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**From:** [REDACTED]@multimodaluk.com  
**Sent:** 15 June 2018 10:50  
**To:** Miklasz Michal

Cc: [redacted]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David  
Subject: RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Many thanks for the attached and the clarifications on my queries.

Kind regards,

[redacted]

[redacted] | Transport Modelling | Associate



Telephone: [redacted]  
Mobile: [redacted]  
Email: [redacted]@multimodaluk.com

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From: Miklasz Michal <MichalMiklasz@multimodaluk.com>  
Sent: 15 June 2018 10:10  
To: [redacted]@multimodaluk.com  
Cc: [redacted]@momentum-transport.com; [redacted]@multimodaluk.com; Simpson Lucy <LucySimpson@multimodaluk.com>; Farrow Claire (ST) <Claire.Farrow@multimodaluk.com>; Korzeniowski David <DavidKorzeniowski@multimodaluk.com>  
Subject: RE: Olympia Modelling - VISSIM Output Comparisons

Hi [redacted],

Please find below as requested. I was convinced that I already sent it to you so I am glad you came back with a little nudge.

Regards,  
Michal

**Michal Miklasz**  
TfL Planning/ Network Performance Modelling Liaison  
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Tel (Auto): [redacted] | Email: [michalmiklasz@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

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From: [redacted]@multimodaluk.com  
Sent: 14 June 2018 16:09  
To: Miklasz Michal  
Cc: [redacted]  
Subject: RE: Olympia Modelling - VISSIM Output Comparisons

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8	Future Baseline + Committed Development + Proposed Olympia Development + Proposed D-Gate Signalisation
9	Future Baseline + Committed Development + Proposed Olympia Development + Proposed Blythe Road Signalisation + Proposed D-Gate Signalisation

Thanks for the advice on the outputs. However, that has led to more questions and comments below, which I would appreciate your guidance on.

### Journey Times

Thanks for the consultation link, that's very useful. Just to confirm our understanding from this:

- Our assessment should be in bands (in seconds)?
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- For the Hammersmith CS9 model, we propose to use Journey Time markers 9001 – 9056. There are other markers present, but these were used for the model calibration and validation. Are you happy with this?
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- The *Walking* wait times in the consultation material, how have this been calculated? Is this required for every crossing at each signalised junction?

### Queue Lengths

- We will consider the local roads as well as Hammersmith Road for the queue comparisons.

### Saturation Flows

- There are two junctions which are proposed to be signalised – D-Gate and Blythe Road. You mention calculating the sat flows using RR67, which we can do, do you need to see these comparisons before we run the models for outputs?

### Traffic Flows

- Momentum have provided us with the traffic flows for the development and I will ask them to forward these on for you to review.

### Overall Stats

- We will include some basic data on this, with latent demand likely to be something of interest.

### Ped Stages

- All ped stages for the new signalised junctions are proposed to be run every cycle.

I hope all of the above makes sense and thanks in advance for your help. If you have any questions, please do get in touch.

Kind regards,

█

█ | Transport Modelling | Associate



Telephone: █

Mobile: █

Email: █@multimodaluk.com

---

From: Miklasz Michal <MichalMiklasz█>

Sent: 12 June 2018 10:52

To: █@multimodaluk.com>

Cc: █@momentum-transport.com>; █

<█@multimodaluk.com>; Simpson Lucy <LucySimpson█>; Farrow Claire (ST)

<Claire.Farrow [REDACTED]>; Korzeniowski David <DavidKorzeniowski [REDACTED]>  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi [REDACTED]

Thank you for your email and early engagement with the process. Before we talk about format of the output mind listing your scenarios again as I may need to revise the audit cost should it be more than initially discussed?

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On top of that we would expect the following:

- queue length comparison for side roads would also be recommended unless there are already JT markers set up in the original model that allow for the side traffic to be analysed as well;
- I would encourage you to keep the original JT markers from CS9 and use the same seeds throughout the process. I would also ensure that your results are calculated as average of at least 10 sequential runs (same seeds as those used in the CS9 model);
- In terms of sat flow, I encourage you calculating RR67 for the new junctions and then compare them with CS9 model averages (to ensure they are not significantly different from what has been considered for this location) before running VISSIM to ensure the match. Will speak with my colleagues about TfL sat flow tool and the settings you mentioned;
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- Overall statistics would be beneficial, but probably not essential;
- Lastly I would have thought that most of ped stages in your model should be set up as 100% demand given the propose increase in ped movements in the area (spectators)

If you have any other questions please let me know. I am now all week this week so please ignore yesterday's voicemail

Many thanks,  
Michal

**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 \[REDACTED\]](mailto:michalmiklasz [REDACTED])

---

**From:** [REDACTED] [\[REDACTED\]@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)  
**Sent:** 11 June 2018 12:46  
**To:** Miklasz Michal  
**Cc:** [REDACTED]  
**Subject:** Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

My name is [REDACTED] and I am working with [REDACTED] at Momentum Transport Planning on the VISSIM modelling for the proposed development at Olympia.

We're at the stage now of running for outputs and understand that you would require saturation flows, queues and journey times for assessment purposes.



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## Thomas Sara

---

**From:** Miklasz Michal  
**Sent:** 15 June 2018 14:04  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi [REDACTED],

For purpose model audit cost estimate analysis, mind listing which scenarios are to be submitted for MAP checks please?

Many thanks,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

---

**From:** [REDACTED]@multimodaluk.com]  
**Sent:** 15 June 2018 10:50  
**To:** Miklasz Michal  
**Cc:** [REDACTED]; Simpson Lucy; Farrow Claire (ST); Korzeniowski David  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Many thanks for the attached and the clarifications on my queries.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

**MULTIMODAL**   
MODELLING | ANALYSIS | PRESENTATION

Telephone: [REDACTED]  
Mobile: [REDACTED]  
Email: [REDACTED]@multimodaluk.com

---

**From:** Miklasz Michal <[MichalMiklasz@multimodaluk.com](mailto:MichalMiklasz@multimodaluk.com)>  
**Sent:** 15 June 2018 10:10  
**To:** [REDACTED]@multimodaluk.com>  
**Cc:** [REDACTED]@momentum-transport.com>; [REDACTED]@multimodaluk.com>; Simpson Lucy <[LucySimpson@multimodaluk.com](mailto:LucySimpson@multimodaluk.com)>; Farrow Claire (ST) <[Claire.Farrow@multimodaluk.com](mailto:Claire.Farrow@multimodaluk.com)>; Korzeniowski David <[DavidKorzeniowski@multimodaluk.com](mailto:DavidKorzeniowski@multimodaluk.com)>  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi [REDACTED]

Pleas find below as requested. I was convinced that I already sent it to you so I am glad you came back with a little nudge.

Regards,  
Michal

**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@\[REDACTED\]](mailto:michalmiklasz@[REDACTED])

---

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

**Sent:** 14 June 2018 16:09

**To:** Miklasz Michal

**Cc:** [REDACTED]

**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Further to our phone call the other day, please find attached a spreadsheet which clarifies what each scenario consists of for the Olympia VISSIM modelling. However, please be aware that whilst we are modelling the full list of scenarios for Momentum to analyse, not all of these will be reported to you as part of the VMAP submission (only the most appropriate will be).

As requested on our call, please find attached the calculations used to derive the vehicle inputs and static routes for the existing Olympia operation, Committed Development and proposed Olympia development. I appreciate that these may not make complete sense without the VISSIM model, but hope they provide some assistance. I need to produce the 'amended future baseline' flows, so will send this over once it is complete.

I was also emailing to chase:

- The random seed numbers used for the final CS9 modelling and reporting; - **AM Peak - the first simulation was seed 42, and it was 1 seed increments, PM Peak - the first simulation was seed 42, and it was 19 seed increments. Each consisted 20 runs**
- Clarification on only using Journey Time Markers 9001-9056 for reporting; **Correct. Please also create additional JT markers from North End Road as well as the queue markers on southern and northern approaches**
- The parameters used for your saturation flow tool for obtaining sat flows from each of the VISSIM scenarios – **There are no specific tool settings required for future year models that would be different to base models, other than possible changes to average PCU values where multiple vehicle types are used. Recommendations for typical values are included in the documentation. Note that overtaking at stoplines is not supported as this results in negative headways within the discharge output.**
- Any spreadsheet / macro you have for calculating the pedestrian 'wait' times. **These would not be required unless you are anticipating a change in cycle time**

Hope this all helps and makes sense. If you have any questions, please do let me know.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

**MULTIMODAL**   
MODELLING | ANALYSIS | PRESENTATION

Telephone: [REDACTED]

Mobile: [REDACTED]

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

From: [REDACTED]  
 Sent: 12 June 2018 12:22  
 To: 'Miklasz Michal' <MichalMiklasz@[REDACTED]>  
 Cc: [REDACTED]@momentum-transport.com>; [REDACTED]@multimodaluk.com>; Simpson Lucy <LucySimpson@[REDACTED]>; Farrow Claire (ST) <Claire.Farrow@[REDACTED]>; Korzeniowski David <DavidKorzeniowski@[REDACTED]>  
 Subject: RE: Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

Thank you for your email.

To answer your first question, the AM & PM peak scenarios that we are modelling and assessing are as follows:

1	Future Baseline (Existing TfL VISSIM model, including CS9 proposals)
2	Future Baseline + Current Olympia Development
3	Future Baseline + Current Olympia Operations + Proposed Blythe Road Signalisation
4	Future Baseline + Current Olympia Operations + Committed Development
5	Future Baseline + Current Olympia Operations + Committed Development + Proposed Blythe Road Signalisation
6	Future Baseline + Committed Development + Proposed Olympia Development
7	Future Baseline + Committed Development + Proposed Olympia Development + Proposed Blythe Road Signalisation
8	Future Baseline + Committed Development + Proposed Olympia Development + Proposed D-Gate Signalisation
9	Future Baseline + Committed Development + Proposed Olympia Development + Proposed Blythe Road Signalisation + Proposed D-Gate Signalisation

Thanks for the advice on the outputs. However, that has led to more questions and comments below, which I would appreciate your guidance on.

**Journey Times**

Thanks for the consultation link, that's very useful. Just to confirm our understanding from this:

- Our assessment should be in bands (in seconds)?
- The 'Impact' column will be comparing the scenarios back to the original CS9 proposals?
- For the Hammersmith CS9 model, we propose to use Journey Time markers 9001 – 9056. There are other markers present, but these were used for the model calibration and validation. Are you happy with this?
- Please can you confirm the random seed numbers used for the CS9 assessment?
- The *Walking* wait times in the consultation material, how have this been calculated? Is this required for every crossing at each signalised junction?

**Queue Lengths**

- We will consider the local roads as well as Hammersmith Road for the queue comparisons.

**Saturation Flows**

- There are two junctions which are proposed to be signalised – D-Gate and Blythe Road. You mention calculating the sat flows using RR67, which we can do, do you need to see these comparisons before we run the models for outputs?

**Traffic Flows**

- Momentum have provided us with the traffic flows for the development and I will ask them to forward these on for you to review.

**Overall Stats**

- We will include some basic data on this, with latent demand likely to be something of interest.

**Ped Stages**

- All ped stages for the new signalised junctions are proposed to be run every cycle.

I hope all of the above makes sense and thanks in advance for your help. If you have any questions, please do get in touch.

Kind regards,

█

█ | Transport Modelling | Associate



Telephone: █  
Mobile: █  
Email: █@multimodaluk.com

---

**From:** Miklasz Michal <MichalMiklasz█>  
**Sent:** 12 June 2018 10:52  
**To:** █@multimodaluk.com>  
**Cc:** █@momentum-transport.com>; █@multimodaluk.com>; Simpson Lucy <LucySimpson█>; Farrow Claire (ST) <Claire.Farrow█>; Korzeniowski David <DavidKorzeniowsk█>  
**Subject:** RE: Olympia Modelling - VISSIM Output Comparisons

Hi █

Thank you for your email and early engagement with the process. Before we talk about format of the output mind listing your scenarios again as I may need to revise the audit cost should it be more than initially discussed?

In terms of the outputs, my suggestion is to follow the format of the comparison tables that were produced for CS9 consultation for cyclists, PT, general traffic and walking (but more detailed results i.e. in seconds). Link to the consultation results is below

[https://consultations.tfl.gov.uk/roads/1f754be4/user\\_uploads/cs9-traffic-modelling-am-2.pdf](https://consultations.tfl.gov.uk/roads/1f754be4/user_uploads/cs9-traffic-modelling-am-2.pdf)

On top of that we would expect the following:

- queue length comparison for side roads would also be recommended unless there are already JT markers set up in the original model that allow for the side traffic to be analysed as well;
- I would encourage you to keep the original JT markers from CS9 and use the same seeds throughout the process. I would also ensure that your results are calculated as average of at least 10 sequential runs (same seeds as those used in the CS9 model);
- In terms of sat flow, I encourage you calculating RR67 for the new junctions and then compare them with CS9 model averages (to ensure they are not significantly different from what has been considered for this location) before running VISSIM to ensure the match. Will speak with my colleagues about TfL sat flow tool and the settings you mentioned;
- Would expect that the development flow uplift will consider vehicles as well as cyclists. Please share your traffic distribution diagrams prior to model submission
- Overall statistics would be beneficial, but probably not essential;
- Lastly I would have thought that most of ped stages in your model should be set up as 100% demand given the propose increase in ped movements in the area (spectators)

If you have any other questions please let me know. I am now all week this week so please ignore yesterday's voicemail

Many thanks,  
Michal

Michal Miklasz

TfL Planning/ Network Performance Modelling Liaison

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

Tel (Auto):

[michalmiklasz](mailto:michalmiklasz)

Email:

---

**From:** [REDACTED]@multimodaluk.com]

**Sent:** 11 June 2018 12:46

**To:** Miklasz Michal

**Cc:** [REDACTED]

**Subject:** Olympia Modelling - VISSIM Output Comparisons

Hi Michal,

My name is [REDACTED] and I am working with [REDACTED] at Momentum Transport Planning on the VISSIM modelling for the proposed development at Olympia.

We're at the stage now of running for outputs and understand that you would require saturation flows, queues and journey times for assessment purposes.

However, as we've got nine scenarios to compare (18 if taking into account the two peak periods), there is a lot of data that could be pulled off and compared and would therefore appreciate your comments/guidance on what would be most appropriate for you as an auditor of the work.

Our current thinking was:

- Saturation Flows
  - Comparison tables of the saturation flows for each approach at each junction (where data can be collected and analysed using the TfL Sat Flow tool)  
(Do you have default settings to use for your sat flow tool for future year network models?)
- Queues
  - Queue graphs of the average queue at each junction and each approach
- Journey Times
  - Comparison tables of the overall EB and WB journey times for Lights, Heavies, Buses and Cyclists.
- Overall Network Stats
  - Comparison tables of average delay per vehicle, average speed and latent demand

Is there anything else in particular that would be useful, or would the above be a suitable set of data for comparison?

I hope the above makes sense and thanks in advance for your help.

Kind regards,

[REDACTED]

[REDACTED] | Transport Modelling | Associate

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## Thomas Sara

---

**From:** Blewitt Robert (ST)  
**Sent:** 27 July 2018 12:17  
**To:** +NM Network Performance Delivery  
**Cc:** +NM NP Consultants; Mohammad Adil  
**Subject:** RE: PTV Network Licence Issue - Vissim/Visum

Hi All,

I'm pleased to report that the issue below has now been resolved.

Please let me know if you continue to experience any issues...

Robert

---

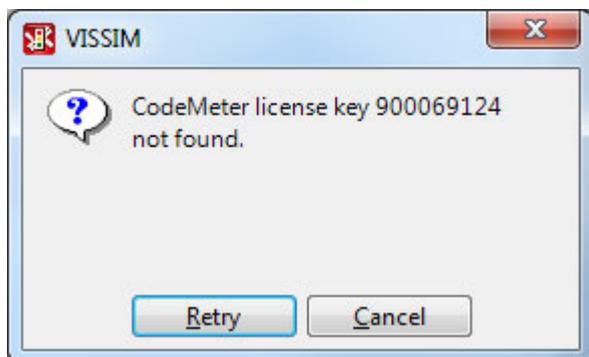
**From:** Blewitt Robert (ST)  
**Sent:** 27 July 2018 08:38  
**To:** +NM Network Performance Delivery  
**Cc:** +NM NP Consultants; Mohammad Adil  
**Subject:** PTV Network Licence Issue - Vissim/Visum

Hi All,

Please note that there is currently an issue with network licences for PTV applications, resulting in error messages being shown when launching the software. This affects all network-licenced Vissim/Visum installations on modelling servers, OneLondon workstations and standalone machines without local hardware dongles.

The relevant network licence server is hosted by PTV in Germany and the issue has been reported for their urgent attention – I will provide a further update when more information is available.

If you know of someone that may be affected by this issue who is not included in this email, please forward as necessary.



Best regards,

**Robert Blewitt**

Senior Transport Modeller

Operational Modelling & Visualisation, Network Performance – Delivery

Network Management Directorate, Surface Transport, Transport for London

Zone R6, 3<sup>rd</sup> Floor, Palestra, 197 Blackfriars Road, London, SE1 8NJ

Tel: + [REDACTED] | Email: [Robert.Blewitt](mailto:Robert.Blewitt@[REDACTED]) [REDACTED]



EVERY JOURNEY MATTERS

Need a copy of the TfL Traffic Modelling Guidelines or Model Auditing Process?

Download the latest version from <http://www.tfl.gov.uk/corporate/publications-and-reports/streets>

**Thomas Sara**

---

**Subject:** FW: Olympia VISSIM Modelling

---

**From:** Miklasz Michal  
**Sent:** 27 July 2018 12:21  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Olympia VISSIM Modelling

Hi [REDACTED]

See attached update on the case as promised.

Regards,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

---

**From:** Miklasz Michal  
**Sent:** 27 July 2018 10:45  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Olympia VISSIM Modelling

Let's hope so.

In the meantime would you mind sending over your Linsig for signalised junctions accompanied by scale drawing (1:500) for signal checks please?

Many thanks,  
Michal

**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@multimodaluk.com](mailto:michalmiklasz@multimodaluk.com)

---

**From:** [REDACTED] [\[REDACTED\]@multimodaluk.com](mailto:[REDACTED]@multimodaluk.com)  
**Sent:** 27 July 2018 09:50  
**To:** Miklasz Michal  
**Cc:** [REDACTED]; Qu Huagang; [REDACTED]  
**Subject:** RE: Olympia VISSIM Modelling

Hi Michal,

Many thanks for that.

Hope it gets sorted soon, that must be affecting a lot of people!



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Email: [REDACTED]@multimodaluk.com  
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## 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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Tel: [REDACTED] | E: [claire.farrow@\[REDACTED\]](mailto:claire.farrow@[REDACTED])

## Thomas Sara

---

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

---

**From:** Farrow Claire (ST)  
**Sent:** 14 January 2019 16:37  
**To:** Seiler Clare <ClareSeiler[REDACTED]>; Benford Oliver (ST) <Oliver.Benford[REDACTED]>  
**Cc:** Burman Thomas <ThomasBurman[REDACTED]>; Rogers Andrew (ST) <Andrew.Rogers[REDACTED]>  
**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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Tel: [REDACTED] | E: [claire.farrow](mailto:claire.farrow) [REDACTED]

---

**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*

 **TRANSPORT FOR LONDON**

Surface Transport | Network Management Directorate

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 | E: [claire.farrow](mailto:claire.farrow) 

---

**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@\[REDACTED\]](mailto:ClareSeiler@[REDACTED])

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## Thomas Sara

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

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**From:** Benford Oliver (ST)  
**Sent:** 15 January 2019 07:53  
**To:** Farrow Claire (ST) <Claire.Farrow[REDACTED]>; Seiler Clare <ClareSeiler[REDACTED]>  
**Cc:** Burman Thomas <ThomasBurman[REDACTED]>; Rogers Andrew (ST) <Andrew.Rogers[REDACTED]>  
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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]

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**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]

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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

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

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**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,

### Claire Farrow

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

Network Performance – Delivery

*Please note my working days are Monday – Wednesday*

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**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

T: [REDACTED]

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**From:** Farrow Claire (ST)  
**Sent:** 08 February 2019 07:45  
**To:** Seiler Clare; Miklasz Michal  
**Cc:** Rogers Andrew (ST); Burman Thomas  
**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*

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