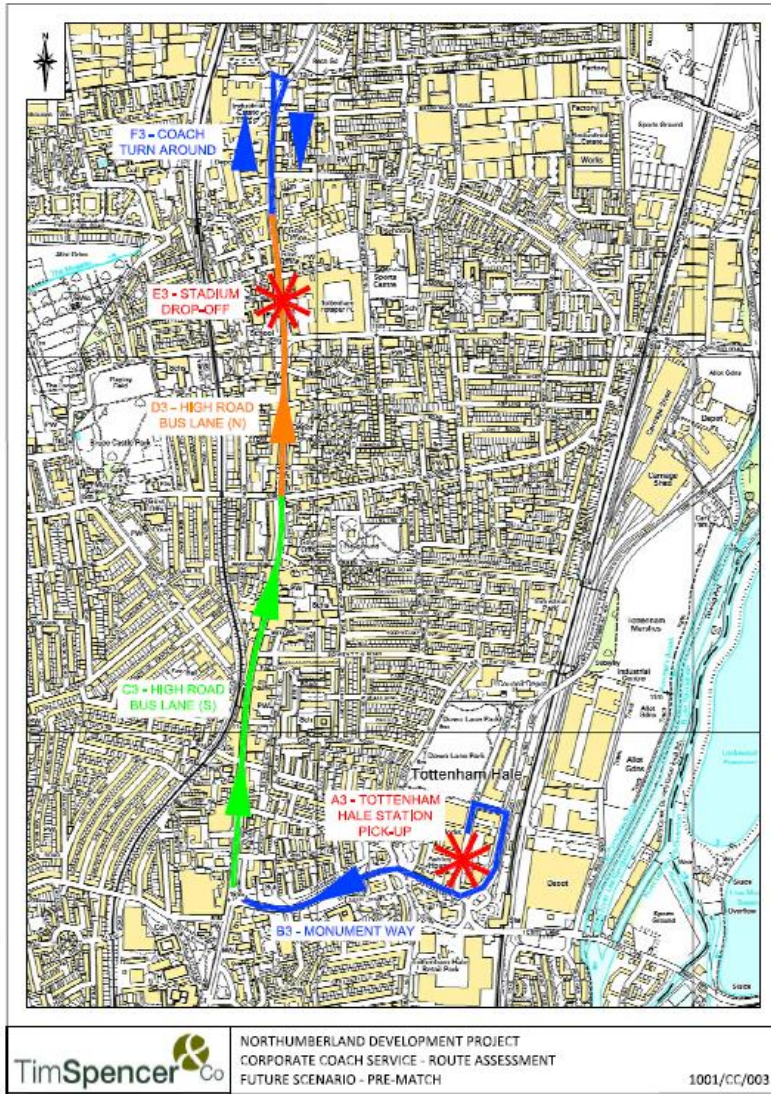


THFC New Stadium ï NFL scenario Shuttle Bus Analysis

Service A i Tottenham Hale



⌘ The Tottenham Hale shuttle bus is designed to be a Premium Service, in line with the Hospitality proposals for the new stadium. The Stadium proposals include up to 9,000 seats at Box and Club levels. The scaling of the Premium Service is intended to provide capacity for a similar proportion of total spectators approaching via Tottenham Hale or environs. A Shuttle service open to all spectators travelling via these routes could not be sustained.

⌘ Note that as the service is aimed at principally those with access to hospitality, it is assumed that during the post-match period a different profile will apply to those using other modes of transport.

Service B i Alexandra Palace



- Ⓐ The Alexandra Palace shuttle bus is designed to be a standard service, intended to capture spectators travelling on rail routes whose alternative route would be to interchange in Central London and arrive via Seven Sisters or Tottenham Hale..
- Ⓐ All services will pick up at both Alexandra Palace and Wood Green, with the anticipated share of demand being split 75%:25% between Alexandra Palace and Wood Green station.

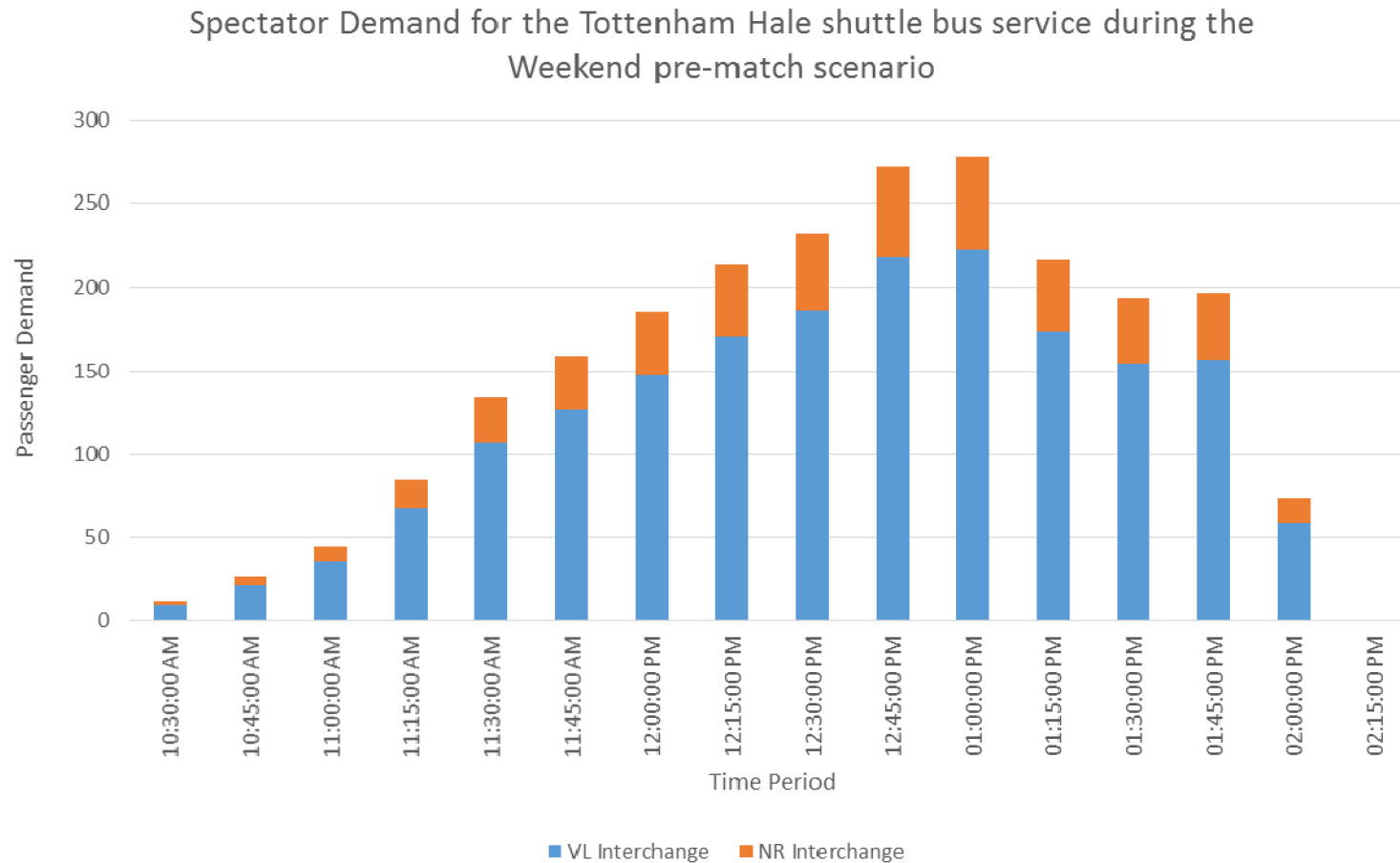
General Assumptions

- ⚠ The operational configuration of the services will be discussed and agreed with TfL at a later stage, once THFC has contracted with a specific operator.
- ⚠ The key assumption is regarding availability of loading/unloading facilities at Tottenham Hale, where proximity and visibility will be key to the delivery of a Premium Service.
- ⚠ Assumptions regarding loading, unloading and turnaround times will be verified with the operator once selected.
- ⚠ For the purposes of this assessment, we have considered the potential performance of the shuttle bus service considered for the Football matchday scenarios in the light of the NFL spectator demand forecast.



Sunday NFL Scenario

Pre-match: Tottenham Hale service



2,316 Spectators in total

- 463 interchanging from National Rail services
- 1,853 interchanging from London Underground services (926 NB, 927 SB)

Pre-match: Tottenham Hale service

Analysis

- 50 pax/coach
- 2 minute loading time
- 3 minute frequency

Queue duration: 50 mins

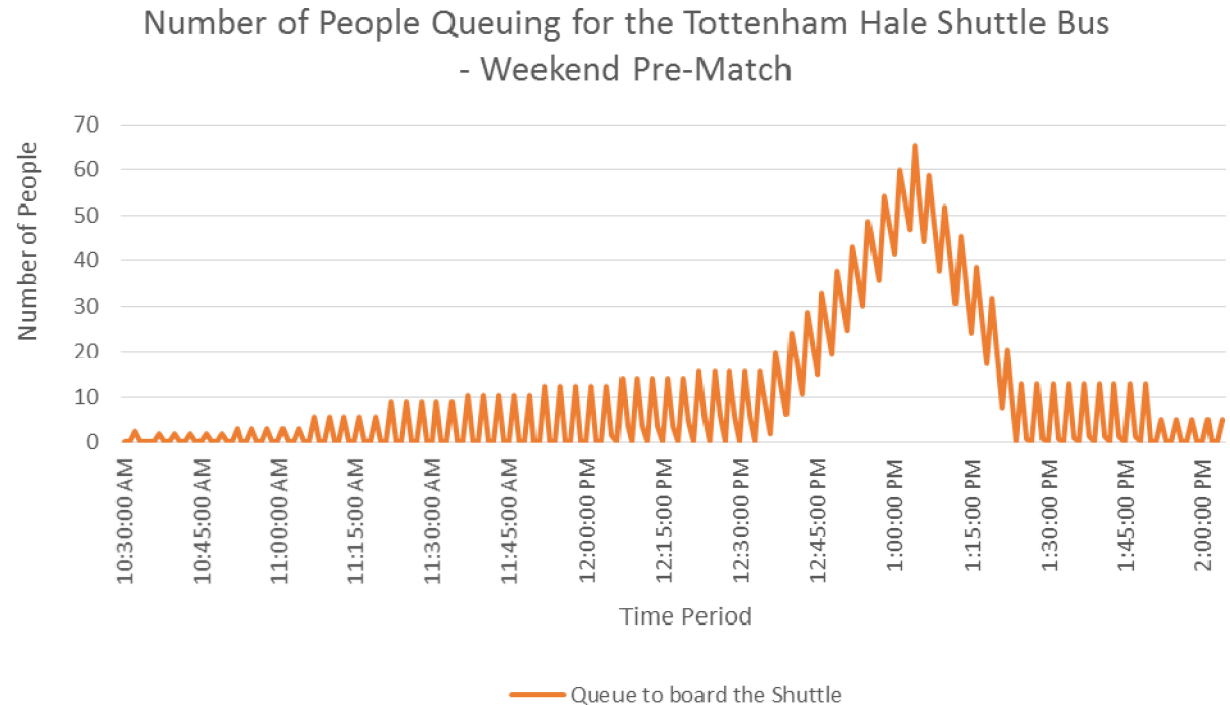
Max Queue: 65 ppl

Max Wait Time: 6mins

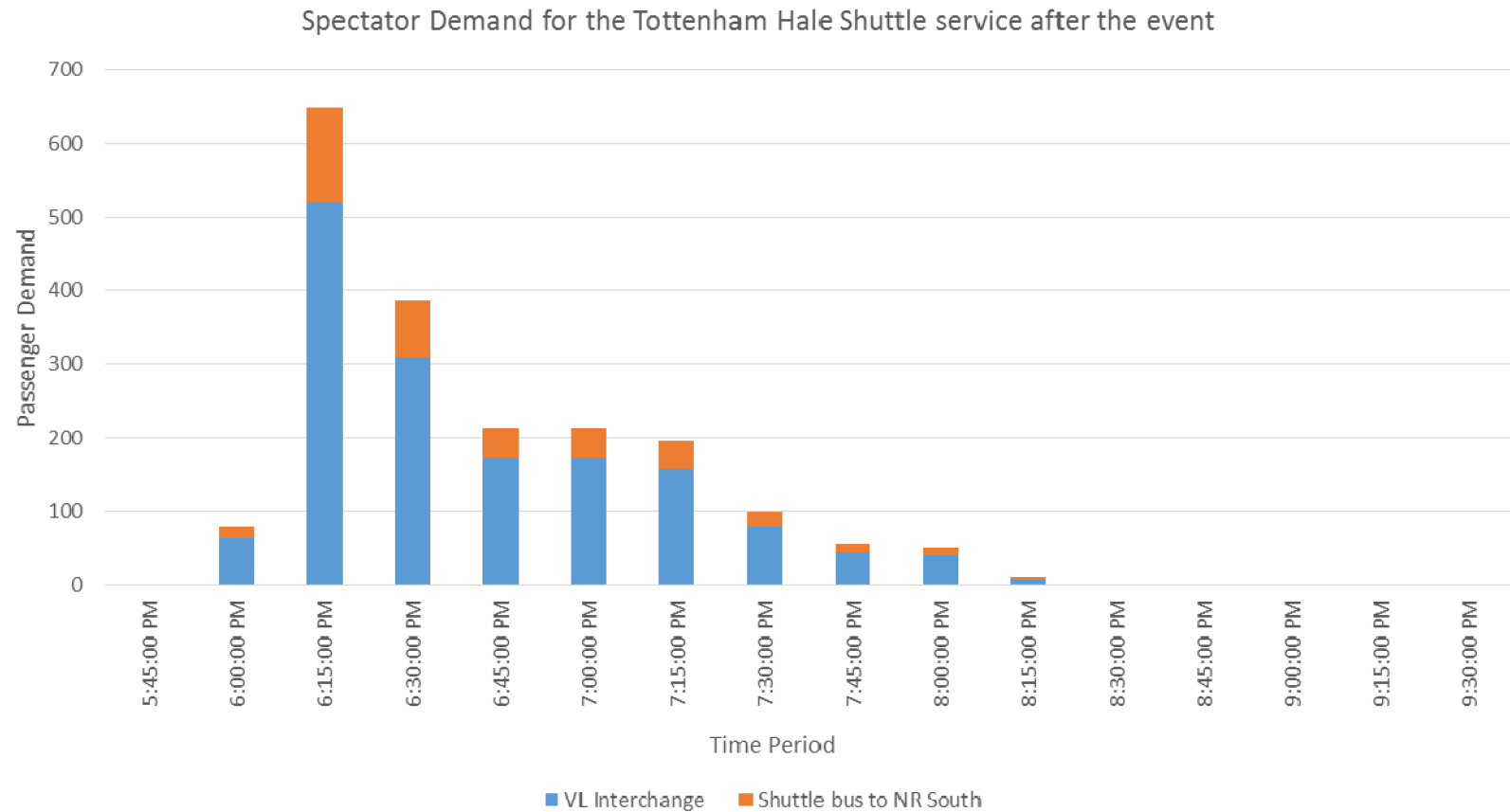
- i.e. 2 coaches

Queue footprint: 33m²

- At 0.5m²/person



Post-match: Tottenham Hale service



∅ 1,952 spectators in total

- ï 390 interchanging to National Rail services
- ï 1,562 interchanging to London Underground services

Post-match: Tottenham Hale service

Assumptions to represent
typical premium spectators
profile

Analysis

- 50 pax/coach
- 2 minute loading time
- 2 minute frequency for the first 24 minutes, then 3 minute frequency

Queue duration: 9 min

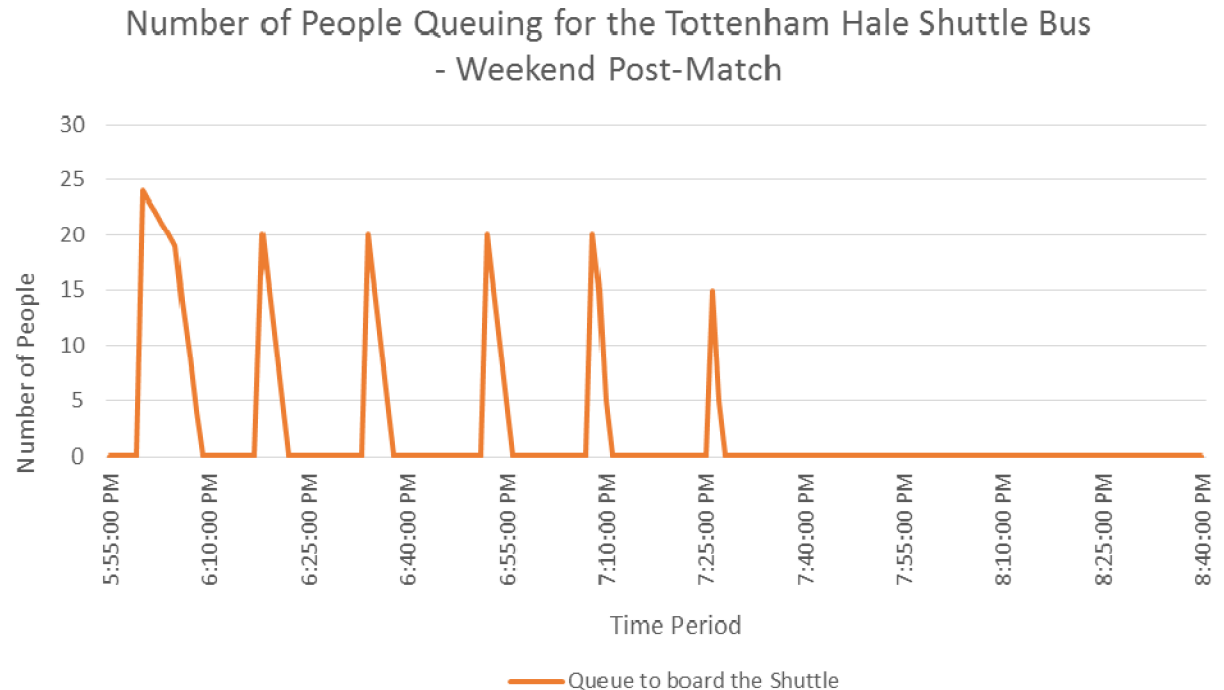
Max Queue: 23 ppl

Max Wait Time: 2mins

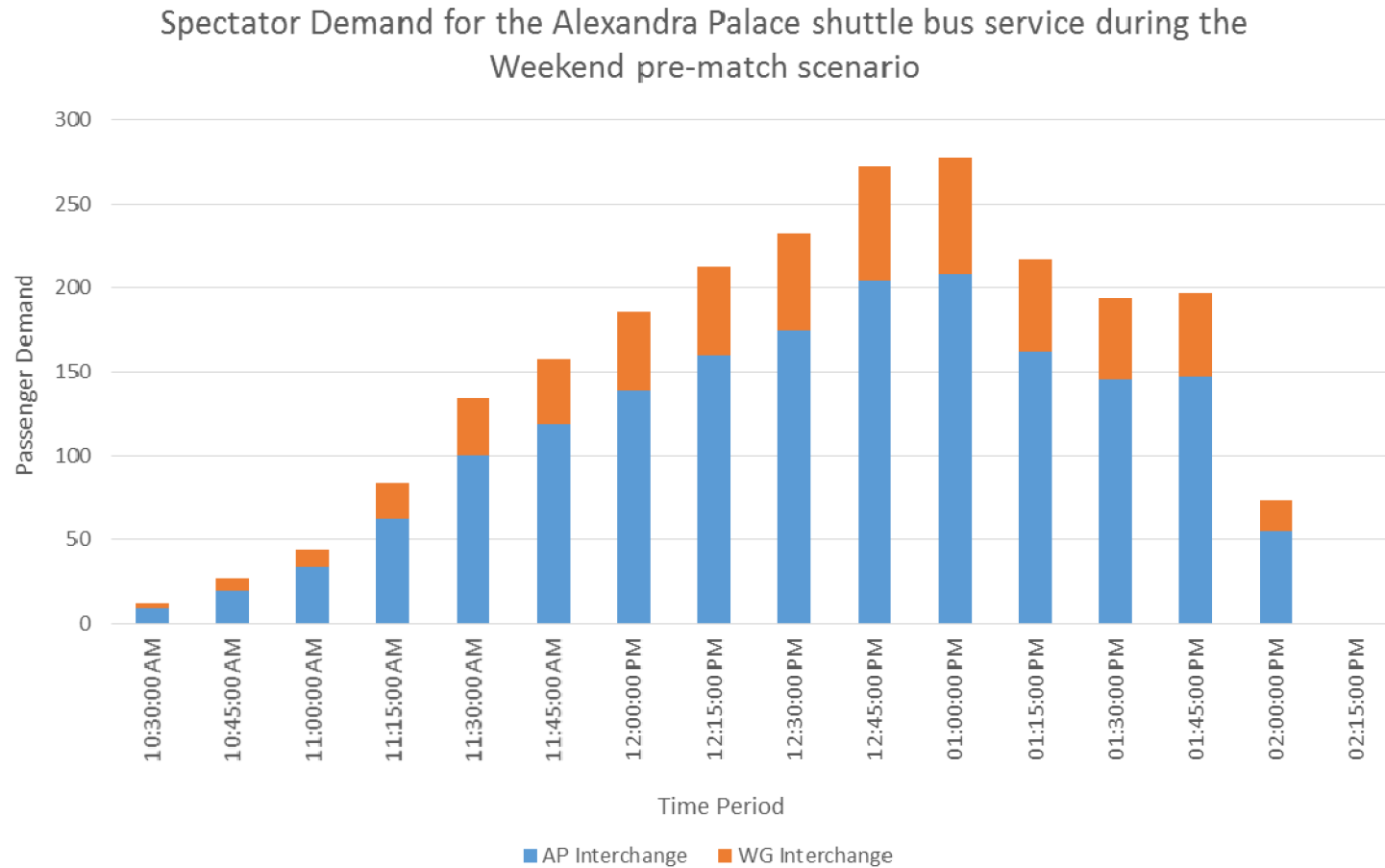
- i.e. 1 coach

Queue footprint: 12m²

- At 0.5m²/person



Pre-match: Alexandra Palace service



2,316 Spectators in total

- 579 interchanging from Wood Green station
- 1,737 interchanging from Alexandra Palace station

Pre-match: Alexandra Palace service

Analysis of queuing at Alexandra Palace station

- 67 pax/coach (75% of bus capacity)
- 2 minute loading time
- 3 minute frequency

Queue duration: N/A

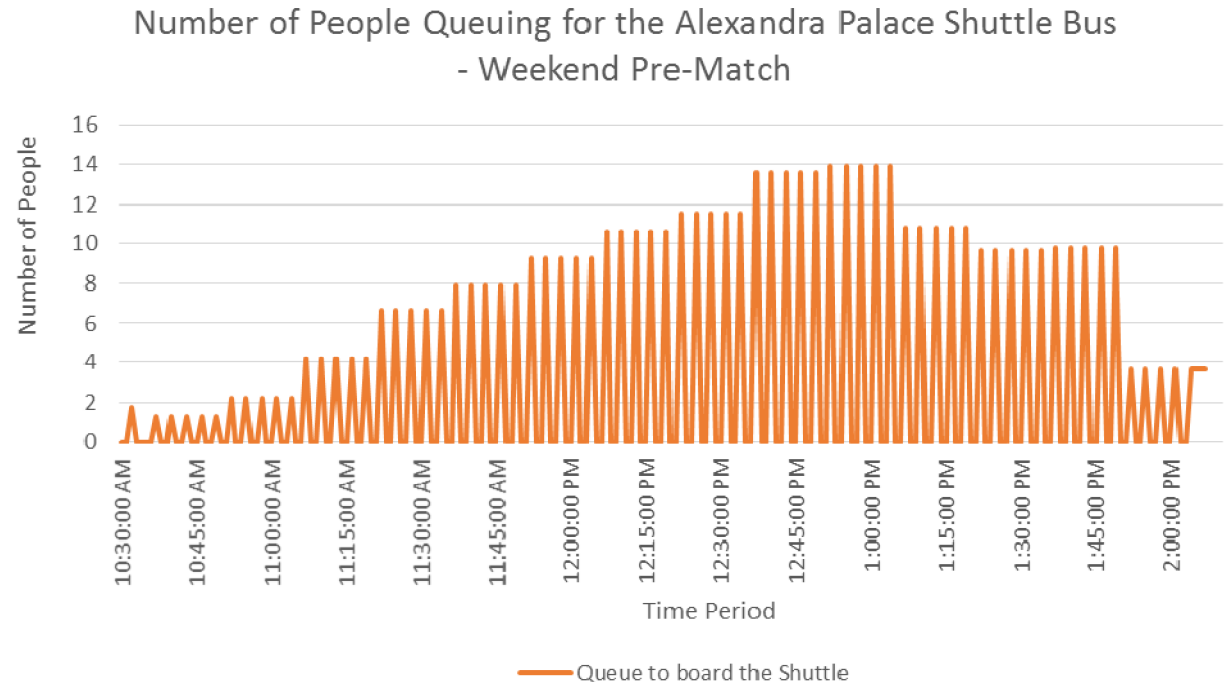
Max Queue: 14 ppl

Max Wait Time: 3 mins

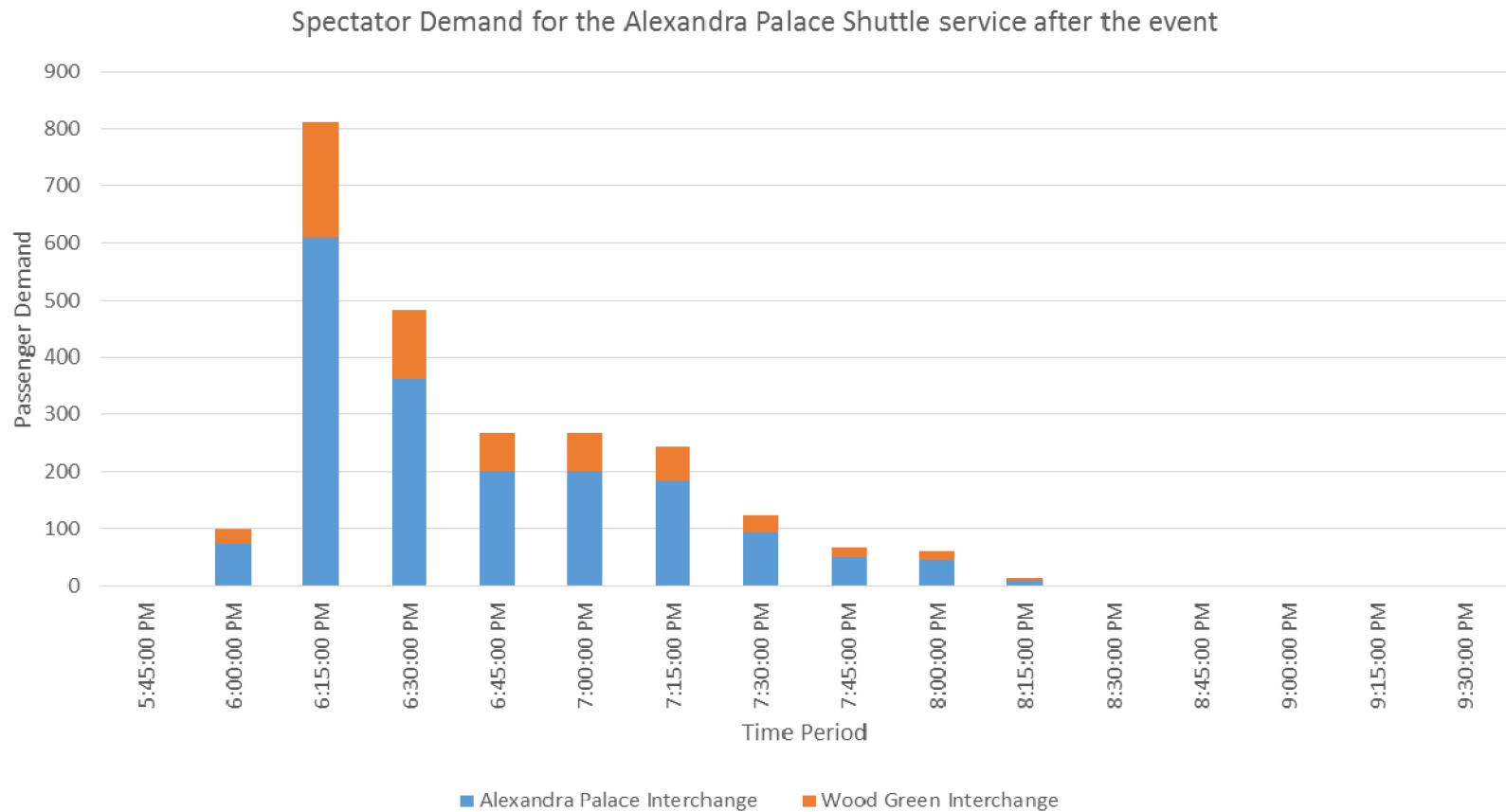
- i.e. 1 coaches

Queue footprint: 7m²

- At 0.5m²/person



Post-Match: Alexandra Palace service



∑ 2,440 spectators in total

- 610 interchanging to Wood Green station
- 1,830 interchanging to Alexandra Palace station

Post-match: Alexandra Palace service

Analysis of queuing for the bus to Alexandra Palace station

- 90 pax/coach (100% of bus capacity)
- 2 minute loading time
- 2 minute frequency then 3 minute frequency

Queue duration: 42 mins

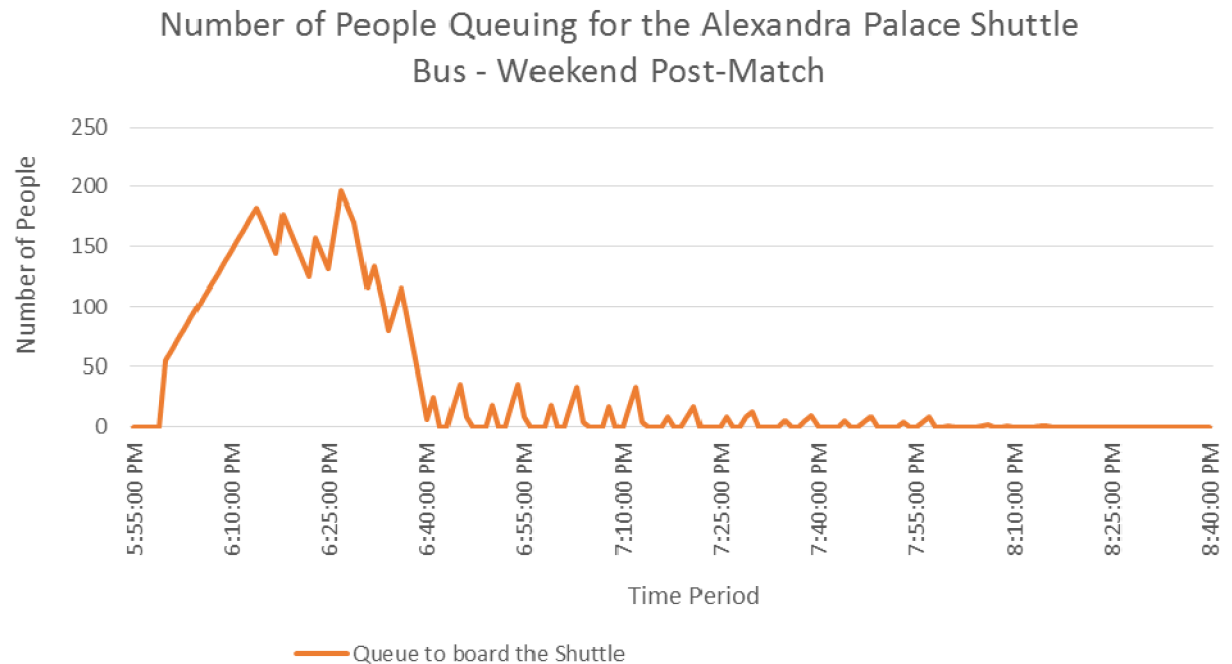
Max Queue: 196 ppl

Max Wait Time: 6 mins

- i.e. 2 coaches

Queue footprint: 98m²

- At 0.5m²/person



Conclusions

- ⚠ The Shuttle Bus service plays an important role in the transport mix, and if successful, will reduce the spectator impact on other parts of the network, most notably the Seven Sisters/Tottenham Hale axis.
- ⚠ The frequencies and capacities highlighted in these notes have been generated to provide the best fit with anticipated demand for the football scenario, and show that in most instances, limited delays would be experienced. The longest delays would be associated with post-match clearance, but in the scenario assessed, this is no more than six minutes for any individual.
- ⚠ The ability to deliver these frequencies with minimal queuing will be driven by the efficiency of the operation and the operator who has not yet been contracted. Operational space requirements would need to be negotiated at that time.

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