

# Annex 31

## Email from Tim Spencer 3 to 5 July 2019 (IP3 - THFC)

The addition to the TMP (provided by the Applicant in their supporting documents) relates to the Table 4 Contingency Plans (page 27) – which was discussed briefly at the meeting last week. This deals with no trains stopping as opposed to a base scheduled service (to Stratford) which is the more likely outcome.

The SAG information is of some interest to me at least. The Modal Share information they provide is consistent with the statements in my evidence.

The Primary Egress on the Saturday Night (11,500 departing) is quite comparable with a Drumsheds' event.

For Drumsheds, the train service would be less attractive, so the walk to Tottenham Hale would be higher otherwise *ceteris paribus*

Only 7% taxi use rather than the 18% suggested in the TMP Table 2. 'Other modes' are 4% use rather than 10% suggested in their TMP.

89% rail/tube use rather than 70% suggested by the TMP - therefore higher Victoria line use – which is not mentioned at all in the TMP other than the above Table 4 addition.

The travel into Central London from Tottenham Hale was surveyed to be 59% Victoria line and 29% Abellio Greater Anglia – which is also consistent with my evidence.

I was informed that very few attendees took trains heading out of London; the surveys seem to have neglected to ask a question about private car travel.

Please see the attached spreadsheet which sets out the 'Modal Share' calculations.

I think the Saturday information is most relevant.

This shows the following...

- High levels of public transport travel (noting that they didn't survey private car travel).
- Much lower levels of taxi/walk/cycle/bus trips than forecast for Drumsheds.
- Majority of public transport trips use Victoria line – arriving and departing (59% of all trips arriving and departing on the Saturday)

This is all consistent with my evidence.

The oddity is that the travel forecasts for Field Day were accurate ('fit for purpose' in my evidence) and the Drumsheds TMP forecasts are quite different – does not compute.

The Drumsheds' strategy seems to have been to talk down any reliance on Tottenham Hale – on the off chance that there would be a conflicting TH Stadium Event) and talk up Meridian Water – despite the likely poor rail service compared to Field Day.

The recent updating of the Drumsheds' TMP documents does not reconsider Modal Share on the basis of the Field Day surveys - they just add a 'Contingency' Table 4 at the very back of the reports. As I said in my evidence – same author.

Regards

Tim Spencer