

Report for: Head of Highways and Parking

Item number: N/A

Title: Traffic Management Measures in association with Tottenham Hotspur Stadium Transport Strategy

Report authorised by : Rob Krzyszowski, Interim Assistant Director for Planning, Building Standards & Sustainability

Lead Officer: Maurice Richards / Maurice.Richards@haringey.gov.uk / 020 8489 5575

Ward(s) affected: Northumberland Park, Tottenham Hale, Alexandra Ward and Woodside Ward

Report for Key/Non Key Decision: Non key decision

1. Describe the issue under consideration

1.1 Experimental Traffic Management Orders required for the effective management of public highway for events at Tottenham Hotspur Football Club Stadium.

2. Recommendations

2.1 For the Head of Highways and Parking to authorise:

a) Experimental Traffic Management Orders as described in section 5 and as illustrated in Appendix I, and Experimental Traffic Management Orders for the continual monitoring of the Local Area Management Plan (LAMP) and Traffic Management Zone (TMZ) and to consider any amendments which are agreed to be required under the RTRA.

b) Experimental NFL Traffic Management Orders to be made by August 2020.

3. Reasons for decision

3.1 Reasons for converting existing experimental traffic orders to permanent traffic order.

3.2 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within section 6(1) of the Road Traffic Regulation Act 1984 (RTRA). The power to make an Experimental Traffic Order is contained in section 6 9 of the RTRA. Experimental Traffic Orders have a lifespan of up to 18 months. The Council will make documents relating to the experimental order available for public inspection and following 7 days from

the date those documents become available the provisions of the experimental order shall come into force. During the initial 6-month period the council will register representations received and consider implementing where possible these requests during the second 6-month period, these amendments have a further 6-month period before being considered to be made permanent. The current Experimental Traffic Orders are due to expire in September 2020, however given the uncertainty due to Covid-19 and the requirements for additional measures to improve the event day transport strategy as per 5.3 of this report it is considered that it would best to have the flexibility to react to the changing situation created by the pandemic by progressing a new experimental order to reflect all these changes.

3.3 Reasons to support new experimental order

- 3.4 The operational need to close the High Road (and various ancillary roads) both pre- and post-Major Events derives primarily from the space needed to evacuate the Stadium in a safe and secure manner. The way in which the Stadium is evacuated, both in terms of current safety guidance and in response to various terrorist/security incidents has changed fundamentally **since the current Stadium's planning application was submitted in September 2015**. The anticipated movement of spectators in an evacuation scenario is also better understood through more sophisticated dynamic crowd modelling, undertaken in June 2017.
- 3.5 The Club is also mindful of the potential impact of any road closures on its own transport strategy, which aims to significantly reduce the number of spectators that travel by car through the promotion of the Stadium as a public transport destination. This has been closely monitored by the Monitoring Proposal document, and surveys that were completed at the end of the first season of the stadium. The conclusion of the report indicated that a large percentage of fans travelled to the stadium by public transport.
- 3.6 We have seen in recent years a number of terrorist attacks involving vehicles driving into pedestrians, or at sporting events in Nice (France), Westminster Bridge, Manchester Arena and London Bridge. Additional Hostile Vehicle Mitigation (HVM) measures have been positioned at key locations within the road closures to provide additional security protection. The road closures around the stadium act as an additional measure in reducing the potential threat of vehicles being used as a weapon.
- 3.7 As part of the Monitoring Proposal Document we have assessed the spectator arrival profile and many spectators arrived within the local area up to 4 hours before a match. We are therefore confident in recommending that the traffic order prescribes that the High Road can close up to 3 hours before and event.

For the first season the road closures were implemented 2 hours before kick-off, but we would recommend that the 3-hour period is available within the traffic order to cater for future matches and operations at the stadium and to allow for any additional earlier arrival required to support social distancing. This operational flexibility is in-line with the 2010 traffic order for the old White Hart

Lane stadium where the High Road could close up to 3 hours pre-event, but in reality, the High Road closure only came into operation post-match.

- 3.8 The early arrival does have some positives with spreading the arrival on the transport network, enabling social distancing and encouraging fans to spend in the local area

4. Alternative options considered

- 4.1 No Alternative have been considered as the management of the public highway during events is essential to the stadium's operation, and management of visitors to the stadium during events.

5. Background information

- 5.1 The expanded Tottenham Hotspur Football Club (THFC) Stadium was opened in March 2019. To transport spectators to and from the stadium as safely and quickly as possible, and to maintain the safety of road users and spectators, a range of measures have been developed as part of the Local Area Management Plan (LAMP), which is a condition of the planning consent for the Stadium and agreed in the S.106 legal agreement.
- 5.2 The LAMP considers a number of transport arrangements including Buses, Tube & Rail, Coach Parking, Shuttle Buses, Walking, Cycling and Parking.
- 5.3 As part of the Stadium Transport Strategy for the new Stadium and LAMP a series of Traffic Management measures are required. These will include parking suspensions and dispensations, Temporary Traffic Orders, (TTROs) Experimental traffic orders and Prescribed Routes (banned turns and road closures). All of these measures are required to support the wider Transport Operations as detailed within the LAMP.
- 5.4 This report considers making a new experimental order with some of these measures, such as the closure of the High Road related to events in line with the previous experimental traffic order, associated banned turns and opening of existing fire gates, which are required to assist in the safe and expedient movement of traffic and spectators around the new Stadium on Major Event Days (MEDs). It must also be noted that a number of these measures - and specifically road closures - are required in order to ensure spectator safety in the event of an emergency in or around the Stadium.
- 5.5 The road closures and pedestrian management around the outside of the stadium form part of the Local Area Management Plan (LAMP) project.
- 5.6 Experimental traffic orders were used instead of permanent traffic orders when the stadium opened, this enabled a flexible approach to be adopted regarding the traffic and pedestrian management operations around the stadium. By using experimental traffic orders, it enabled the Club, LBH and TfL to recommend amendments as part of the monitoring exercises that were undertaken by the Club, LBH and TfL every match day. This review process ensured that the road closures and traffic and pedestrian management

operations integrated with the overarching transport plan. It is essential that we continue to have this flexibility to react to the pandemic to adjust the stadium transport strategy where required to enable social distancing

- 5.7 **A ‘bedding in period’ was developed which allowed** the transport operations associated with the new stadium to settle in, there had been years of detailed planning and modelling forecasting what could happen. The bedding in period allowed time for fans to work out their new travel patterns, enabled the local area to adjust to the new transport operations and the Club to monitor, refine, adjust the transport plan and ensure the road closures and associated traffic and pedestrian management measures were fit for purpose.
- 5.8 The bedding in period also allowed for us to consult with residents on the road closures, CPZ operation and all other aspects of Major Events at the new stadium which **were set out in a comprehensive booklet (the ‘Blue Book’)** that was distributed to over 50,000 addresses in the local area during the summer of 2018. The Blue Book was produced by the Club in partnership with Haringey and Enfield Councils; Transport for London; British Transport Police; Metropolitan Police; Greater Anglia; Homes for Haringey; and the NFL. The Blue Book remains available electronically and was translated into the ten most widely spoken local languages. The Club also held a number of drop-in sessions to enable residents and businesses to meet directly with Council and Club representatives. In addition extending voluntarily beyond its S.106 legal commitments, the Club and the Council continued to hold monthly Business and Community Liaison Group (BCLG) meetings with Ward Councillors; Council officers; representatives of local residents groups and associations; Tottenham Traders; and the Tottenham Hotspur Supporters Trust post the opening of the new stadium. The BCLG provided the main forum for the Club to engage with the local community and to deal with any issues arising from road closures or any other aspects of Major Events at the new stadium.
- 5.9 **Following on from the first season’s bedding in period the 2020 traffic order** strategy was developed, which is set out below.
- Experimental traffic order measures to be reviewed and those that are fit for purpose to be made permanent. Due to the bedding in period some measures were able to be removed, this reduced the impact on the local community. About 95% of the existing experimental measures were to be made permanent.
 - The bedding in period highlighted the need for some additional measures as a result of operational impacts that were not forecast. The additional measures have been collated and will be advertised as part of the new experimental traffic order. This process will allow these additional measures to be reviewed in light of the pandemic alongside the existing measures and bed in.
 - The National Football League (NFL) events occurred at the stadium in Oct 2019 and the road closures associated with these two events were viewed as very successful. However in light of the pandemic we are recommending that these measures are not confirmed as permanent orders but are made

into a new experimental traffic order to allow for flexibility to deal with any additional requirements that may be needed to deal with social distancing.

5.10 Traffic Management Zone (TMZ) Football

- 5.11 **The Council's highways, planning, and building control services in consultation** with the: Greater London Authority; Transport for London; the Metropolitan Police Service (including the Counter-Terrorism Security Advisers) recommend to make a new Experimental Traffic Order the following measures, which will be known as the Traffic Management Zone (TMZ). The phasing details of the experimental TMZ are detailed in Appendix I.
- 5.12 When the road closures are in place on the High Road, this will affect vehicular access to some roads/properties adjacent to the Stadium. The following points have been addressed:
- TfL buses are permitted through the High Road pre and during a match, the traffic order should still allow this operation. TfL tested buses using the High Road for the first few matches but made a decision to send buses on the East and West bus diversion as they had concerns with regards to vehicles and pedestrian conflict.
 - All residents and businesses can access properties on foot.
 - Only five roads have restricted access at the busiest pedestrian times
- 5.13 The Club has worked with Haringey officers to consider access arrangements for residents and businesses to these properties.
- 5.14 The extract map in Appendix I indicates the proposed road closure points and the roads highlighted in pink are those which cannot be accessed via the High Road during certain times. However, they will be able to access via alternative routes indicated by the white circles on the map.
- 5.15 In order to support and to direct traffic away from the Park Lane and Worcester Avenue road closures, banned turns are proposed to the following side roads off Park Lane:
- Denmark Street
 - Northumberland Grove
 - Chalgrove Road
 - Angila Close
 - Two estate roads to Alnwick House
- 5.16 Residents and businesses that will have restricted vehicle access are:
- Moselle Place (Phase 1 and 3 only)

- Bromley Road (Phase 1 and 3 only)
- Lancaster Place (Phase 1 and 3 only)
- Park Lane (High Road to Vicarage Road (Phase 1 and 3 only)
- Worcester Avenue (Phase 1 and 3 only)
- The Tottenham Community Sports centre (Phase 1 and 3 only)

5.17 The Club has worked with LBH and Homes for Haringey (HFH) to develop the resident and business access permissions, which were explained in detail in the THFC Blue Book. The first season used existing parking permits (LBH CPZ or HFH off street) as the vehicle identifier required for residents or business to gain access through certain points within **the road closures. It is the Club's and LBH's** view that this operational solution has worked well and an additional resident and business access permit is not required at this point in time. Using the existing permits reduces the administration and management work associated with issuing a new permit. It also means that residents and business do not have to apply for a new permit, reducing the administration for them as well. This scheme should be kept under review for future years.

5.18 There are four **existing 'Fire Gates' within the TMZ which will** have to be opened on event days in order to allow for resident vehicular access and to assist with spectator access. These are located on:

- Park Lane between Sutherland Road and St Pauls Road
- Junction of Tenterden Road and Whitehall Street
- Junction of Love Lane and Whitehall Street
- Church Lane between King Street and railway bridge

5.19 Local Diversion Route

5.20 When the roads are closed a local diversion comes into operation. The details of this are shown in Appendix III

5.21 For the old stadium the **buses used to follow the long pink 'western' diversion** route on event/match days. However, this clearly took services away from Haringey residents. As part of the LAMP project a shorter Eastern bus diversion was introduced, work was undertaken to accommodate two-way bus **movements along the 'eastern' diversion route shown by the blue line. This** brings bus services further into Haringey and is physically a shorter route and so takes less travel time. This diversion route has been a great success with 3 out of the 4 TFL bus services using the Eastern bus diversion on a match day.

5.22 Strategic Diversions

5.23 An additional measure that was introduced as part of the LAMP project to ensure background traffic does not need to come near the stadium was the Strategic diversion, see Appendix III for details. The aim of this scheme was to divert traffic away from the TMZ.

- 5.24 The strategic diversion route has assisted TfL bus movements by removing background/through traffic, which then encourages TfL to use the east diversion route, which in turn provides higher frequency bus services to Haringey residents. Vehicles are diverted along the A406/A10 or Monument Way/Watermead Way/A406.
- 5.25 The Club has committed to the continual monitoring of the LAMP/TMZ as part of the Monitoring Proposal Document which will be completed annually at the end of each season. As part of the annual monitoring report this is delegated to the Head of Highways and Parking to approve any future minor amendments to the traffic orders to facilitate improvements to the TMZ.
- 5.26 A drawing summarising the measures that are to be included in the new experimental are detailed in Appendix I.

5.27 Additional experimental measures

- 5.28 As a result of the ‘bedding in’ period through the first season a small number of additional traffic management measures were seen to be required to cater for traffic and pedestrian management operations. These new measures were **identified by the Club’s transport team** and were required to address issues that had not been forecast before the stadium opened.
- 5.29 A number of these measures were introduced in the first season under temporary traffic orders, but the recommendation is now to convert these measures into one experimental traffic order.

- 5.30 The new measures were developed in partnership with TfL, LBH and LBE officers. The measures are listed below.

Ref No	Location	Type	Timeframes	Details	Reason
01	White Hart Lane, N17	Road Closure (TMZ)	Post-match	Road closed between Pretoria Rd and High Rd/ Northumberland Park Road. Diversion to be determined within the traffic order.	To cater for fans walking away from stadium on WHL road.
02	Park Lane & Park Avenue Rd	Road Closure (TMZ)	Post-match	Park Ave Road closed between Willoughby Lane, Shelbourne Rd	To cater for queues going into Northumberland Park Station.

				junction. Park Lane closed from Northumberland Grove to Willoughby Lane junction. Diversion to be determined within the traffic order.	
03	Bedford Rd	Parking bay suspension	Pre, during and post-match	Introduction of single yellow line and associated signage to suspend parking bays.	To enable THFC shuttle buses to turn around.
04	Station Rd	Parking bay suspension	Pre, during and post-match	Introduction of single yellow line and associated signage to suspend parking bays.	To enable THFC shuttle buses to pick up and drop off near to Alexandra Palace station
05	White Hart Lane, N22	Parking bay suspension	Pre, during and post-match	Introduction of single yellow line and associated signage to suspend parking bays.	To enable THFC shuttle buses to wait (stage), near to Wood Green station pick up point.
06	White Hart Lane, N17	Parking bay suspension	Pre, during and post-match	Introduction of single yellow line and associated signage to suspend parking bays. NB. This is a residents parking zone so operational times need to align with event days.	To enable THFC shuttle buses to pick up and drop off near to the stadium.
07	West Road	Parking bay suspension	Pre, during and post-	Introduction of single yellow line	This is to enable pre-booked

			match	and associated signage to suspend parking bays.	coaches to park.
08	Brantwood Rd	Parking bay suspension	Pre, during and post-match	Introduction of single yellow line and associated signage to suspend parking bays.	This is to enable pre-booked coaches to park.
09	Tariff Road	Parking bay suspension	Pre, during and post-match	Introduction of single yellow line and associated signage to suspend parking bays.	This is to enable pre-booked coaches to park.
10	o/s 214 Park Lane	Blue Badge Parking bay suspension	Pre, during and post-match	Introduction of single yellow line and associated signage to suspend disabled parking bay.	To cater for queues going into Northumberland Park Station.

5.31 The above measures will be reviewed during the 2020/21 football season.

5.32 Due to COVID-19 no spectators have been attending matches at the stadium and matches have been played behind closed doors. Therefore, this batch of experimental orders should only be advertised when there is a confirmed date from the Club as to when football matches will be played at the stadium and there will be over 10,000 spectators within the stadium.

5.33 Traffic Management Zone (TMZ) NFL

5.34 In October 2019, the stadium hosted two National Football League (NFL) events. A core element of these two games was an NFL Welcome Zone, which was created on the High Road. The Welcome Zone catered for early arriving fans to the local area and offered pre-game entertainment, opportunity to purchase food & beverage, welfare provisions, such as toilets and water stations, and NFL type activations. The stadium games and the Welcome Zone have both been considered a great success.

5.35 The NFL researched and considered multiple different locations in the local area to host its Welcome Zone, leading up to the October games, however, these locations were discounted due to various factors, different issues and constraints.

- 5.36 The High Road Welcome Zone was chosen as the most suitable option, as it offered the opportunity for local people and fans to attend and take part in the various activities offered by the NFL. The Welcome Zone was free to attend, and the League worked with local business on the High Road so they could capitalise on the high volume of NFL fans coming into the area. Branding and NFL specific collateral was provided to businesses that wanted to be part of the Welcome Zone.
- 5.37 The operational set up and timing required to build the Welcome Zone on the High Road meant that the High Road and associated TMZ closures would need to be extended to allow the NFL to build the overlay on a public Highway. Extensive planning was undertaken to refine the Welcome Zone build schedule to ensure the road closures were kept to the bare minimum.
- 5.38 The kick off times (start of event within the stadium) for the events within the stadium were governed by the television broadcast times in the USA.
- 5.39 The result of the early build times and the kick off times resulted in two road closure times frames for game 1 and game 2 which are detailed in the table below, the table also shows when the different phases of the road closures would be implemented.

PHASE	Late kick off – 14.5 Hour Road Closure	Early kick off – 13.5 Hour Road Closure
1,2&3	10 hrs pre Kick 08:00 – 18:00	9 hrs pre Kick 05:30 – 14:30 (due to shorter live hours)
4	Kick Off – 18:00 – 21:00	Kick Off – 14:30 – 17:30
5&6	1.5 hrs post match 21:00 – 22:30 If deemed safe to do the roads will open earlier	1.5 hrs post match 17:30 – 19:00 If deemed safe to do the roads will open earlier

- 5.40 The spatial extent (footprint) of the road closures is the same as THFC football match (soccer in NFL terminology) experimental traffic orders. There are some minor extensions on three side roads on the southern section of the High Rd which are required to support the overlay build and decommission of the Welcome Zone.
- 5.41 As detailed above the additional extensions to the road closure footprint are;
- Cedar Road – 25/30 meters from its the junction with the High Rd
 - Ruskin Road – 25/30 meters from its the junction with the High Rd
 - Bromley Road 25/30 meters from its the junction with the High Rd
- 5.42 The additional new batch of THFC football experimental traffic orders would also be required to be operational for NFL matches.

5.43 It is recommended that the NFL traffic orders are worked through in detail to then be advertised as a new experimental in light of the covid-19 pandemic traffic orders, using the road closure footprint and timeframes that are detailed above.

5.44 Other Options Considered/Do nothing

5.45 In view of advice from the emergency services, including counter terrorism officers, it is not considered appropriate to do nothing. However, all measures have been introduced and monitored under an Experimental Traffic Management Order, and it has been found that their operations have been effective during the life cycle of the order.

5.46 Communications Strategy

Raising Awareness and Engaging Stakeholders

5.47 Clearly residents and businesses were aware of the Stadium development, with a significant amount of consultation undertaken when the stadium opened. A detailed communications strategy was developed by the Club. 50,000 Blue Books containing 27 pages of information was delivered to residents and businesses across Haringey and Enfield explaining how match / event days at the stadium may impact them. This leaflet drop was aligned with various drop-in sessions and Councillor meetings and presentations. In addition to the statutory consultation which will start on the implementation of the new experimental traffic order, in order to ensure that we maximise the input of local business and residents as part of the new experimental order we will be conducting a bespoke engagement with residents as the end of the 2020/21 football season to get their opinion on how the new experimental measures in the TMZ are working.

Methods of communication

5.48 Communication with residents and businesses is a continuous two-way process that will need to be timely, responsive and meet the needs of those affected by the LAMP. It is important to understand what information is required by who and when.

5.49 The THFC LAMP Communications Strategy was compiled by the Club. It was signed off before the stadium opened. The detailed communications strategy explained how the local and wider community would be made aware of the transport operations for the new stadium. The various communications methods used would enable residents to make informed decisions on when to travel and how to work with / around the associated transport measures.

5.50 Some of the communications methods are listed below:

- Emails to individuals and groups
- Meetings and presentations
- Leaflets and brochures

- A main 'Blue Book' covering and summarising all key areas of the LAMP, paper format for 2019/20 season. Regularly updated e-booklet from 2020/21 season going forward:
- Dedicated 'local' web pages on the THFC website
- Various Forums
- Business Community Liaison Group (BCLG) – The Club, LBH officers, local residents and businesses:
- Social and local media
- Ask Spurs – chat bot – automated Q&A dedicated to residents
- Automated Freephone number system
- LBH and LBE communication tools – website links

5.51 A timetable for delivery:

5.52 An outline timetable is:

- September 2020 Delegated Authority signed
- Mid September 2020 advertise the intention to make new experimental order for Football. New Experimental order of NFL will be advertised by August 2021
- New experimental order comes into force late September

5.53 We will also advertise the new experimental measures in the local press and place notices throughout the TMZ area. Ward councillors will be communicated on these changes.

6. Contribution to strategic outcomes

6.1 The decision contributes to the delivery of the 2019 Borough Plan and other documents as follows –

- **Place Priority –**
 - The Stadium Transport Strategy contributes to the overarching objective - '**A place with strong, resilient and connected** communities where people can lead active and healthy lives in an environment that is safe, clean and **green**'. In outcome 9, objective c – to improve air quality, be achieved through the delivery of the Stadium Transport strategy by reducing the impact of road traffic and congestion on the road network.
 - In outcome 10, objective a – to provide safer and accessible public spaces for everyone will be achieved through the Stadium transport strategy by making our highways safer and more accessible for cyclists and pedestrians, and those with disabilities

- **Economy Priority -**
 - The delivery of the stadium transport strategy contributes to the overarching objective for a growing economy by increasing footfall and encouraging spectators to spend in local shops in the town centres which will benefit businesses and help restore vitality to local high streets and town centres.
- Meeting the outcomes of the adopted **Haringey Transport Strategy**.
- Supporting the outcomes of the existing and emerging **New Local Plan, Air Quality Action Plan** and **draft Climate Change Action Plan**.
- Supporting the priorities of the **Good Economy Recovery Plan** through re-opening and supporting our high streets and town centres, supporting businesses through recovery and renewal, and supporting residents into work and training

7. **Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)**

Finance

- 7.1 Provision for the implementation of the proposed measures will be met entirely by THFC. The Service Level Agreement, to be agreed, will include consultation, implementation, operational (including event day council staff) and maintenance costs. The costs for the drafting and advertising of Traffic Management Orders is also to be met by THFC. The costs relating to this report are minimal at c.£2,000 for statutory advertisements and internal staff time and will be met from existing resources.

Procurement

- 7.2 N/A

Legal

- 7.3 The legal position and associated statutory requirements are set out in Section 3.2 of this report. Public engagement is to be undertaken and due consideration given to representations by the public. As long as due consideration is given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals.

Equality

- 7.4 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not

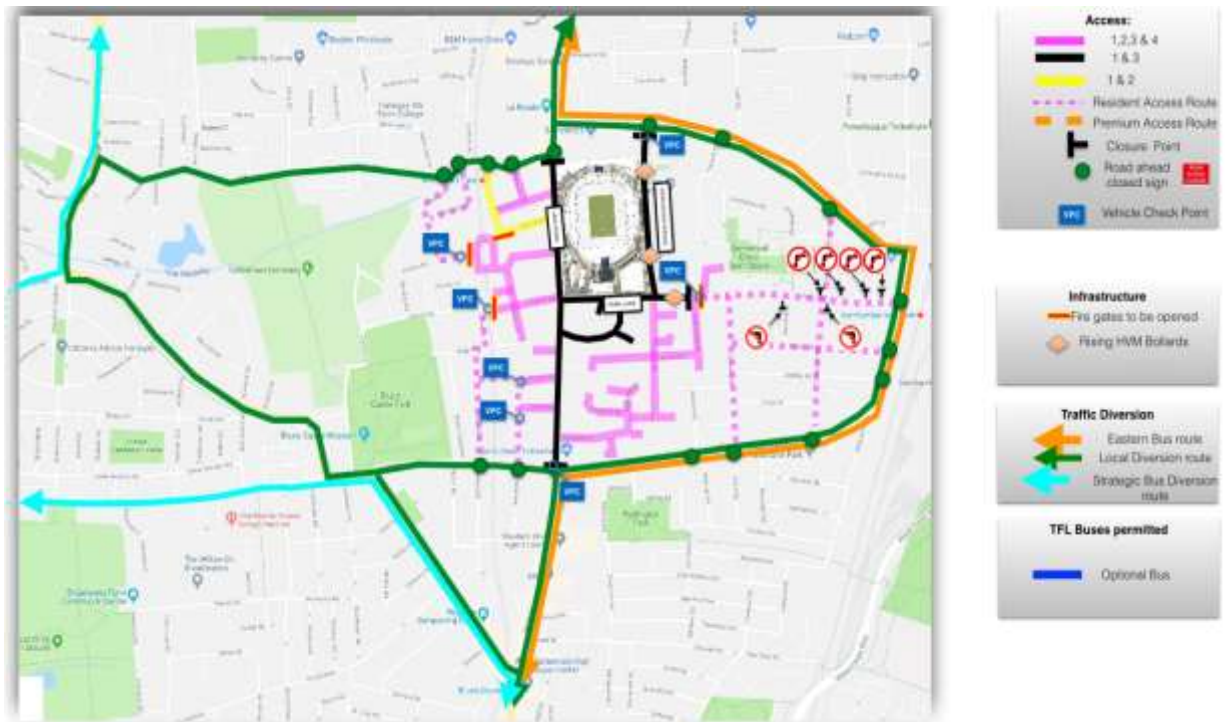
- Foster good relations between people who share those characteristics and people who do not.
- 7.5 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 7.6 A number of measures have been put in place which will improve travel arrangements for those with accessibility impairments. A significant upgrade to Northumberland Park and White Hart Lane stations which provide step free access and the road closures proposed for the High Road, Park Lane and Worcester Avenue will provide a traffic free environment.
- 7.7 It is notable that residents living in several roads in North Tottenham will have restricted vehicle access. The demographic profile of the local population means that it is reasonable to suggest that these residents are more likely to be from BAME groups and share other protected characteristics. These residents may be disadvantaged by the restricted vehicle access. However, the potential impact will be mitigated by reasonable measures such as the CPZ.

8. Appendices

Appendix I

Traffic Management Zone (TMZ) Football

High Road Closure and Residential Access Map



TMZ – Phasing Plan

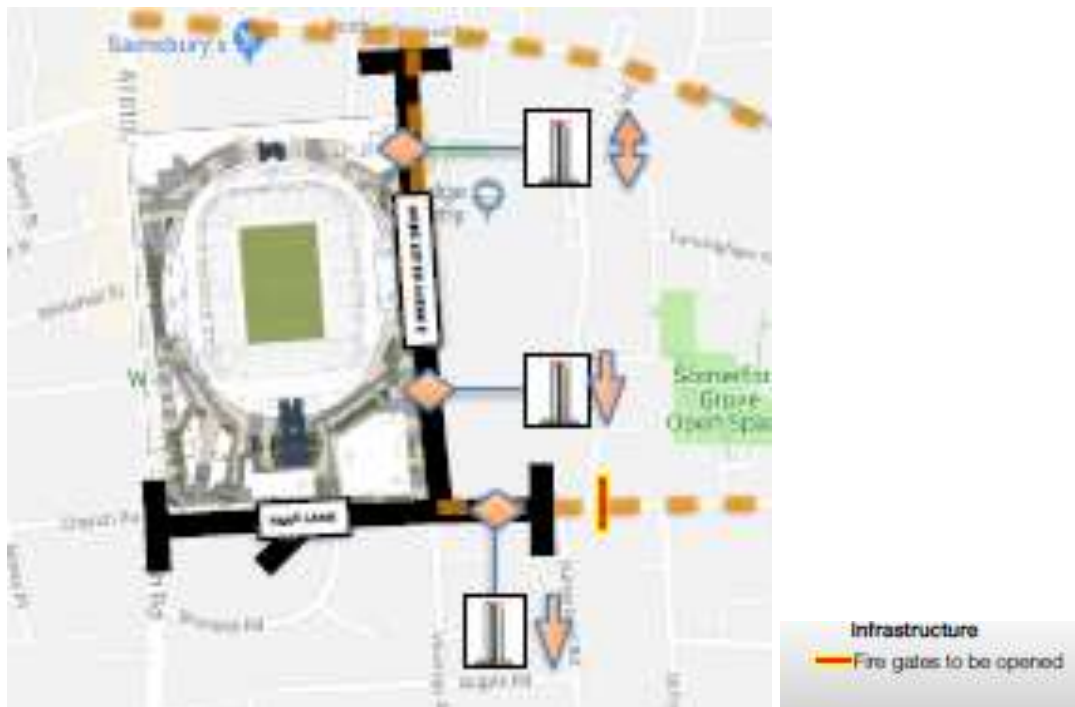
1. PRE EVENT PHASE - Worcester Avenue closed from 8am



Diag 1

Morning of a match. From 8am on event days, Worcester Avenue will close. This is to allow early security checks of staff going into the basement car park. Parking bays on Worcester Avenue will also be suspended.

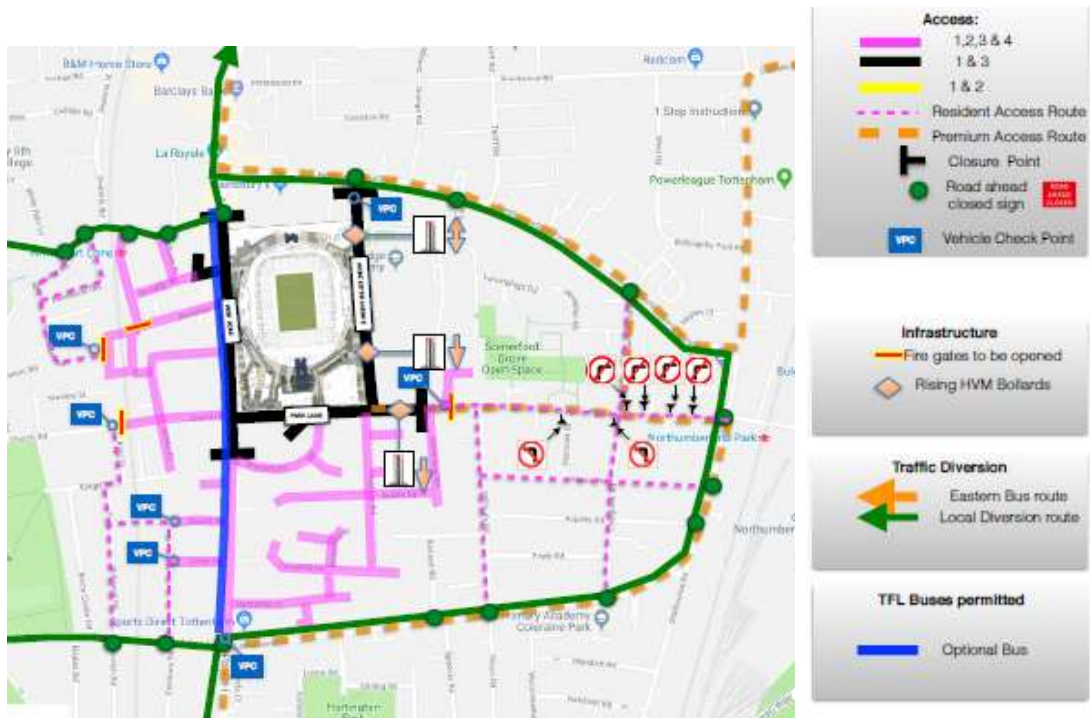
PRE EVENT PHASE - Park Lane Closed 3 hours before



Diag 2

From 3 hours before an event, Park Lane between the High Road and the existing fire gate will close. This is to allow early security checks of staff going into the basement car park. To allow access into the area, the existing fire gate on Park Lane will open.

2-1 HOUR PRIOR TO KICK OFF – Phase 1



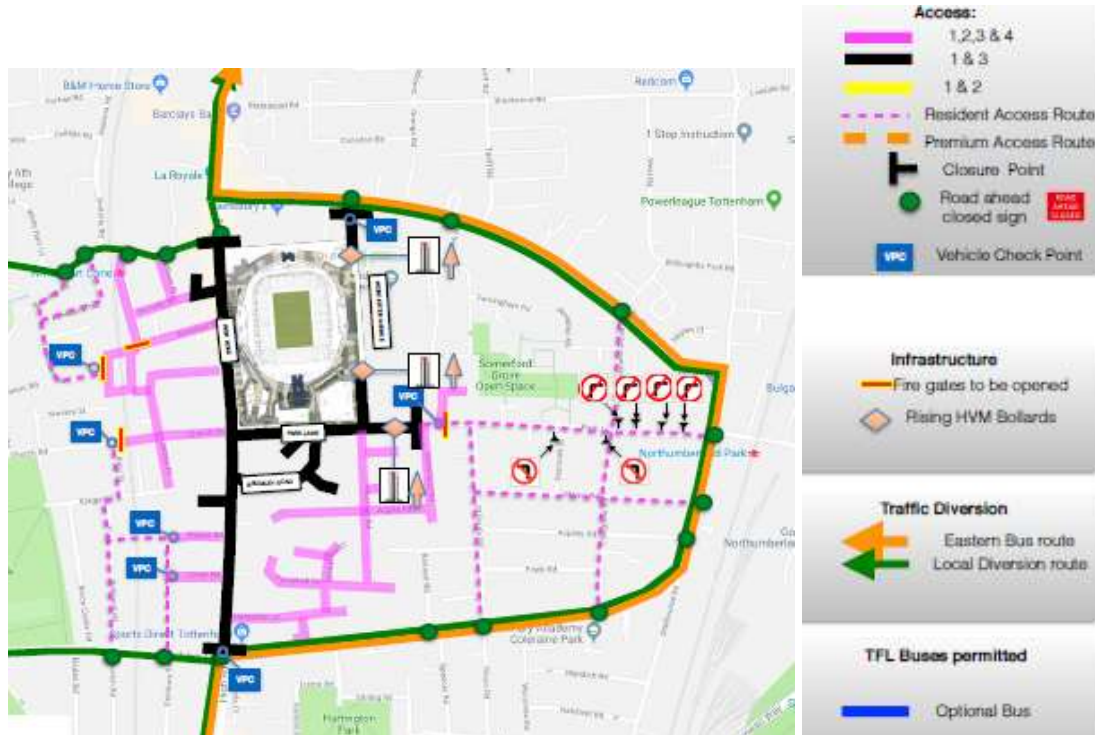
Diag 3

Up to 2 hours before any match-day or major event, traffic marshals and the Police Service will close a section of the High Road from White Hart Lane to Lordship Lane to general traffic.

General traffic will be on diversion to the east and west of the stadium. TfL buses will still be allowed access and residents who live in the area and who can only access their homes via the High Road, will be permitted access by displaying their current CPZ or Homes for Haringey permit.

Park Lane will also be closed to general traffic 2 hours before an event.

1HR PRIOR TO KICK OFF – Phase 2



Diag 4

This is the busiest time when most spectators will arrive. For 1 hour before a match to 15mins after, only emergency service vehicles will be permitted through the closure points.

Residents who usually access their properties through the High Road, will have to use one of the alternative access points indicated on the map in 1.15 Diag 7.

It should be noted that due to the sheer number of spectators expected in the area, that vehicular access would be severely inhibited, whether road closures were in place or not.

TfL buses and general traffic will be on diversion.

KICK OFF TO 15 MINS PRIOR TO FINAL WHISTLE – Phase 3

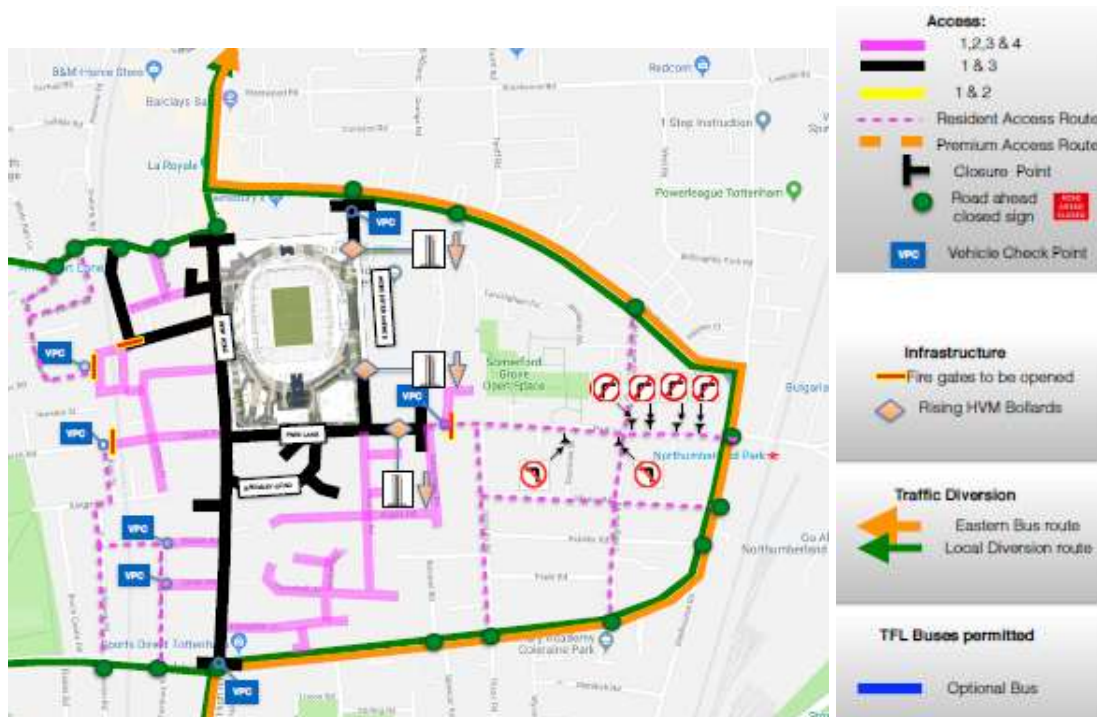


Diag 5

Once the match has kicked off, the High Road will remain closed, but local access will be permitted across the High Rd on the southern section of the road. This will allow fans and spectators to evacuate into the High Road in the unlikely event of an emergency.

Worcester Avenue and Park Lane remain closed to all traffic.

15 MINS PRIOR TO FINAL WHISTLE 40-60 MINS POST MATCH – Phase 4



Diag 6

Up to 1 hour after a match, the roads surrounding the Stadium are at their busiest. Around 15mins before the end of a match, the Clubs traffic stewards and Police will close the High Road from White Hart Lane to Lordship Lane to all traffic.

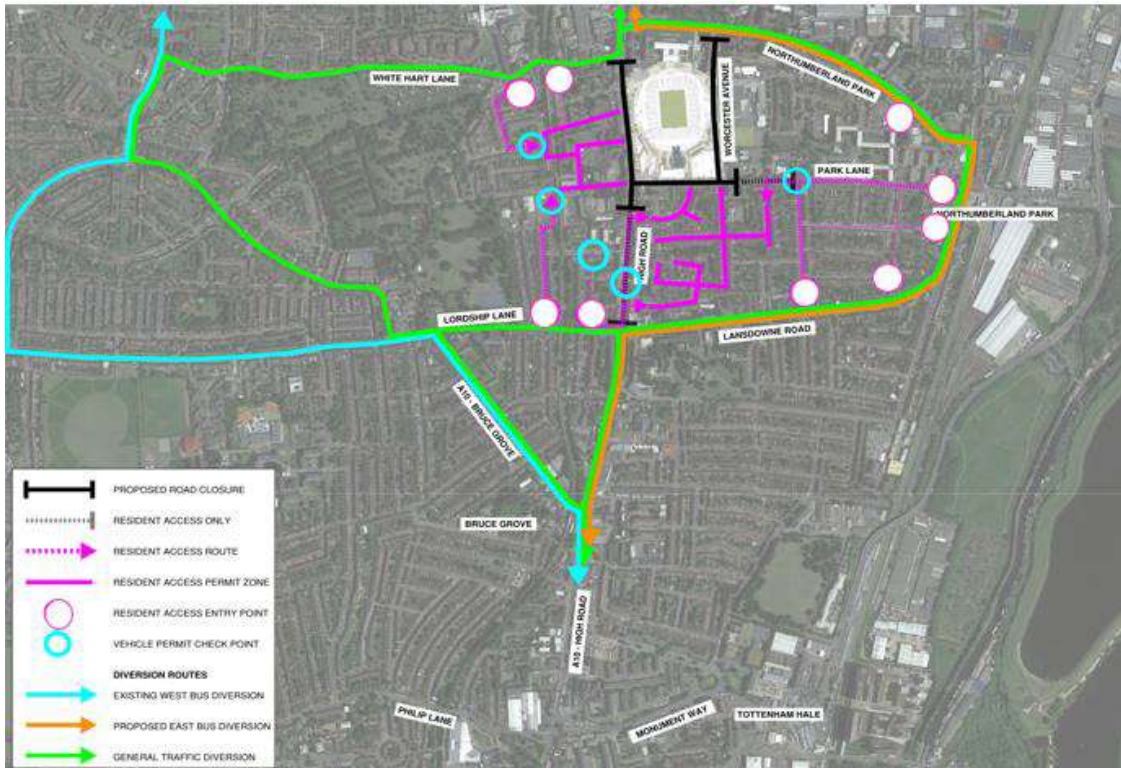
Worcester Avenue and Park Lane will remain closed to allow spectators to leave the stadium.

These roads may remain closed for up to 1 hour, however, the Police in liaison with the Highway Authority and the Club may open them earlier, if it is safe to do so.

Love Lane and Whitehall Street are also likely to remain closed for up to 1.5hrs post match to cater for queuing to White Hart Lane station.

TfL buses and general traffic will be on diversion.

Residential Access within Traffic Management Zone (TMZ)



Diag 7 Access and Diversion Routes

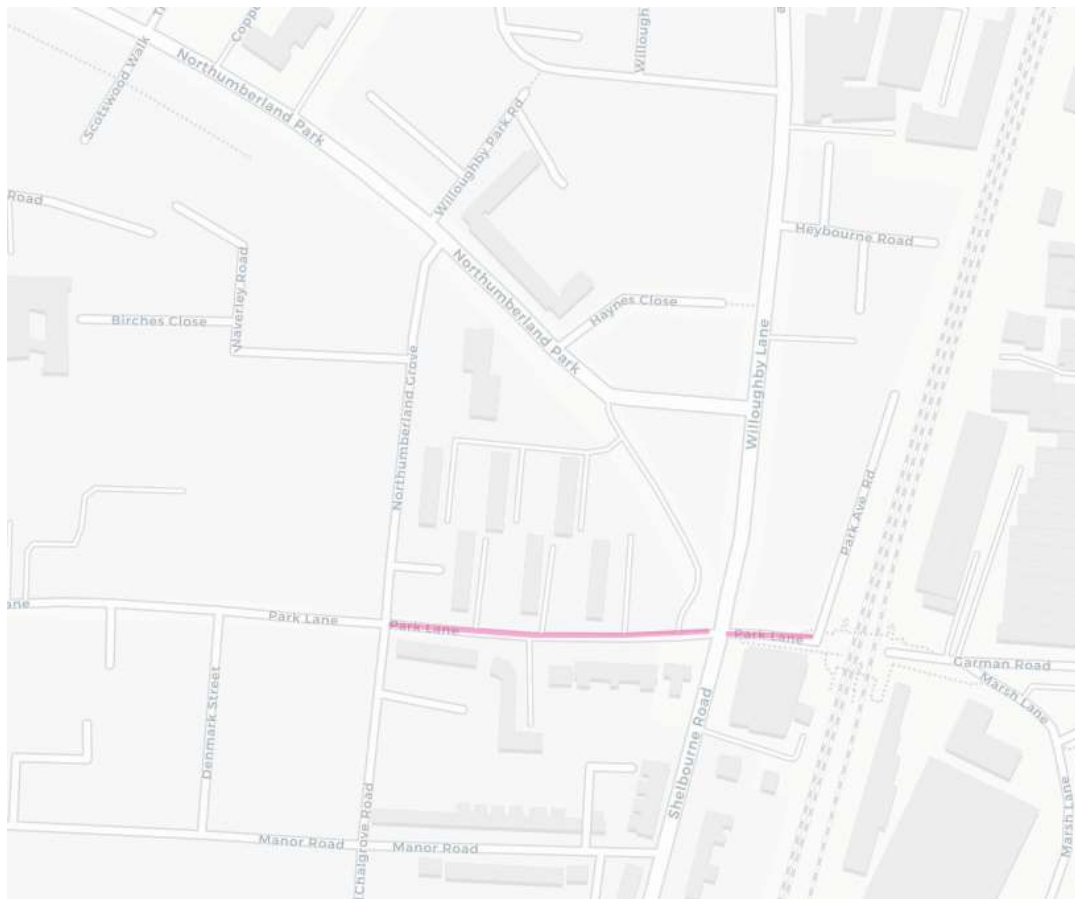
Appendix II

THFC Experimental Traffic Orders – Location plans

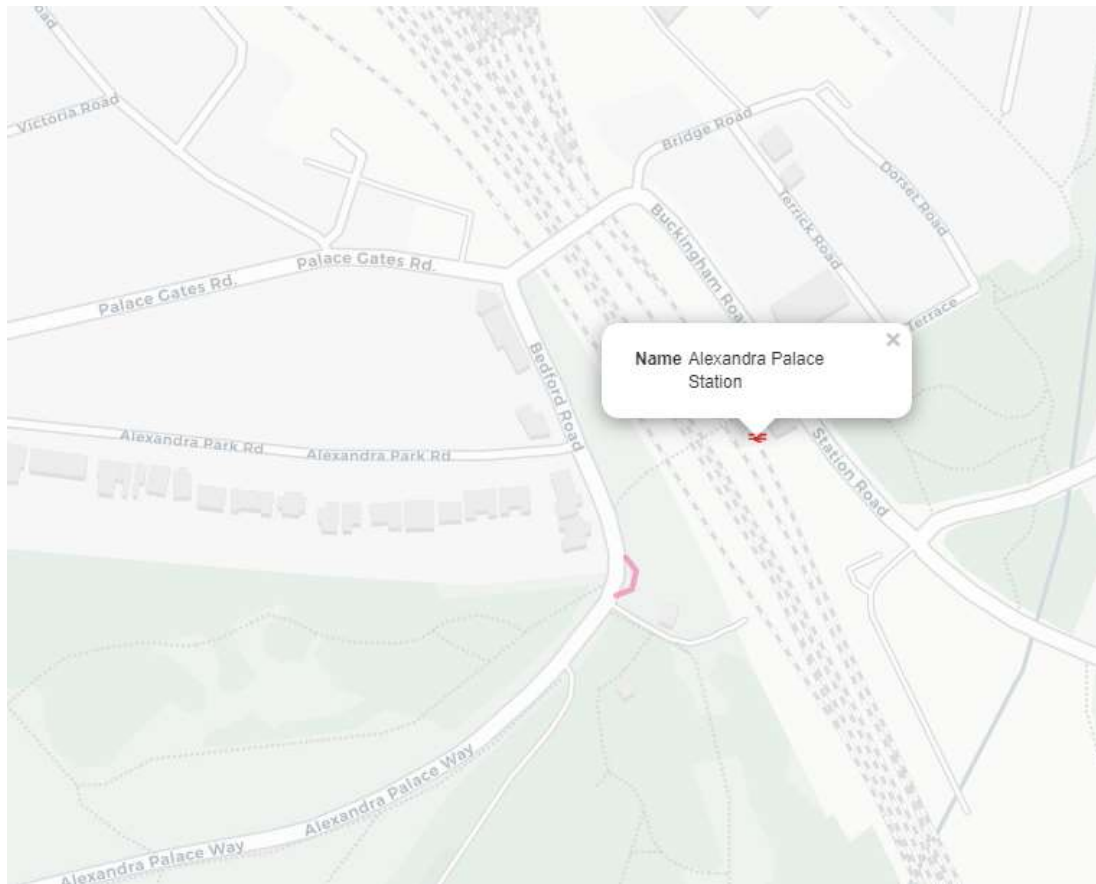
01 - White Hart Lane, N17



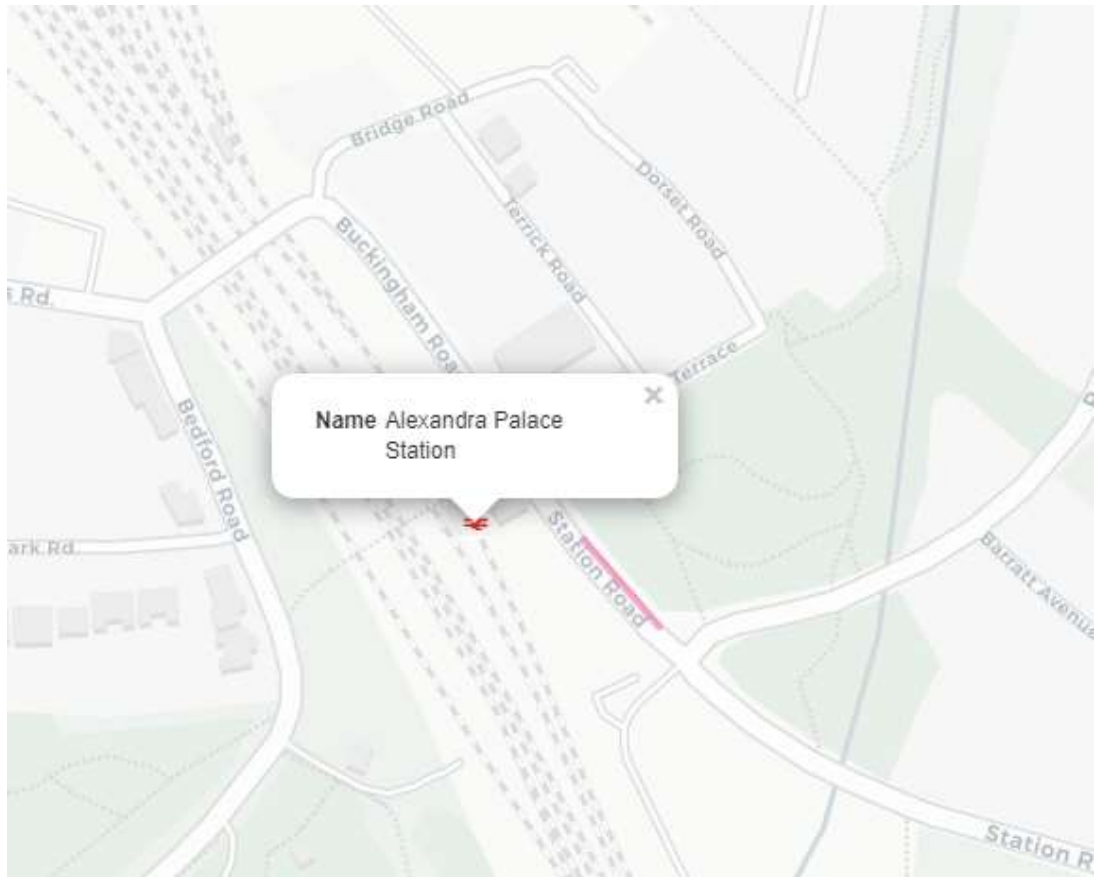
02- Park Lane & Park Avenue Rd



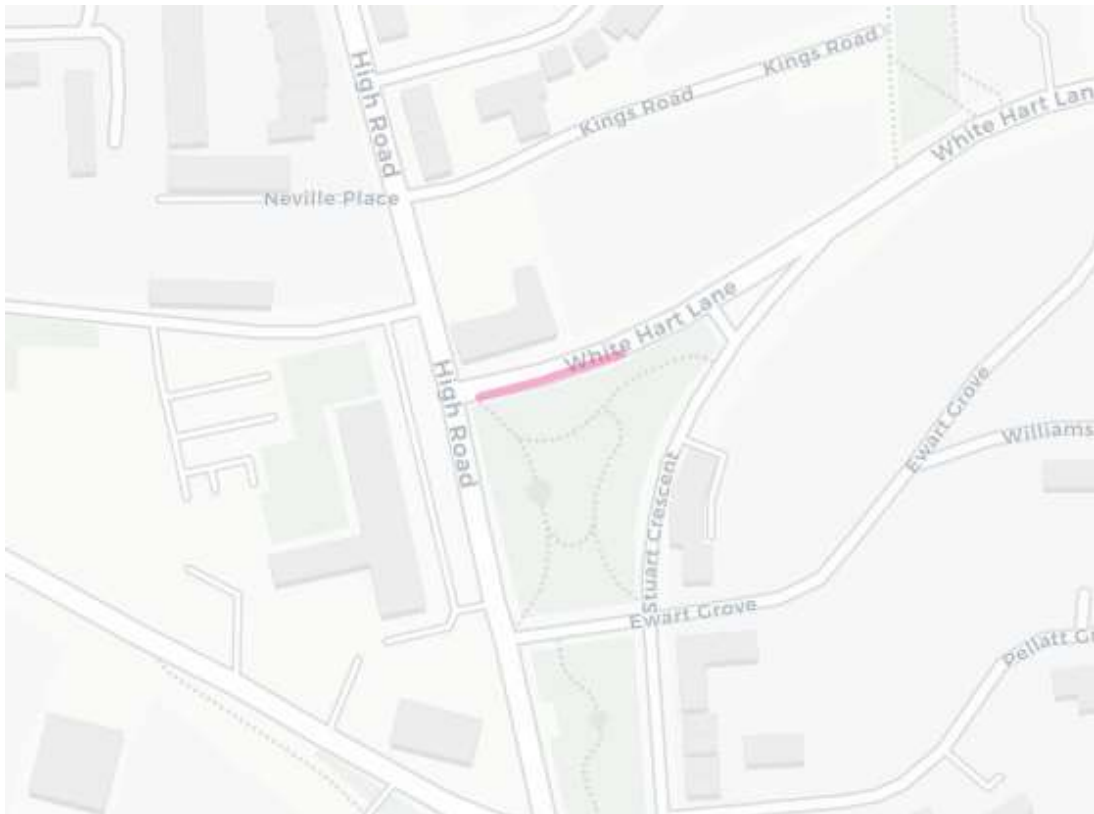
03 - Bedford Rd



04 - Station Rd



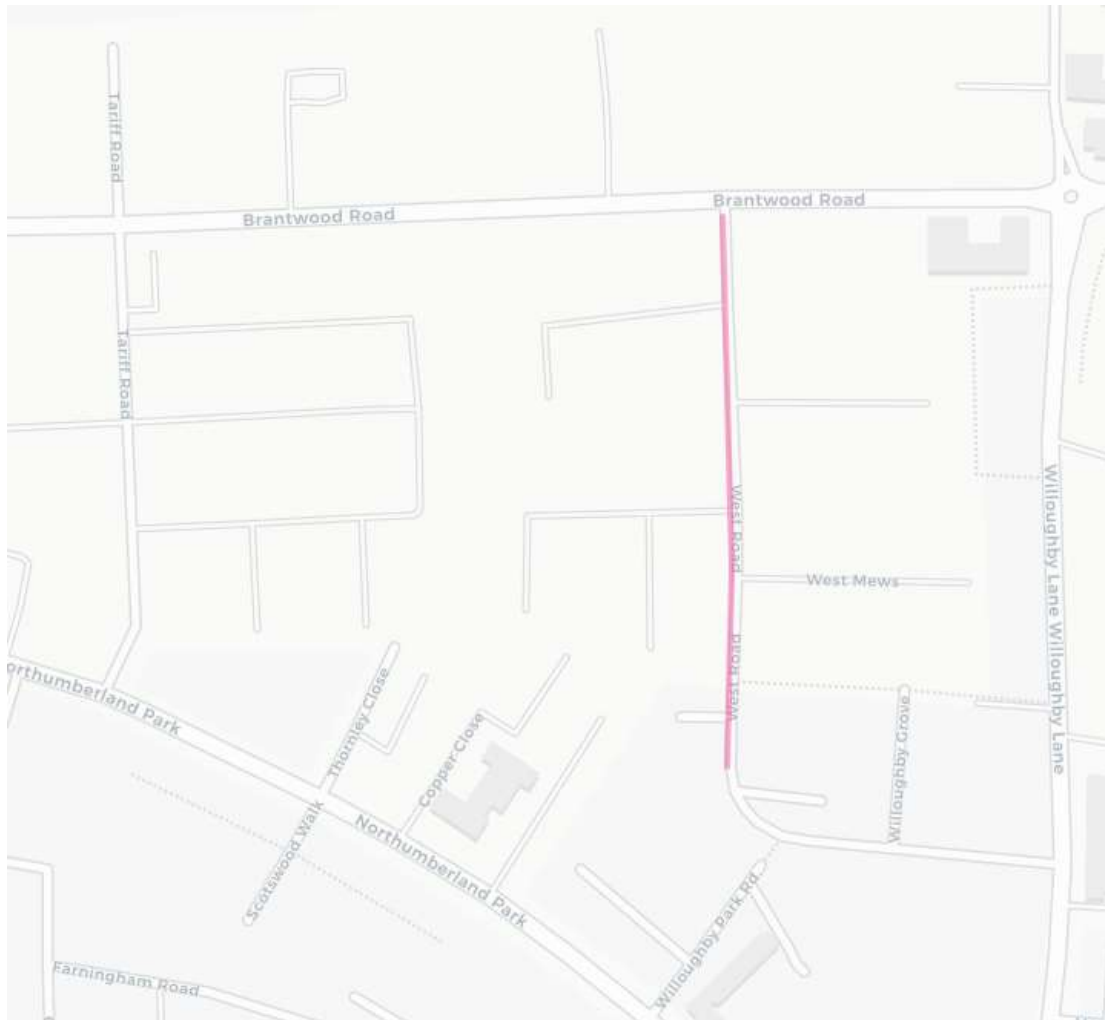
05 - White Hart Lane, N22



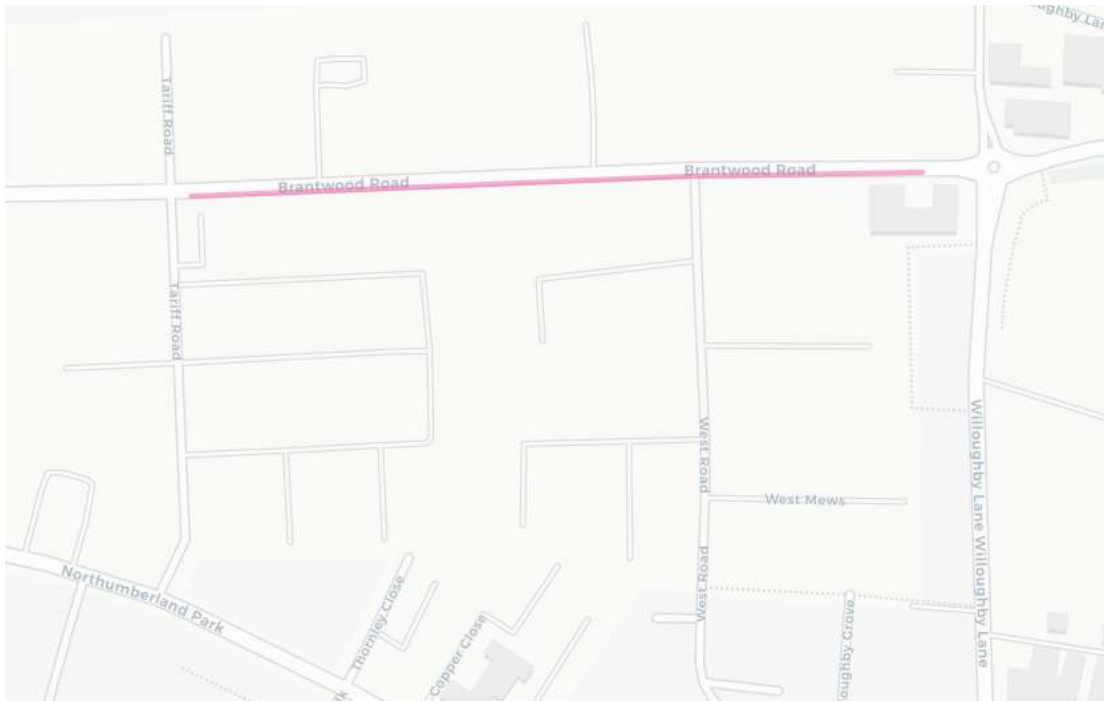
06 - White Hart Lane, N17



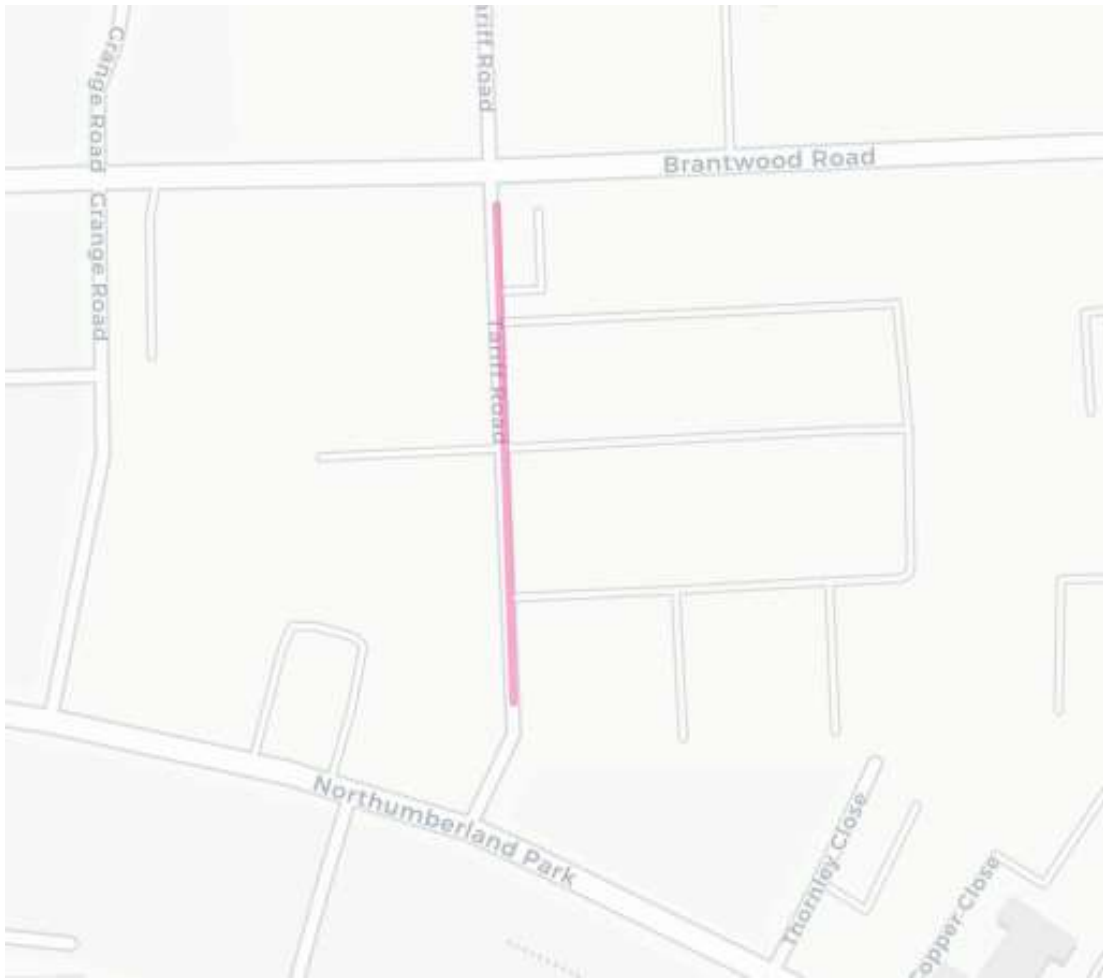
07 - West Road



08 - Brantwood Rd



09 - Tariff Road

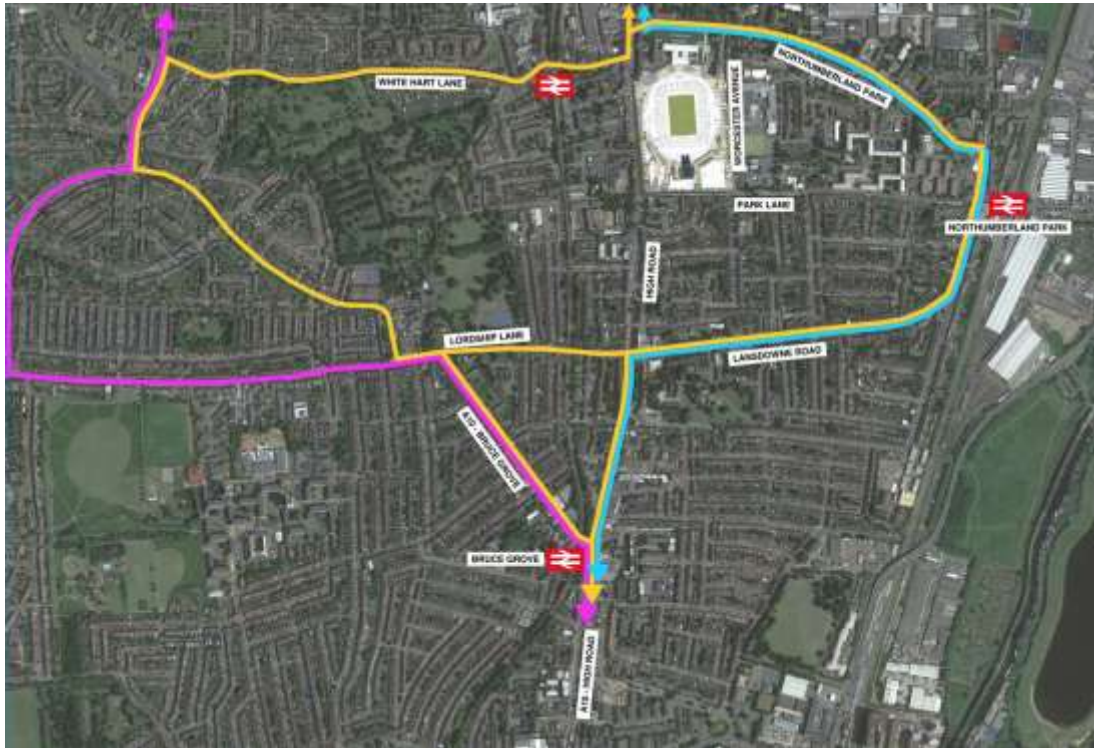


10 - o/s 214 Park Lane



Appendix III

Diversion Routes



Diag 8 TfL Bus and General Traffic Diversion Routes



Diag 9 Strategic Diversion Routes

9. Local Government (Access to Information) Act 1985

N/A