

**TOTTENHAM HOTSPUR STADIUM TRAFFIC MANAGEMENT ZONE:  
EXPERIMENTAL MOVING TRAFFIC AND ENTRY RESTRICTIONS AND  
SUSPENSION OF PARKING PLACES AND LOADING BAY AND PROVISION OF  
WAITING RESTRICTIONS AND BUS PARKING PLACES ON EVENT DAYS (NFL  
GAMES)**

**THE HARINGEY (TOTTENHAM HOTSPUR STADIUM TRAFFIC MANAGEMENT  
ZONE) (NFL GAMES) (PRESCRIBED ROUTES) (NO. 1) EXPERIMENTAL ORDER  
2021**

**THE HARINGEY (FREE PARKING PLACES, LOADING PLACES AND WAITING,  
LOADING AND STOPPING RESTRICTIONS) (AMENDMENT NO.11)  
EXPERIMENTAL ORDER 2021**

**T38**

**STATEMENT OF REASONS**

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 2015. The anticipated movement of spectators in an evacuation scenario is also better understood through more sophisticated dynamic crowd modelling, undertaken in June 2017.

There has in recent years been 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.

These restrictions will be introduced on an experimental basis to allow sufficient time to monitor the impact of the restrictions to the surrounding area and provide the flexibility to modify these restrictions should there be an adverse detrimental effect. It will also assist in understanding the spectator mode split and monitor any changes following the recent Covid-19 pandemic.

1. Parking surveys will be carried out by a specialist sub-contractor to monitor impact on parking.
2. Pedestrian flow volumes will be monitored.
3. Effects of crowd movements on operation of the local highways network.
4. Public transport usage will be monitored at the four key rail stations serving the new stadium and at the boarding/alighting points for the match day shuttle buses and park & ride buses, plus key local bus stops.

Within the 18 months of the experimental scheme a decision will be made based on the results of the surveys and data recorded as to whether the scheme has been successful and should be implemented on a permanent basis or whether the scheme should be abandoned, and other options considered.