

HGY/2024/1008-Transportation Planning Comments.

Minor Material Amendment application under Section 73 of the Town and Country Planning Act for the variation to Condition B9 (Major Non-association Football Events) of the hybrid planning permission HGY/2023/2137 (as amended from HGY/2015/3000) for amendments to allow up to 30 major non-association football events including music concerts, and other associated changes.

The application proposal is for the amendment to condition B9 which limits the number of non-football events at the stadium to 16 events per year the applicant would like to increase the number of events per year by an additional 14 non-football events. Included in the application are the following restrictions: No more than 4 consecutive non-football events and no more than 5 non-football events in one week, no more than 2 boxing events in a calendar year, no more than 30 event over a 6-week period.

On reviewing this application, the following factors were considered:

The baseline (existing events and operation) current public transport capacity and ability to cope with the additional events.

Existing mitigation secured by the S.106 agreements, how these are performing in relation to the current approved events and monitoring proposal document.

Future events and impacts on the transport network, changes to the existing S.106 obligations to mitigate the impacts of the additional events.

Non-football Major event day, base line,

There has been several non-football major events at the stadium 11 in total, ranging from concerts including: Guns and Roses, Lady Gaga, Beyonce, Pink concert and two boxing events. There have been several variations in relation to the availability of public transport service due to Industrial action and planned engineering works which has resulted in the closure of White Hart Lane Station or Northumberland Park Station. This has resulted in changes in the demand forecast which has been fed into the travel demand management and Local Area Management Plan (LAMP) which was informed and supported by a Bespoke Transport Plan. In each event ranging from 45,000-50,632 spectators were able to access and leave the local area using the available capacity on the local transport network, with the support of additional measures such as shuttle bus service to Liverpool Street station as a contingency.

The management of the capacity on the local transport network is managed by a number of S.106 obligations attached to the original planning permission HGY/2015/3000 and are listed below:

- 1) Attraction of Visitors and retention measure to get spectators to arrive early and stay later at the stadium.
- 2) Bus Priority and Diversion Measures, including the termination of the W3 bus route and the east bus diversion route.
- 3) Modal Split around concerts and non-football events: concert modal split a target of 90% of all spectators attending a concert at the completed stadium shall use modes of transport other than private car to arrive within the vicinity of the completed stadium.
- 4) Major Event Day Local Area Management Plan: a Plan to mitigate adverse environmental impacts and nuisance to residents and business which are otherwise affected by the use of the completed stadium for major events including in particular NFL Events to cover a geographical area to be agreed with the Council to be prepared in consultation with the Local Ward Councillors the Business Community Liaison Group, TfL and the Metropolitan Police in accordance with the framework set out in Schedule Eighteen.
- 5) Major Event Day Control Parking Zone- Design consultation, Extension, and Monitoring, including changes to the existing CPZ operational hours.
- 6) Major Event Day Monitoring programme, Major Event Day Review, a monitoring programme in respect of the Major event day Stadium Development Travel Plan
- 7) Major event day Stadium Travel Plan, to manage the modal split of the stadium.
- 8) Transport and communication strategy, the strategy for communicating the agreed measures in the Major Event Day Development Travel Plan to spectators and the local community.

On assessing the potential impacts of increasing the number of non-football events at the stadium, comments are as follows.

Public Transport capacity and arrival and departure, there is sufficient capacity on the network to cater for the additional events at the stadium, this has been successfully demonstrated by the number of non-football events held at the stadium with varying levels of public transport capacity available due to closure of various local stations due to engineering works and industrial actions.

The increase in the number of events will result in creating additional demand on the local area which will require mitigation, whilst the current S.106 agreement provides some

mitigation, additional mitigation will be required due to the number of events and the nature of the events and the demand on local infrastructure.

Mitigation will be required in the following areas:

1) Parking Management

The independent monitoring report has concluded that the actual mode share for football is higher than the approved 23% car mode share, the car mode share for non-football events are higher than the 10% mode share required as part of the S106 agreement.

The results of on-street parking surveys on an event day concluded that there is an increase in on-street parking in most controlled parking zones although this is described as moderate with some 276 additional vehicles parked in 54% of the CPZ surveyed area.

The independent review of the Event Day Parking and Control Parking Zone recommends that that hours are extended beyond 20:30 to improved enforcement for third party events.

In addition to the review of the Event Day Control Parking Zone, there are a number of locations which have been identified as requiring additional parking management measures in the form of a potential "Red Route" using camera enforcement to assist in keeping the emergency corridor clear and to enable safe egress of the stadium these are: White Hart Lane, Creighton Road, Northumberland Park m Shelbourne Road, Leaside Road, Bull Lane/ Queens Street, Lordship Lane, High Road North to the borough boundary with Enfield, and the High Road south junction Lordship Lane to junction with Bruce Grove. The applicant Will also be required to pay for the design consultation and implementation of the additional traffic management measures in the form of a potential "Red Route" to deal with ongoing parking issues which are resulting in parking and traffic congestion which is, impeding the free flow of traffic and putting pedestrians (spectators) at risk at the above locations.

The applicant will be required to pay for the feasibility design and implementation of the changes to the existing CPZ operational hours, include any extension required to the existing event day CPZ this is in line with the current S.106 obligations secured under Planning Application HGY/2015/3000.

Impacts on Regulatory Service.

Regulatory and Enforcement services are critical for ensuring a safe environment for both residents, business/traders and those attending events at the new stadium.

Four of the regulated service are affected by events and the stadium and more so for third part events. In general matters relate to regulating and controlling the main locations 'spectators' come and go to the stadium; manifests in: Illegal vendors, Ticket-Touts and illegal

Street trading- affecting the safety, fair trading (due to potential unregulated goods) or impeding the flow of those arriving and departing an event.

There are also other issues surrounding ASB and Public Nuisance— in the form of noise arriving and departing the venue, urination, broken glass (before cleaning) and drunkenness. There is also the issue of Community Safety, namely the use of CCTV to monitor issues of safety and welfare from those that might queue early for big acts.

Increasing the number of non-football events will require additional resources in the form of 9 officers for larger events larger events 6 of which would be working between 1pm till 23.30 and approximately 5-6 officers. The cost of enforcing these additional events is estimated as £4,000 per event. We will therefore require mitigation in the form of a revised management and monitoring strategy to be included in the new LAMP to deal with this issue and for adequate resources to be secured as part of this planning permission to deal with these issues.

The transportation planning and highways authority would not object to this application subject to the following S.106 obligations which are in addition to the current obligations secured under planning application HGY/2015/3000.

Schedule 4, (existing S.106 Agreement)

1.0 Major Event Day Stadium Development Travel Plan

There is currently no non-football Major Event Travel Plan for events at the new stadium. The applicant will be required to submit a Bespoke non-football Event Day Travel Plan covering all non-football Major Events at the stadium. The Travel Plans must be monitored annually to achieve the agreed modal split targets for non-football events with a maximum car mode share of 10%.

Schedule Four of the S.106 agreement to be revised to reflect the new obligation including a Travel Plan monitoring fee of £30,000 per year for the monitoring of the non-football event Day Travel Plan and Local Area Management plan for a minimum period of 5 years.

3.0 Stadium Cycle Strategy

The applicant will be required to produce a new cycling strategy for non-football events at the stadium the monitoring proposal report has a maximum of 0.5% for a non-football event and 0.6 percent for a football event. The minimum percentage by mode agreed under HGY/2015/3000 is a 1% mode share.

5.0 Stadium Development Coach Strategy.

The applicant will be required to submit a revised coach strategy for non-football major events to maximise the number of spectators by coach and reduce the car mode share especially for boxing events which had a 24.1% car mode share. We will need a revised obligation for the applicant to submit a new coach strategy as part of the new travel plan to reduce the car mode share.

9.0 Major Event Day Monitoring

A revised obligation is required under the above section to deal with the implementation traffic management measures to safeguard the emergency corridor to and from the Stadium including the possibility of implementing a “Red Route” which is enforced by cameras. Clause 9.5 of the Monitoring proposal report triggers the obligation for the Owner/ applicant to pay the cost for the changes required to the CPZ proposal.

17. The Football Season tickets and other major event day ticket for local people

To achieve the walking mode split, as per the agreed S.106 agreement local residents should be prioritised for pre-release of ticket to maximise the number of residents that walk all the way as their mode of transport to and from the stadium for non-football events, the monitored concert mode share only had a 0.9% walk all the way mode share. The S.16 agreement had a local ticket allocation of 5000 residents 2500 from each borough (Haringey and Enfield), this obligation must be retained for all new events.

Schedule Eighteen, (existing S.106 agreement)

Major Event Day Local Area Management Plan (LAMP)

The Pedestrian Walking routes attached in ANNEX 1, will require updating as since the drafting of the document and the opening of the stadium including shuttle bus locations, additional routes have been identified which will need to be revised in the ANNEX. The revised walking routes will assist in determine the extent of the cleansing and monitoring required to ensure the cleansing element of the LAMP mitigate the impacts of the additional events.

The LAMP must be revised to reflect the impacts of the additional events on the Councils Regulatory Services. We will therefore require mitigation in the form of a revised management and monitoring strategy to be included in the new LAMP to deal with this issue and for adequate resources to be secured as part of this planning permission to deal with these issues, including a financial contribution of £4,000 (four thousand pounds) per event.