

# Local Boundary Commission - Haringey Liberal Democrats

We note the Commission's recommendation to keep the number of councillors at the current level of 57 and have proceeded with our warding arrangement recommendations on this basis.

Based on the calculations and projections provided for 2024, the average elector per councillor comes to 3,293.

## How we came to the figures we did

Without having access to the same GIS software as the council it makes projecting figures for our proposed wards very difficult. To ensure that our figures are as accurate as possible we have used a combination of information from the electoral register, the projected figures per polling district by the council and our own estimates where necessary. We have had to do the latter when we have had to cut through various polling districts when creating new ward boundaries. We have worked out the average increase across neighbouring polling districts to come up with a projected 2024 figure.

In the case of wards such as our proposals for Northumberland Park, Tottenham Hale and South Tottenham, we were able to just apply the figures the council provided for the polling districts that make up these wards due to the fact that we stuck to the existing boundaries within each polling district.

We are confident that the figures we have provided are based on sound datasets and they give robust estimates for 2024 ward voter numbers. We can make accurate projections for future ward sizes based on the council's provided figures and our own knowledge of where major developments are soon to complete; in development; or set to commence shortly, are located within the borough. However, it should be acknowledged that nobody can provide absolute guarantees for electorate numbers, particularly as Haringey is a borough with a great population churn. The significant number of developments being approved, along with the recent changes to local government borrowing rules, means that we still may see significant population growth that we have yet to predict.

## Proposed new wards

<b>Wards</b>	<b>Current figures based on our proposed new boundaries</b>	<b>Projected 2024 figures (approx) based on proposed new boundaries</b>
Alexandra Park	9503	9598
Muswell Hill East	9470	9565
Muswell Hill West	9554	9650
Crouch End	9344	9437
Stroud Green	9268	9361
Highgate	9655	9752
St Ann's	9124	9489
Seven Sisters	9161	10007
South Tottenham	*	9862
Tottenham Hale	*	10088
Northumberland Park	*	9557
Myddleton	9228	9320
Wood Green	9977	10076
White Hart Lane	9172	9409
Bruce Castle	9414	9505
West Green	9464	9559
Tottenham Green	9417	9527
Hornsey	8209	9353
Harringay	9308	9401

\* As these proposed wards are based on existing polling districts, we were able to use the council's projected elector figures for 2024.

## Background to the submission

Historically the East Coast Mainline (ECML) has been a clear and accepted dividing line between the communities in the west of the borough (Highgate, Crouch End, Hornsey and Muswell Hill) and those in the east (Wood Green, Bounds Green, Harringay Green Lanes and Seven Sisters).

However, due to the use by residents of key transport hubs for the borough, and new developments occurring around the ECML, the dividing line has become less harsh in recent years, and is expected to lessen even further in the future.

Recent developments near to Hornsey station, such as New River Village and Smithfield Square (both Hornsey ward), as well as upcoming schemes such as Altitude N8 (HA1 Polling District), the Clarendon Development, Chocolate Factory development and Iceland development (all NP1 polling district) mean new communities are developing centred around areas different to those of previous decades. The types of properties being created, and therefore the residents living in them now, have more commonalities with one another across the current wards than within the previous boundary lines.

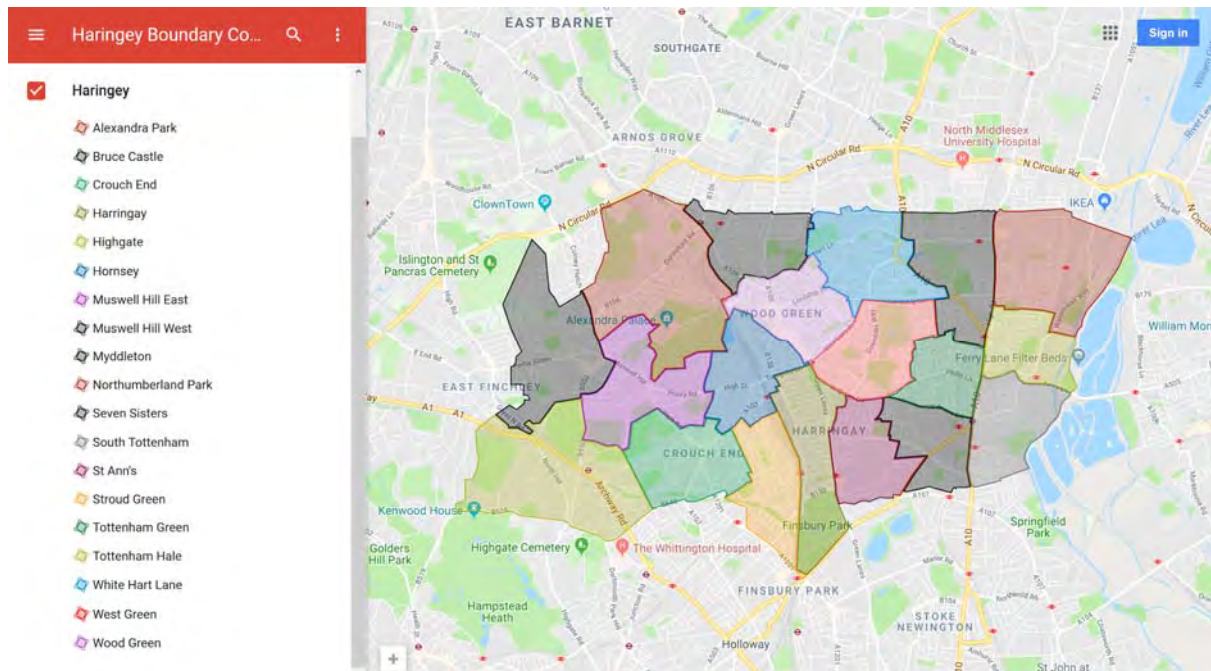
Whilst the ECML still remains a physical line between east and west, access points around Alexandra Palace station, such as the footpath at the station and the Buckingham Road bridge mean that residents to the west and east of the station both identify with Alexandra Palace.

Similarly, the footbridge at Hornsey Station between Tottenham Lane and Hampden Road (the location of the almost complete Altitude N8 development), the road at High Street/Turnpike Lane, and the New River Path underpass between the New River Village and Western Road (upcoming Clarendon Development), connect west and east of the ECML easily and quickly.

Indeed, the new build developments of Smithfield Square and New River Village will have far more in common, and make much greater use of, the expected residential and retail sites, as well as huge public realm spaces of the Clarendon Development - accessed via the underpass - than the Victorian terraced streets built as workers' houses at the foot of Alexandra Palace, which have greater links with Muswell Hill and Crouch End.

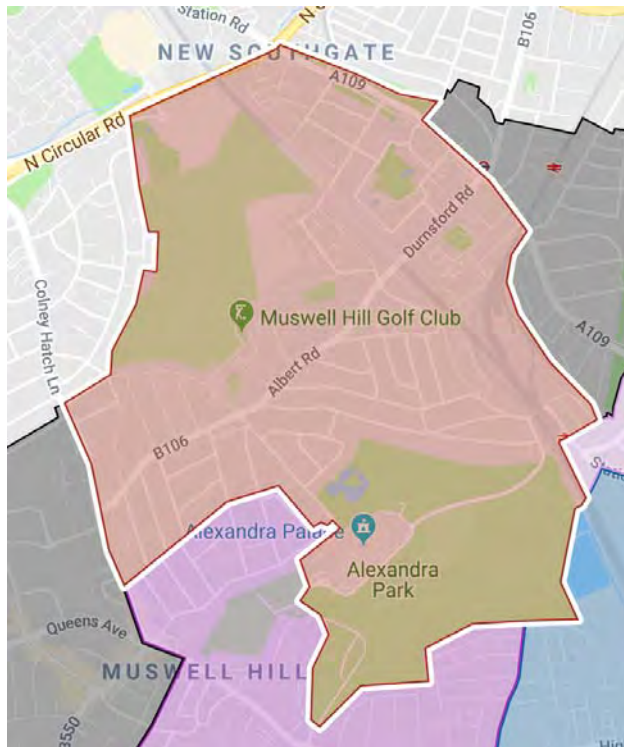
With this in mind, physical limits of the ECML should be considered, but not be used as a determining factor in ward boundaries.

## Wards



Digital map available at: <https://goo.gl/xW4V1c>

## Alexandra Park



The projected electorate in 2024 is 8,412 which suggests a -15% variance of the average elector figures for a three member ward (9,879). There may be temptation to cut the ward between east and west as a means to deliver electoral equality in neighbouring Bounds Green. However, the communities that make up Alexandra and Bounds Green wards are distinct, with many in the current AL4 polling district identifying and associating with the community around Alexandra Palace and using Muswell Hill Broadway as their primary high street. The existing Palace Gates Residents' Association reflects this through its own distinct boundary, known locally as 'the triangle'<sup>1</sup>. The short walking distance to the park and palace, as well as the Alexandra Palace station reaffirms the close community ties.

The ward is well connected from east to west by the 184 bus route as well as the lengthy Alexandra Park Road which cuts right across from the east, where it begins at the foot of the palace and park, then over to the west where it meets with Colney Hatch Lane. Whilst Alexandra Palace is the obvious primary focal point for the area, the much smaller Albert Road Rec is also a hub for residents from both west and east of the ward. The Rec sits next to the area's largest secondary school, Alexandra Park School, as well as the popular Rhodes Avenue Primary School, which, combined with the Rec, become the real beating heart of the area spanning from Colney Hatch Lane right across to Bounds Green Road.

Neighbouring roads to the ward sited just across the railway bridge, including Dorset Road, Terrick Road and Bridge Road are easily accessible across the bridge by Alexandra Palace Station. Due to their proximity and association with Alexandra Palace and Park, these roads would be far better sited in the Alexandra ward.

<sup>1</sup> <http://www.palacegatesra.info/>

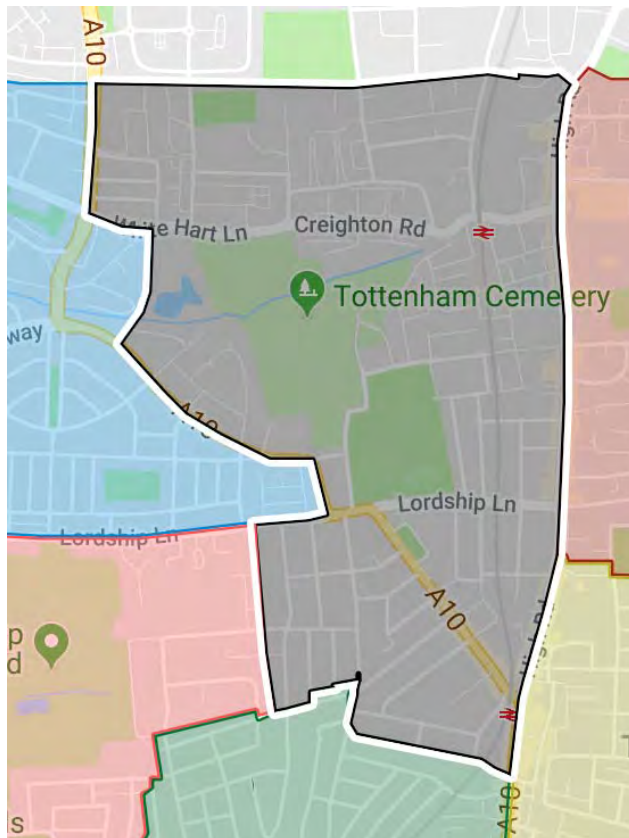
The roads to the north of Durnsford Road (Bidwell Gardens, Wroxham Gardens, Blake Road and Tunnel Gardens) are similarly closely aligned to the nearby community currently located over the ward boundary in Bounds Green. Blake Road is already cut in half, with one side in Alexandra ward and the other in Bounds Green. Therefore, it makes sense to alter the boundary here to bring the whole road, and surrounding area, such as the roads around the Scout Park like Woodfield Way, Cline Road, The Drive and Edwards Drive into Alexandra ward. Whilst the road crosses the western fork of the ECML, accessibility is not an issue as the railway line goes under a tunnel. With this area coming into Alexandra ward, it would be practical for the small annexe of roads near the junction of Bounds Green Road and the North Circular (Ring Way, North Way, South Way) to also move from Bounds Green into Alexandra. This would be similar to another annexe further along the north circular that makes up the AL1 polling district around Alexandra Road.

By making the above changes a natural new boundary line forms where, instead of the boundary running east-west along the north circular and heading south along the western railway line fork, it would instead continue further east along the north circular before heading south at the junction with Bounds Green Road. The boundary would then run south down Bounds Green Road with all voters to the west of the boundary in Alexandra, and to the east in Bounds Green. Where Bounds Green Road crosses over the railway line, just south of Palace Road, the boundary would leave Bounds Green Road, instead following the railway line south along the depot line and around the eastern side of Dorset Road, Terrick Road, Bridge Road etc, bringing them into the ward. The boundary would then run back east-west along St Michael's Terrace, joining the railway line just south of Alexandra Palace Station continuing south along the eastern fringes of Alexandra Palace where it would join with the Hornsey boundary (see Hornsey section).

This adjusted boundary would mean a further increase in voter numbers from the roads that sit right in the middle of the railway line fork, Durnsford Road and Bounds Green Road: such as Park Road, Palace Road and Bailey Close. This makes natural sense due to the footpath that runs between Park Road/Springfield Park and Durnsford Road, where bus stops are located on both sides of the road.

The rest of the Alexandra boundaries would remain largely the same, running east to west along the southern edge of Alexandra Palace, back northwards up Alexandra Park Way, but at the top of the bend, heading east along the northern boundary of the park, and then northwards along The Avenue, incorporating both sides of the road within its boundary. The boundary would then head west dissecting Rosebery Road and Grove Avenue and to the north of Muswell Road to where Muswell Road meets Muswell Hill Broadway, ensuring the whole of Duke's Avenue and Muswell Road are incorporated into an altered Muswell Hill ward (see Muswell Hill section for details). The boundary would then run north up Muswell Hill Broadway following its existing boundary line.

## Bruce Castle



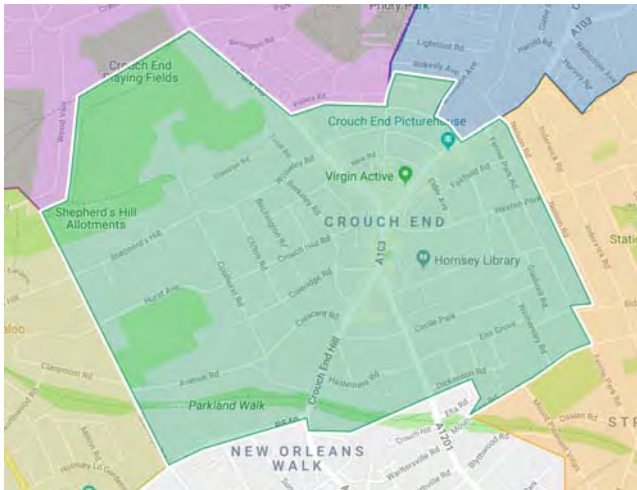
Bruce Castle ward is centred around the historic Grade I listed Bruce Castle and its grounds, which form the oldest park in Tottenham, as well as the large Tottenham Cemetery. It also includes two major overground transport links within its boundary: Bruce Grove Station, and the soon to be upgraded White Hart Lane Station.

Bruce Castle is the most north-westerly of the six wards clustered around Tottenham High Road - a key central artery of the Tottenham area. The High Road runs along the entire eastern boundary of the ward, whilst the Haringey/Enfield borough boundary runs along the entire north side of the ward.

The western boundary largely follows route of the A10/Roundway, before heading south to take in the roads to the east of the large Broadwater Farm estate / Moira Close which remain within West Green ground. The boundary then runs east along its southern border to include the artery roads running off the A10 such as Broadwater Road and Woodside Gardens.



## Crouch End



Crouch End has a very strong historical identity based around its epicentre - Crouch End Broadway. This is where four main transport arteries for the west of the borough - Park Road, Tottenham Lane, Crouch End Hill and Crouch Hill, converge - with the iconic Crouch End Clock Tower standing right at the heart.

Crouch End is a designated conservation area<sup>2</sup> and has a Local Area Neighbourhood Forum approved by Haringey Council with its own defined area<sup>3</sup>. At present, whilst covering roughly the same central zone, the two areas and the ward area have significantly different boundary lines highlighting the fluidity in just how far Crouch End extends. A significant number of residents living near Crouch End Broadway, but currently located in the wards of Muswell Hill, Hornsey and Stroud Green identify as living in Crouch End, with many actually believing they live in Crouch End ward, and therefore believing that the Crouch End ward councillors are actually their elected representatives.

Whilst the three areas all differ at present, one commonality between the conservation area of the Neighbourhood Forum area is along the western edge, where both have boundaries that run the entire length of Stanhope Road, between Shepherds Hill and Hornsey Lane (though the western side of the road is not included in both). This appears to be a natural border adjustment, as the roads to the west of Stanhope Road, whilst currently sited in Crouch End, actually sit within the Highgate Neighbourhood Forum area and the Highgate Conservation Area. This area is also home to Highgate Library and Highgate Underground Station, and therefore it seems sensible to adjust the boundary between Highgate and Crouch End eastwards to Stanhope Road, moving Claremont Road, Stanhope Gardens, Priory Gardens and the western part of Shepherds Hill, into Highgate ward.

With the loss of voters to Highgate ward in the west, further voters may need to be obtained from surrounding roads elsewhere. The most natural place for this to occur would be to the north of the current boundary line, mirroring the conservation area to absorb roads such as Lynton Road, Rosebery Gardens, and greater parts of Middle Lane. The adjustment would

<sup>2</sup> [https://www.haringey.gov.uk/sites/haringeygovuk/files/crouch\\_end\\_conservation\\_area\\_map.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/crouch_end_conservation_area_map.pdf)

<sup>3</sup> <https://www.crouchendforum.org.uk/cupboard/uploads/2014/12/6589d34d-d984-42bc-8bb1-b7b3a8772132.gif>



mean absorbing areas that currently form part of the commercial heart of Crouch End, but are currently excluded from the ward map such as the Maynard Arms pub at the junction of Park Road and Lynton Road, and the shops on the western side of Tottenham Lane between Elder Avenue and Rosebery Gardens into the ward. This would mean extending the boundary currently on Elder Avenue, up to Rokesly Avenue instead, to incorporate both Greig Close off of Middle Lane as well as Mulberry Close off of Hermiston Avenue.

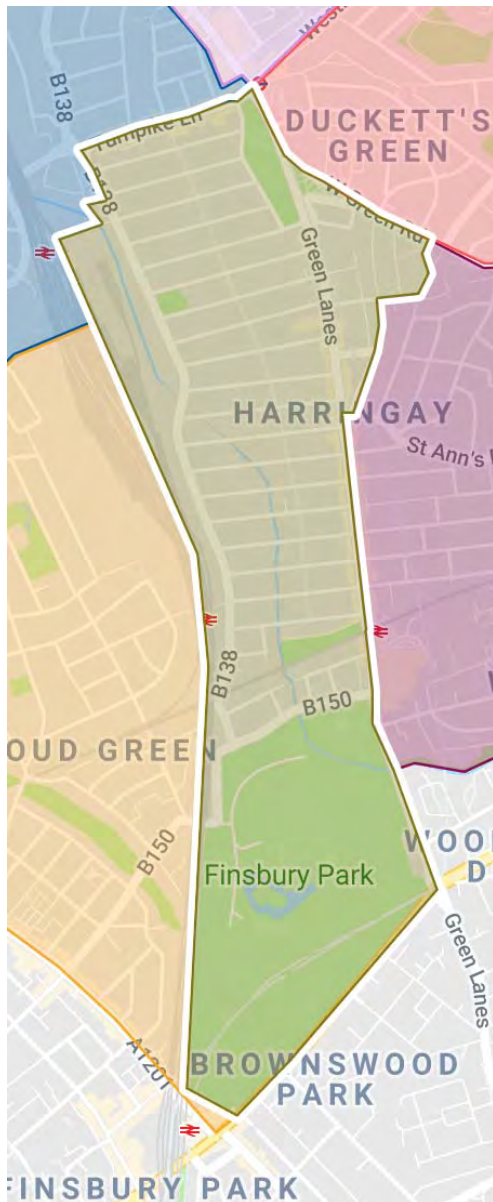
To the south, Mount View Road, which runs east to west, is strongly considered the dividing line between Crouch End and Stroud Green due to its geographical position at the very crest of the hill, and therefore no further boundary changes should be considered around this location.

To the east, the current boundary runs along a main transport route for vehicles, including the vital W3 bus, north-south along FPR. In the roads to the east of FPR, resident identities change between people, and house with people identifying as Crouch End, Stroud Green or Hornsey depending on whom one asks, and so if required there could be flexibility in moving the eastern Crouch End boundary to incorporate Nelson Road.

The further away from the town centre one gets, particularly to the northeast on roads such as Roksely Avenue, Lightfoot, Rathcoole Gardens and Cranford Way, the less voters identify with Crouch End and are more likely to consider themselves as Hornsey residents.

It is important to note, however, that a large number of new homes are being developed in Crouch End and will be inhabited by 2022. Developments such as the Hornsey Town Hall, and a number of sites along the south side of Tottenham Lane between Elder Avenue and Ferme Park Road is expected to see voter numbers increase by over 1000 once the sites are completed. It is important that these additional voters are correctly included in the expected variance figures. With this in mind the number of additional voters brought into the ward by absorbing surrounding roads should be modest to ensure correct variance.

## Harringay

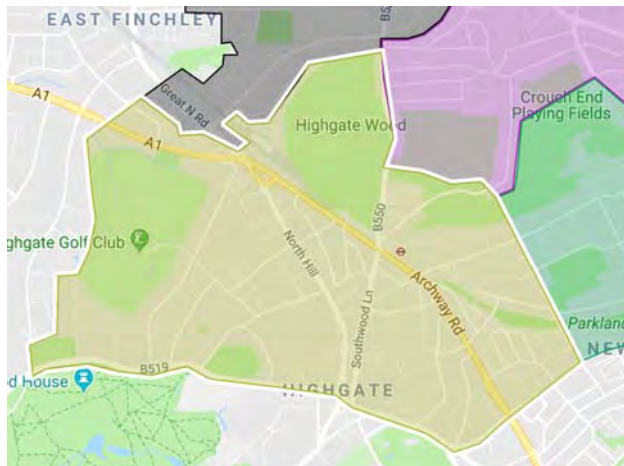


The existing boundaries for Harringay ward work well due to the locality's unique community made up of the 'Harringay Ladder'. The Harringay Passage, running north-south through the center of the ladder, also works as a means to walk on foot from the top of the 'ladder' down to the very bottom with ease, which many residents do habitually<sup>4</sup>.

A variance in 2024 of -9% may mean that some expansion is needed to the eastern part of HA2 where it borders the SA1 polling district. We would recommend the inclusion of a number of roads there such as parts of Harringay Road to help reach the number of electors needed to avoid a variance that is within the recommended 5% of the average.

<sup>4</sup> <https://www.haringey.gov.uk/libraries-sport-and-leisure/culture-and-entertainment/visiting-haringey/archive-and-local-history/history-harringay-passage>

## Highgate



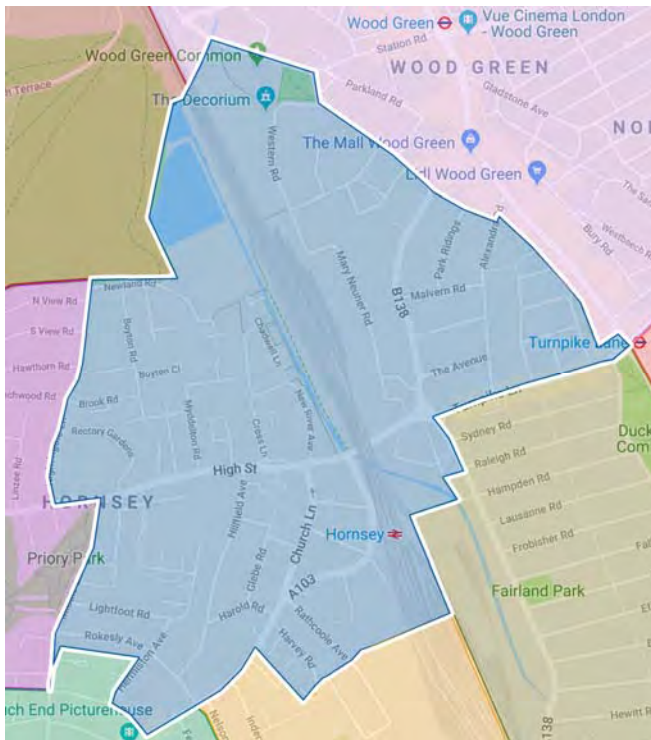
The projected variance of -15% means the existing Highgate ward needs to expand. We believe a good starting point would be to try and align with the Highgate Neighbourhood Forum boundaries<sup>5</sup>. In line with this we propose that Highgate ward takes in the properties on Aylmer Road and Bancroft Avenue which are currently sat within Fortis Green ward. We would also propose that Highgate ward expands east to Stanhope Road which would see it incorporate Stanhope Gardens, Claremont Road, Priory Gardens, part of Shepherds Hill, as well as the local community asset: Highgate Library, and align with the eastern Conservation Zone, and Neighbourhood Forum, boundaries.

As much of the current Highgate ward boundaries align with the borough boundary, any radical changes would be extremely challenging if we wish to preserve much of the existing ward. We, therefore, believe our proposal helps meet the need for more electors whilst upholding the widely accepted community boundaries.

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<sup>5</sup> <https://forhighgate.org/about-highgate/who-lives-in-highgate/>

## Hornsey



Hornsey has seen significant change in recent years and decades. As the areas around Crouch End and Muswell Hill have grown, fewer and fewer residents in the west and south of the ward identify with the old area known as Hornsey, and more readily with these two other expanding neighbourhoods, which are slowly swallowing up the previous Hornsey zone. This is in large part due to the successes and growth of the high streets in both Crouch End and Muswell Hill.

There is fundamentally similar period housing stock on both sides of the ward boundary. For example, homes in North View Road and South View Road are closer in style to properties in Redston Road or Etheldene Avenue. Whilst those in Rosebery Gardens are more akin to Fairfield Road. This creates a sense of neighbourhood identity and affinity that crosses the existing ward boundaries.

Where the ward was once largely period terraces of differing dates and styles, it has changed over time, with the addition of a significant volume of local authority housing, including the large Campsbourne Estate (which was developed by demolishing a lot of the period housing stock) and the Lightfoot Road Estate; and a shift towards high-rise new-build apartment living via the recent developments in the area such as the New River Village and Smithfield Square. With it the voter demographic has also changed.

Despite this there is still a strong sense of Hornsey community, with residents on roads such as Cranford Way and Hillfield Avenue very much identifying as Hornsey despite estate agents suggesting this is “Crouch End Borders”. Their primary transport hubs are Hornsey railway station, and Turnpike Lane Underground (easily accessible via the footbridge through to Hampden Road or along Turnpike Lane), rather than Finsbury Park, Highgate and

Archway stations more used by those in Crouch End & Muswell Hill. Residents here also have strong allegiances with the shops along Tottenham Lane, Turnpike Lane and Hornsey High Street, and use the new Sainsbury's supermarket located on the ground floor of the Smithfield Square development.

With these changes, and considering the need to balance electorate numbers in surrounding wards - particularly as Hornsey is one of the few areas where crossing the ECML is both easy and can be done in multiple locations (highlighted in the introduction to this submission) - Hornsey is a ward where it makes perfect sense to cross over the ECML.

Ward boundaries could be shifted in the west so that Muswell Hill ward takes in the period worker properties at the foot of the palace. This would mean the boundary line running down Nightingale Lane, crossing over where Priory Road meets Hornsey High Street, and continuing north-south down Middle Lane to where it would meet the northern boundary for Crouch End. Voters residing close to Crouch End Broadway such as in Rosebery Gardens and Rokesly Avenue would be reallocated to Crouch End, and those currently in HO4, such as the northern end of Inderwick Road, reallocated to Stroud Green.

Making these changes would increase the numbers in surrounding wards, which is clearly necessary for the desired variance outcome, but reduce the numbers in Hornsey significantly. To counter this, the new developments currently being added just the other side of Hornsey station, such as Altitude N8 by Hampden Road (119 1, 2 and 3 bed apartments), and the Clarendon/Haringey Heartlands Development between Turnpike Lane and Clarendon Road (over 1,500 1, 2 and 3 bed apartments), could then be absorbed by Hornsey ward, as well as the Denmark estate, increasing the voter numbers hugely. Both of these two new developments will use the same transport hubs and connections, as well as commercial areas as the properties on the west of Hornsey station. They will also be similar high-rise new-build modern apartments, with an expected similar demographic of voters.

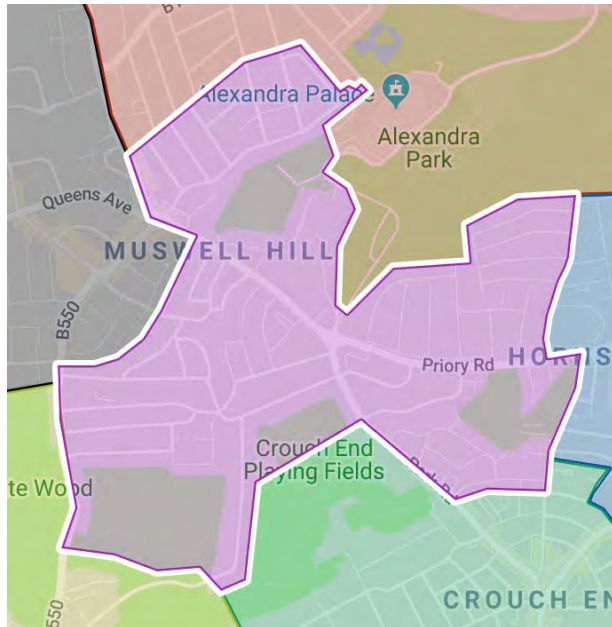
In addition to the 1,500 homes, the Clarendon development is expected to introduce a significant number of retail units and will be seen as a commercial hub with the addition of large public realm spaces. It is anticipated that this will be heavily used by residents around New River Village and Smithfield Square who will be able to travel to it quickly on foot via the New River Path underpass or along Turnpike Lane.

By grouping together these similar types of residences, ward councillors will be better able to serve the similar demands of residents in the area, who will be experiencing a different type of living to the Hornsey of old.

Properties currently located in Noel Park ward that share the same transport hubs and connections, and will also be served by the new Clarendon development should also be included in the Hornsey ward, extending the north east of the ward boundary to incorporate roads such as Malvern and Ravenstone. This area, known locally as "Hornsey Park" has a strong local residents' association - the Parkside Malvern Residents' Association (PMRA) who state that the area is *"part Hornsey, N8 and part Wood Green, N22, sometimes causing confusion but giving us a special place we are happy to occupy - more Hornsey than Wood*

*Green but embodying the best of both*<sup>6</sup>, showing that despite living on the east of the ECML the residents still consider themselves very much Hornsey, and not Noel Park, which is locally, the name of the area to the east of Wood Green High Road.

## Muswell Hill East



Keeping existing boundaries would lead to a negative variance in the ward, and so the ward boundaries for Muswell Hill need to be extended to accommodate.

Muswell Hill has a very clear and strong identity based on the types of housing in the area, and the similar periods in which they were built. There is a strong residential, family feel that runs right down from the northwestern parts at the top of the hill (around Ellington Road and St James' Lane) right down to the bottom of Alexandra Palace (around Clovelly Road and Priory Road), and further south near Priory Park (around Barrington and Palace Roads), with the vast majority of housing stock still retained as family homes. This is distinct from areas such as Hornsey and Stroud Green where many properties have been split and converted into flats. The area's position, nestled in the heart of the key visitor sites in the area - Muswell Hill Broadway to the northwest, central Crouch End to the southeast and Alexandra Palace to the northeast, gives it a distinct identity with the Rookfield Conservation Area contained entirely within the heart of this geography.

Due to the lack of immediate rail and underground stations, residents in the area travel primarily by bus and car, with the main bus terminus located at the Muswell Hill roundabout. Local buses most frequently transport residents from the terminus to an underground station from which they can continue their journey by rail. The most important routes in the ward are:

- the W7 which travels south through Crouch End to Finsbury Park;

<sup>6</sup> <https://www.pmra.co.uk/useful-information/>

- the 144 which travels down Muswell Hill and along Priory Road to Turnpike Lane & Wood Green Stations
- the 134 which travels along the ward's western border to reach Highgate and Archway stations; and the 43 which terminates at the City of London.

Due to its distinct identity, it is hard to divide the ward up as a means of creating the required variance so additional numbers should be achieved by absorbing surrounding roads that more strongly identify with the current Muswell Hill ward than the wards in which they presently sit.

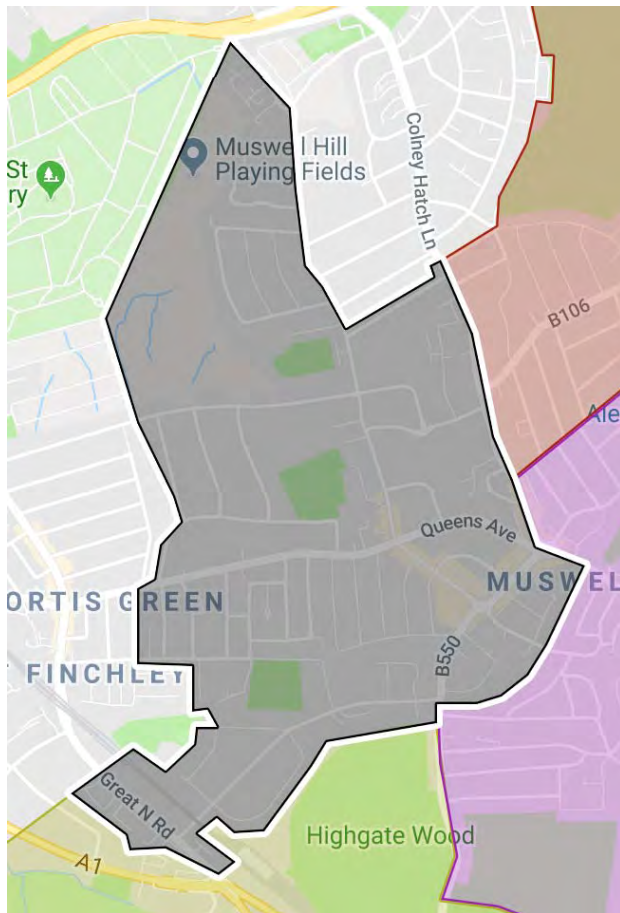
The northeastern boundary should be extended to Nightingale Lane to include the rows of family terraces such as North View Road and Beechwood Road for the reasons given in the summary for Hornsey. North View Road is connected via a pedestrian/cycleway to Park Avenue North, and this is a common route to the busy Priory Road for transport connections. The boundary would then run to the roundabout at the junction of Middle Lane, Road Road and Hornsey High Street, before continuing north-south down Middle Lane with Muswell Hill ward taking the western side of Middle Lane and Hornsey ward taking the eastern side.

The boundary would run along Palace Road to the south to ensure it takes in the entirety of Priory Park as well as all the roads leading off it, and then heading northwest up Park Road. The boundary would then follow the current footpath and cycle quietway that connects Park Road with Wood Vale as it does presently, incorporate all the properties residing on Wood Vale before running north up Muswell Hill Road where it would meet the borders with both Highgate and Fortis Green wards.

Whilst this would mean additional voter numbers from roads such as South View Road, Oak Avenue and Chestnut Avenue, the smaller current electorate size and the loss of voters around Muswell Hill Broadway, means additional voters would need to be added via the northeastern point of the ward. In the northeast the boundary would run just north of Muswell Road taking in the properties on both sides before dissecting Rosebery Road and Grove Avenue, incorporating the whole of Duke's Avenue and Lansdowne Road, but none of The Avenue (which would remain in Alexandra ward). The properties in this region are similarly served by local transport, visit Muswell Hill Broadway by foot, and enjoy the green spaces of Alexandra Palace just as Springfield Avenue and Muswell Hill Place do, and therefore this would be a natural additional inclusion.



## Muswell Hill West



Due to the geographical position of the existing Fortis Green ward; being at the most north-westerly point in Haringey, it currently only has two borders that can be considered - one to the south, and one to the east.

However the predicted variance for 2024 of -7% means that only small additions to the ward are needed to bring it in line with the other ward figures. If Aylmer Road and Bancroft Avenue were to be absorbed into Highgate ward as proposed, then a small number of additional voters would also need to be added found to also accommodate these losses.

Our recommendation for doing this would be to continue the boundary line along the northeastern edge of Highgate Wood, crossing over Muswell Hill Road between Crescent Road and Cranley Gardens, and continuing along the natural physical divide that is the Parkland Walk trail. The boundary would bisect St James Lane, stopping at Muswell Hill. This would result in Fortis Green incorporating the whole of Fortis Green Road (rather than part), all of Muswell Hill Broadway as well as the roads off it such as Church Crescent, Hillfield Park and Summerland Gardens, as well as the recently completed St Luke's Hospital site development which has brought a large number of new homes to the area. Making these changes would ensure the commercial centre of Muswell Hill and the residential roads leading off it are all placed into a single ward. This would also follow the line of the current Muswell Hill Conservation Area which also runs along the Parkland Walk.

With the addition of these roads providing adequate voters, we would then suggest adjusting the eastern boundary, so that the boundary between Fortis Green and Alexandra wards runs directly north-south up the major transport road: Muswell Hill Broadway (which becomes Colney Hatch Lane - leading to the North Circular). This would shift all of Muswell Road, Dukes Avenue, Wellfield Avenue etc, out of Fortis Green ward so that the main travel artery becomes a clearer dividing ward line.

We are proposing the name Muswell Hill West as this would naturally align with how many residents regard themselves as living in Muswell Hill. With the extension of the ward to include Muswell Hill Broadway we think the name needs to reflect this. There had always been contention about a boundary running down Muswell Hill Broadway, essentially splitting two communities which regarded themselves as one. We believe this helps resolve this issue.<sup>7</sup>

## Myddleton



In recent years, Bounds Green's Myddleton Road has become a focal point for the residents of Bounds Green & Bowes Park - a community made up of residents in parts of Bounds Green ward and Bowes ward in Enfield. The Bowes Park Community Association is an active residents' group that brings people together and Bowes & and Bounds is an established website that nods to the wards in Enfield and Haringey in its name.<sup>8</sup>

Resident groups support the monthly market on Myddleton Road; undertake maintenance of Finsbury Gardens, where Fins Feste and Christmas Carols are annual events; and look after the gardens off Myddleton Road where local residents have raised funds for play areas and table tennis.

Myddleton Road has flourished and provides the community with shops, restaurants, cafes and social activity. Local residents are served by Bounds Green and Wood Green tube stations, buses including the 221, 299 and 102 and the train service that runs from Bowes Park to Moorgate. This is a well-connected area that has overcome borough boundaries to establish a sense of community.

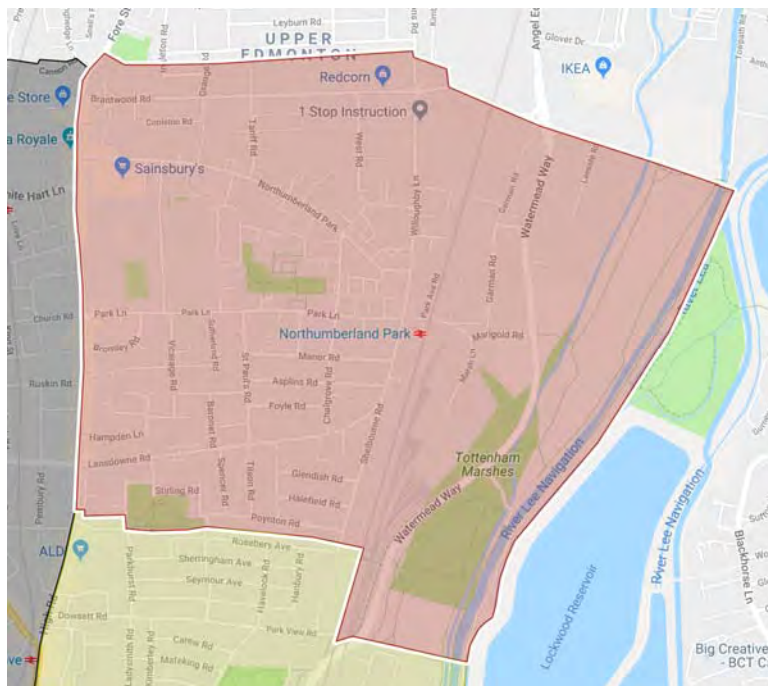
<sup>7</sup> Final recommendations on the Future Electoral Arrangements for Haringey, September 1999

<sup>8</sup> <http://www.bowesandbounds.org/>

Bounds Green and Woodside are currently the northernmost points in Haringey and the ward boundary cannot change to the north, however, by changing the boundaries of Alexandra (see above) and extending to the east, across Green Lanes into part of existing Woodside, would give the numbers of residents required. Myddleton Road is already a shopping area for the mini-ladder roads on the other side of Green Lanes and the properties are similarly made up of houses and flats, some conversions and some purpose built.

The proposed name would be a fitting acknowledgement of a road which recently won the Great British High Street Award for London in 2016.<sup>9</sup>

## Northumberland Park



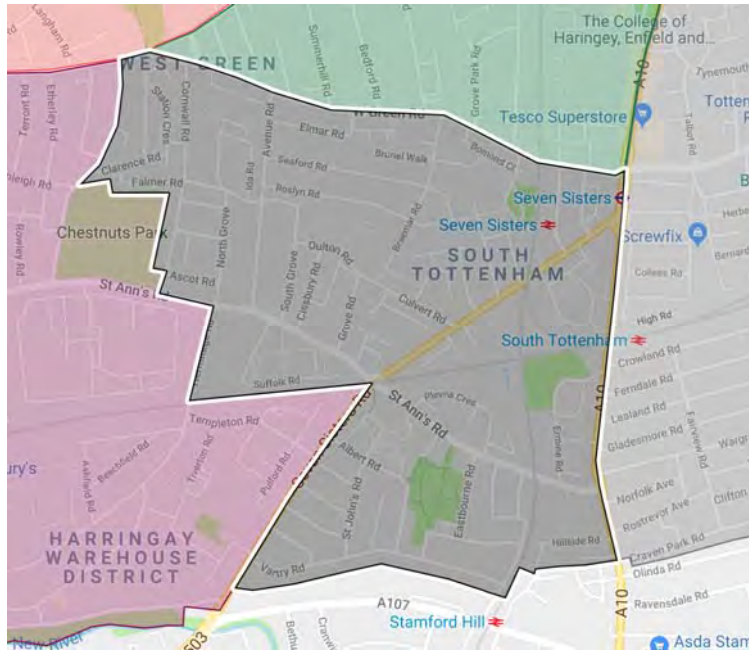
Northumberland Park ward is the most north-easterly of six wards centered around Tottenham High Road. The High Road now forms the entire western boundary - a more natural line than the previous western boundary. To the north and to the east the ward reaches the very edge of Haringey borough, whilst to the southeast the ward now extends to include the Tottenham Marshes area. This takes the boundary south of Lansdowne Road and the tributary roads to the south of it.

Importantly, Northumberland Park Overground Station, and the entire Northumberland Park estate both sit entirely within the heart of the ward, as well as the updated Tottenham Hotspurs stadium and the vast amounts of housing development the stadium site brings to the area.

<sup>9</sup> <https://www.myddletonroadmarket.co.uk/>

As with the two other wards we are proposing to the east of Tottenham High Road, Northumberland Park will consist of a set of polling districts based on their existing boundaries. In this case it would be NO3, NO4, NO5, TH1 and TH2.

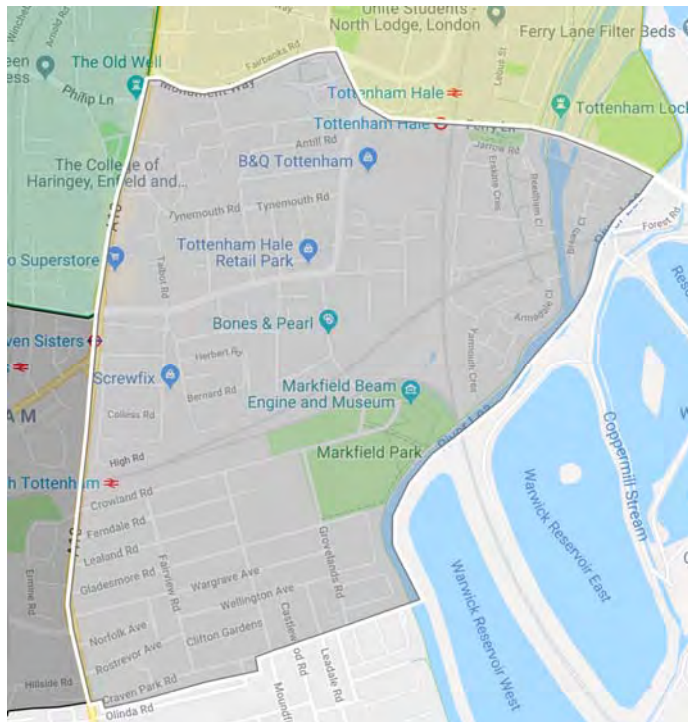
## Seven Sisters



A new Seven Sisters ward which comprises of SS3 from the existing Seven Sisters ward as well as the TG2 and TG3 polling districts from Tottenham Green and SA4 from St Ann's. We believe this makes for a ward boundary which better reflects the Seven Sisters community. The ward previously under the same name notably did not include either Seven Sisters Station or Seven Sisters school.

With both St Ann's Road and Seven Sisters road passing through the ward, it will be much easier to travel around the ward which would be served by a number of key bus routes. The current Seven Sisters ward is over 2 miles across and not particularly accessible.

## South Tottenham



The new South Tottenham we propose will consist wholly of the TG4, TG5, TH5, SS4 and SS5 polling districts. Whilst this sees a new ward consisting of polling districts of three existing wards, we believe this reflects the existing South Tottenham community and thus makes sense for it to have a name that reflects this too.

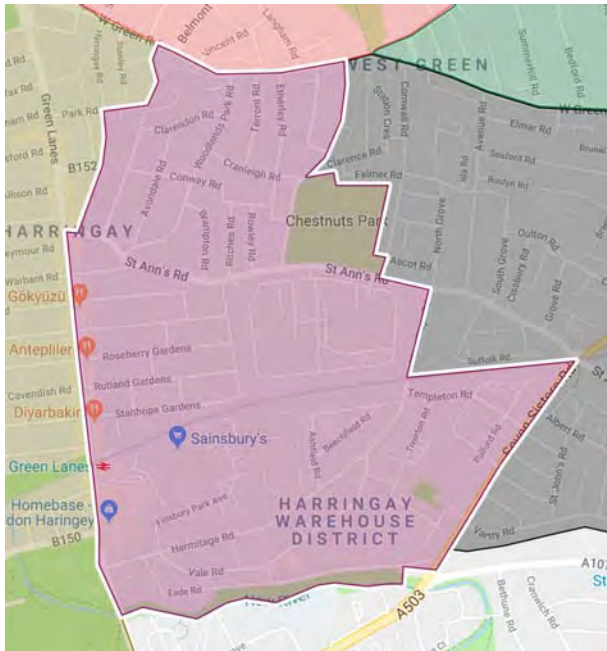
As with Tottenham Hale and Northumberland Park, the Tottenham High Road works as a good border for these wards whilst also providing good transport access via the various bus routes that travel along it as well as being served by South Tottenham station in the ward itself.

With the inclusion of Markfield Park as the much loved Markfield community hub which serves as a community hub for deaf, disable and Autistic people in Haringey, we can see an argument for the ward to be named Markfield to help build on its own unique identity.<sup>10</sup>

<sup>10</sup> <https://markfield.org.uk/>



## St Ann's

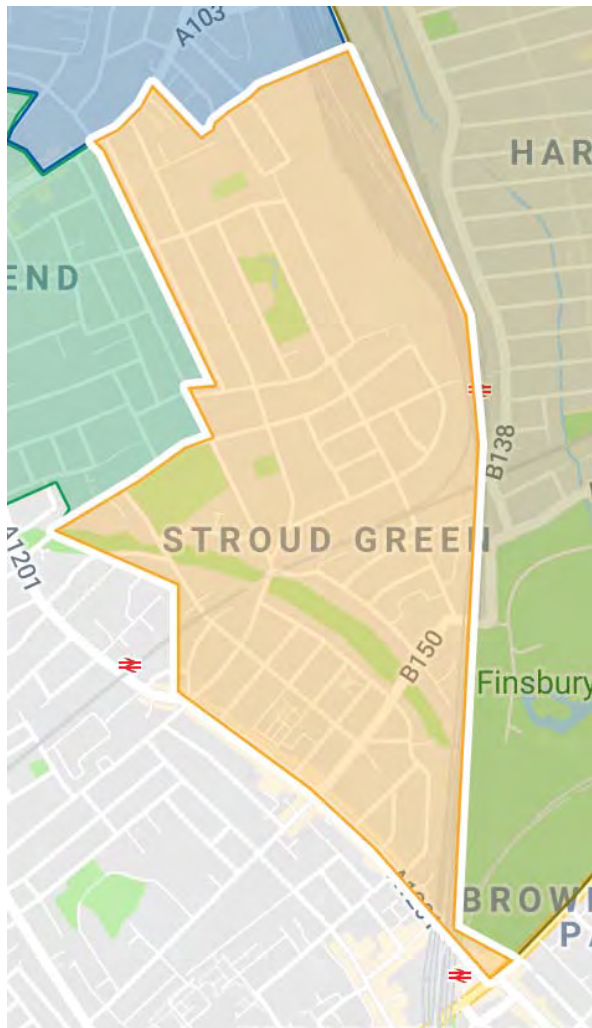


Many of the existing boundaries for the current St Ann's ward work well, particularly as the St Ann's Hospital is a recognised focal point for the local area, and with West Green Road a good natural boundary to the north.

With Seven Sisters ward redesigned to be more suitable local area, the amenities and local transport - including Seven Sisters station, this has allowed St Ann's ward to be extended southwards across the Gospel Oak-Barking overground line, all the way to the borough's southern boundary with Hackney, incorporating parts of the SS1 and SS2 polling districts. Hermitage Road ensures that there is an easy means of crossing the railway line which previously acted as a defined boundary between St Ann's and a very illogical Seven Sisters wards.

Importantly Chestnuts Park remains within the ward as St Ann's primary green space.

## Stroud Green

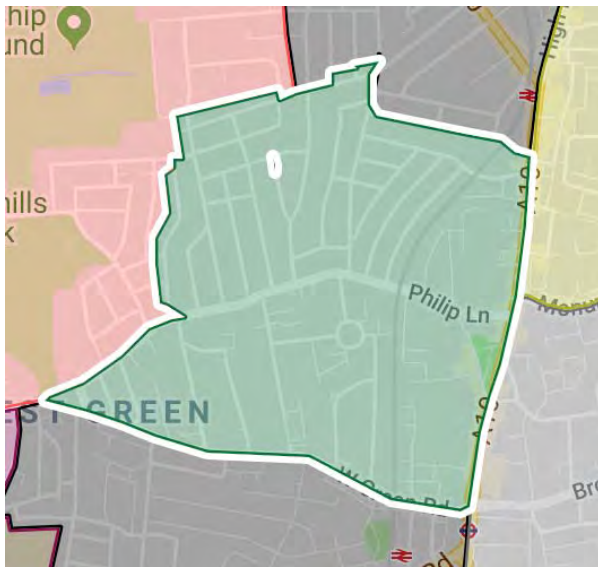


The majority of the existing Stroud Green boundaries work well although do not deliver the number of electors needed to be within the +/- 5% variance. Due to the location of the ward being at the very southern tip of the borough, the western boundary is inflexible. A move we would support if voter numbers are needed, would be to include parts of the HO4 polling district up to Tottenham Lane. This would negate the need to take voter numbers by extending the eastern boundary across the ECML and into Finsbury Park which would not be a natural change.

We also would support a move to include the 27 electors from HA4 at the bottom of the park to be included in a new Stroud Green ward. This would make accessibility to existing polling station locations much easier as there is a considerable journey for them to go and vote in the existing Harringay ward.



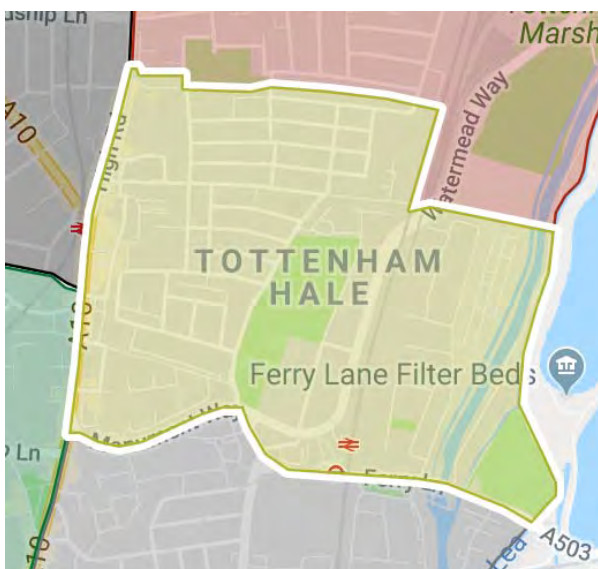
## Tottenham Green



Tottenham Green ward now sits in the very heart of Tottenham, to the west of Tottenham High Road and to the east of West Green ward. It forms part of the six wards that are clustered around Tottenham High Road, and has significant local points of interest including Tottenham Green Leisure Centre, Tottenham Town Hall, and Tottenham Green itself.

The busy West Green Road forms a natural border with Seven Sisters ward to the south, whilst the west boundary follows Phillip Lane, before going north to meet The Avenue, which, along with St Loys Road, creates the northern boundary.

## Tottenham Hale



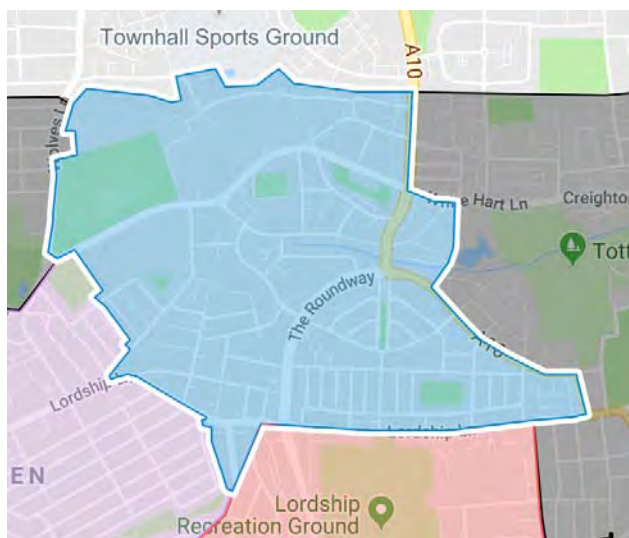
Tottenham Hale is another of the six wards clustered around Tottenham High Road. It sits in the eastern central region, bordered by the River Lea, and Walthamstow Wetlands to the east (also the borough boundary).

The ward is drawn to include the the Tottenham Hale Rail Station, Tottenham Hale Underground Station, and Tottenham Hale Bus Station - all key transport hubs for the area, as well as The Paddock to the south east, and the widely used Down Lane park as its central focal point.

The new Tottenham Hale ward is set to undergo a huge amount of development in coming years, and the ward population will increase dramatically. Importantly the new ward recommendation ensures that future developments in this ward, such as Ferry Island/Hale Wharf, the Ashley Road developments and Station Square, are all contained within the ward boundary.

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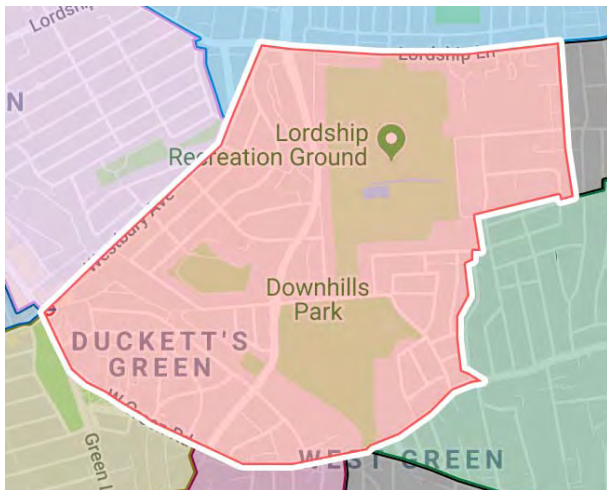
## White Hart Lane



The White Hart Lane ward sits largely to the southwest of the A10/Roundway. The north boundary runs along the borough's northern boundary with Myddleton Ward to the west, divided by Wolves Lane, and West Green to the south, divided by Lordship Lane. White Hart Lane itself runs right across the ward from West to East. These new boundaries lines create a far more contained and well balanced ward, with busy roads used as the primary boundary lines.

The ward includes the entire housing region enclosed by the Roundway road network, the New River Sports site which is of great importance to the area, as well as the entire Tunnel Gardens Conservation Area, and the whole of the Peabody Cottages Conservation Area - both of significant heritage importance.

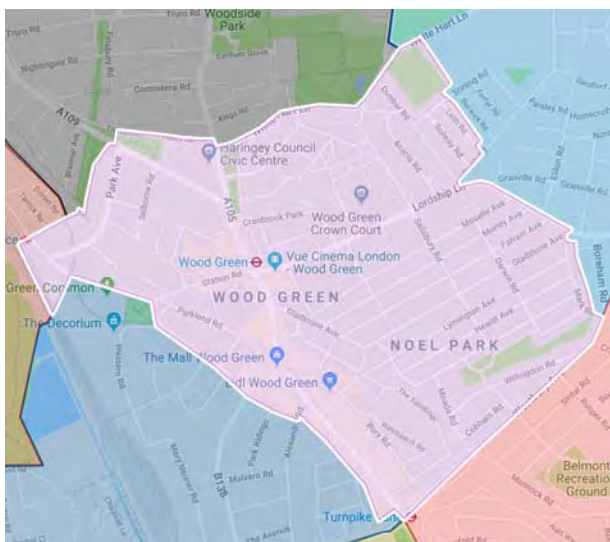
## West Green



West Green ward remains largely unchanged except for the addition of Dunlow Avenue, Lismore Road, and Alton Road to the east. The ward has a very defined character, and community, with the two primary green spaces - Lordship Rec and Downhills Park - remaining as the main focal points for the ward.

All of the green spaces, including Belmont Red, as well as the entire Broadwater Farm estate remain wholly in the ward, and the ward continues to use the Lordship Lane, Westbury Avenue and West Green Roads as the obvious boundaries, to the area.

## Wood Green



Wood Green ward most closely resembles the previous Noel Park ward, however it has been extended to the north to ensure Wood Green Underground Station, the huge number of bus stops located around the station, and the entire Wood Green Commercial area, which spreads to the Haringey Civic Centre to the north, along Station Road to the east and west, and down to Turnpike Lane to the south, are included in the ward.

The entire Noel Park estate - a conservation area - also remains wholly within the ward, with Westbury Avenue to the south, and Lordship Lane to the north, remaining as the boundaries around the estate.

With a number of electors, primarily from NP1, moving into Hornsey ward, which is a more natural fit for the reasons given in the Hornsey section, additional electors have been added to the northwest using the existing Woodside boundary line between Nightingale and Trinity Gardens. The boundary runs along the previous Woodside boundary via Trinity Road before continuing along White Hart Lane around the New River Nursery, before heading south via Perth Road, Lordship Lane and Mark Road to the current previous Noel Park boundary along Westbury Avenue.

The new Wood Green ward ensures that further commercial and residential development in the area remains within a single Wood Green ward, allowing the area to develop and grow in line with Haringey's and the Mayor's plans, with the hugely important Wood Green Underground Station sat at the heart, rather than the edge, of the ward.